HIS ROYAL HIGHNESS THE PRINCE OF WALES'

TOUR of CANADA

AUGUST TO OCTOBER NINETEEN NINETEEN

CANADIAN PACIFIC RAILWAY





THE ROYAL TRAIN.



OFFICIAL PARTY

T.

HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

 $\label{eq:Rear-Admiral} \begin{aligned} & \text{Rear-Admiral Sir Lionel Halsey, K.C.M.G., C.B., R.N.} & & \text{Major-General Sir Henry E. Burstall, K.C.B., C.M.G.,} \\ & & & \text{Chief of the Staff.} & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & \\ & & & \\$

Lieut.-Colonel E. W. M. Grigg, C.M.G., D.S.O., M.C.

Military Secretary.

Sir Godfrey Thomas, Bart.,

Private Secretary.

Captain Lord Claud N. Hamilton, D.S.O., M.V.O. Captain

Captain the Honourable P. W. Legh

Commander Dudley North, C.M.G., R.N.

Major-General J. T. Fotheringham, C.M.G.

Doctor attached to His Royal Highness's Stay.

£,

Lieut.-Col. the Honourable H. G. Henderson, Secretary to the Governor-General. Representing His Excellency the Governor-General.

Sir Joseph Pope, K.C.M.G., C.V.O., I.S.O., Under-Secretary of State for External Affairs. Representing the Government of Canada.

A. B. Calder, Esq.

Representing the President of the Canadian Pacific Railway.



FOREWORD



HE pictures that follow visualize the journey planned for His Royal Highness the Prince of Wales, of which approximately sixty days will be spent in actual travel; and an introductory survey of the outstanding features of the Dominion of Canada may not be out of place.

The two principal qualities of Canada are its magnitude and its diversity. The Dominion has a land area of 3.604.000 square miles-roughly thirty times that of the British Islesdivided into nine provinces and two "territories." The largest of the provinces. Quebec, has a land area of 690.865 square miles-more than thirteen times that of England; the smallest, Prince Edward Island, has 2,184 square mileshardly more than one-third the size of the county of Yorkshire. Canada's eastern and western shores are washed by respectively the Atlantic and the Pacific Oceans, and its northern shores by the Arctic Ocean and Hudson Bay. Its waterways constitute one of the most remarkable geographical features, including the St. Lawrence and Ottawa rivers, with their many tributaries, the North and South Saskatchewan rivers, the Yukon River, the Fraser River and the Columbia River. Amongst its lakes are the Great Lakes, forming part of the international boundary between this country and the United States, of which one. Lake Superior, with an area of 31,800 square miles, is the largest body of fresh water in the world. Of Canada's many mountainous regions, the Rockies, forming part of the continental Cordillera chain, are of enormous height and extent, with many peaks rising to over ten, eleven, twelve and even thirteen thousand feet above sea level.



for the diversity of its elements. This can be illustrated, for example, in the matter of climate, for while the northern boundary of the prairie provinces is in the same latitude as Petrograd, a considerable part of southern Canada is in the same

latitude as Rome. Canada, again, has come so universally to be regarded as purely an agricultural country that it is sometimes overlooked that the Dominion has practically one-sixth of the known and estimated coal resources of the world, and supplies about seventy per cent, of the world's consumption of nickel and eighty per cent, of its asbestos. Although Canada has produced in one year (1915) as much as \$1,600,000,000 worth of agricultural products, it also produced in the same year \$1,400,000,000 of manufactured articles. While during the war Canada was principally urged to grow wheat. Canada also supplied the Imperial Munitions Board with \$937,000,000 worth of shells; while the first order to be placed in Canada after the cessation of hostilities was for \$40,000,000 worth of lumber. Canada is now the second largest pulp and paper producing country in the world, rapidly overtaking the country that holds first place. the United States. Even in respect to agriculture, it should be remembered that Canada produces apples, grapes, peaches and many kinds of sub-tropical fruit in large quantities, as well as its more famous wheat.



HYSICALLY, Canada divides into three distinct sections. First is the region of unbroken primeval forest, out of which every acre that is now inhabited has at one time or another been axe-hewed. This region extends from

the Atlantic Ocean to beyond Lake Superior, or in other words, about half-way across the continent. Next comes the open prairie country, which rolls away for nearly eight hundred miles to the foot of the stupendous barrier of the Rocky Mountains. Lastly is the section consisting of the great ranges and the still mainly mountainous stretches from the prairies to the Pacific Ocean.

The greatest in area of these three-the Eastern section is represented by the provinces of Nova Scotia, New Brunswick, Prince Edward Island, Quebec and Ontario. Nearly the whole of this vast surface is undulating or broken.



The southern portions of these provinces have now this long time been converted into flourishing and populous regions, in which about three-quarters of the population of Canada at present reside. The immediate link with the West is the long stretch of dense forest along the north shore of Lake Superior, which has been very little developed.

The change to the prairies is remarkable. Winniped stands virtually at the gate of the prairie country, which, generally known as the "North West," is neither for the most part flat nor yet devoid of woodland. It is not the monotonous billiard table of the old-time tall story, over which one could run a straight furrow with a plough from Winnipeg to the Rocky Mountains, nor yet the treeless plain that it is often supposed to be. There are stretches of flat country, to be sure, but a great part of the prairie is undulating and often hilly, and with its short natural grass, interspersed with large breadths of wheat and oats, or brown fallows and clumps of trees, is not at all unlike the downland of south-western England. This division includes the original province of Manitoba, founded over forty years ago, and the newer provinces of Saskatchewan and Alberta, formerly the North-West Territories.

From the prairies one passes into the Rocky Mountains, into the tremendous solitude of rugged Alps from eight to ten thousand feet high. British Columbia is a land of great mountain ranges running north and south parallel to the sea coast, of which the Rockies and Selkirks are the dominant systems, while westward lower ranges may be said to descend in steps through finally a beautiful meadow country to the Pacific shore. This country is one of huge rivers and countless lakes, exceedingly rich in minerals, and famous alike for lumber and fruit. Settlements of various sizes are found in the valleys between the mountain ranges and clustering round the lakes. Off the coast lies Vancouver Island, of long, narrow shape, and with a much older settlement than most of the immediate mainland.



NDUSTRIALLY, Canada divides broadly into to generalize, especially with a country of so many complexities, it can be said more or less approximately that Eastern Canada is industrial

and Western Canada agricultural. Yet there are large agricultural areas in all parts of the East, and a pronounced industrial activity in the West. Nova Scotia is largely agricultural, a beautiful pastoral province that produces. amongst other things, a celebrated strain of apple; but in the northern section called Cape Breton Island, there are large coal mines and large iron deposits. Prince Edward Island is almost exclusively agricultural. New Brunswick has both agriculture and a very extensive lumbering industry. Ouebec has practically no developed mineral deposits except asbestos, but, owing to its large water powers which have been transformed into electricity. it has a tremendous industrial and mercantile life, concentrated mostly in the city of Montreal. Outside of that city the population is largely agricultural, with big lumbering interests towards the North.

Ontario is a great manufacturing province, especially in the vicinity of Toronto, but it is also a great agricultural province. It has, in addition, considerable lumbering, out of which has developed, in the more westerly territory beyond Lake Superior, a large pulp-making industry. The three prairie provinces are for the most part agricultural cereal crops of extraordinary volume being produced there sufficiently to justify their claim as the future "Granary of the Empire." Large numbers of live-stock are also raised. The industries which have been established in these provinces are principally those indigenous to their resources. British Columbia has large deposits of coal, copper, silver, lead, and gold; it has enormous lumber resources and a considerable salmon fishing industry. Agriculture there has featured—although not exclusively—the production of fruit, potatoes, and more recently alfalfa.





OCIALLY. Canada has a population of a little over eight millions-hardly any larger, in fact, than that of Greater London; but that population presents fully as many variations as the country itself. Canada may almost naturally be divided

into six social groups—the Maritime Provinces, Quebec. Ontario, the Prairies, "B.C." and the Yukon and North West Territories. Of these, the first and the third are most alike, consisting as they do of a foundation of "United Empire Lovalist" stock (emigrants from the United States after the War of Revolution) upon which has been superimposed immigration from the British Isles, from Scotland particularly. That immigration, however, took place a generation or two back: the great influx of immigration of recent years has been almost entirely to the West, so that the larger proportion of the population of the East is native born.

Quebec is almost exclusively a French province, its people being descendants of the original settlers who remained here after the formal cession of Canada to Great Britain in 1763. There has been a small current of immigration from France, but for practical purposes it is negligible. Nine-tenths of the population of Quebec are French-speaking and Catholic, and it is noteworthy that Montreal is the fifth largest French-speaking city of the world.

The prairie provinces are young—the oldest has scarcely arrived at middle age yet-and their population is therefore largely immigrant, of the first generation, and very cosmopolitan. Not only are the eastern provinces well represented, but there are thousands of immigrants from all countries, the preponderating influences being British, American, Scandinavian, and Slavic. During recent years there has been a great immigration of farmers from the western United States to the remarkably good and remarkably cheap lands to be found in the prairie provinces, so that there is a larger percentage of inhabitants of American origin in Saskatchewan and Alberta than in any other province. British Columbia is largely British, especially in Vancouver and in the mountain-valley fruit regions; and there is vet another element to be encountered in Vancouver Island, which, having been since the middle of last century an important naval station, has now a second generation of British stock that has been to some extent isolated and has not been mixed with other nationalities.

There is no finer stock in the British Empire than that to be found among the miners and trappers and traders of the hardy North.

Scattered throughout the Dominion are Indian Reservations with industrious, law-abiding population, the character of which evidences the consideration given by the Government to the original native of Canada.



2 10 conclude, Canada may be said to be a series of dissimilarities strung together and held together by a common idea. It is not making an undue claim to suggest that outside of the Government there is no agency that binds together and

covers the country better than the Canadian Pacific Railway. The very raison d'être of the Canadian Pacific Railway was indeed an Imperial one, for the confederation of the then disunited provinces of Canada into what became the Dominion involved as one of its essentials the provision of efficient railway communication between east and west. In due course the construction of the Canadian Pacific consummated Confederation.

During its thirty-eight years of existence, the Canadian Pacific Railway has played by no means the least important part in the settlement and upbuilding of a mighty Canada. Its immigration policy alone has been the means of attracting hundreds of thousands of desirable settlers, and the industrial development that it has undertaken has been largely instrumental in creating the industrial Canada of to-day. It is primarily a railway company, and as such owns or controls over 18,600 miles of railway, reaching every important section of Canada and many in the United States; but during its existence it has added to itself a large number of other interests that touch the life of the Dominion at all points. Amongst these may be enumerated the settlement of nearly twenty million acres of its own farm lands (including the development of a vast irrigation enterprise in southern Alberta), an active agricultural propaganda, the operation of a telegraph system, mines, lumber interests, and hotels, and the creation of a fleet of thirty steamships upon the Atlantic and Pacific oceans.





Mileage from Quebec

St. John's, Nfld., to St. John, N.B	784.	nautical	Quebec
St. John, N.B., to Halifax, N.S.	282.0) "	11
Halifax, N.S., to Charlottetown, P.E.I.	260.0) "	11
Charlottetown, P.E.I., to Quebec	564.) "	11

			Intermediate Total		
Quebec,	Quebec		0.0	0.0	
Toronto,	Ontario		511.0	511.0	
Ottawa,	**		259.6	770.6	
North Bay,	**		248.7	1019.3	
Cobalt,	44		103.1	1122.4	
Timmins,	41		157.0	1279.4	
Sault Ste. Marie	2, "		518.3	1797.7	
Oba,			246.0	2043.7	
Orient Bay,	11		230.0	2273.7	
Nipigon,			37.0	2310.7	
Port Arthur,	44		65.3	2376.0	
Fort William,	**		4.4	2380.4	
Winnipeg.	Manitoba		419.3	2799.7	
Saskatoon,	Saskatchewa	ın	480.2	3279.9	
Edmonton,	Alberta		368.3	3648.2	
Calgary	11		194.1	3842.3	
High River	**		39.9	3882.2	
Banff,	- 11		113.8	3996.0	
Lake Louise,	**		34.7	4030.7	
Field,	British Colu	mbia	19.9	4050.6	
Revelstoke,	4.4	44	125.9	4176.5	
Vancouver,	11		379.4	4555.9	

WINDSON OF				
			Mileage from	n Quebec
Victoria,	British Co	olumbia	83.0	4638.9
Westminster,	"	11	107.9	4746.8
Penticton,	1.1	44	248 6	4995.4
Nelson,		4.4	258.6	5254.0
Kootenay Land	ing. "		67.0	5321.0
Macleod,	Alberta	11	251.5	5572.5
Lethbridge.			31.6	5604.1
Medicine Hat,			115.5	5719.6
Moose Jaw.	Saskatche	ewan	257.9	5977.5
Regina,	11		41.6	6019.1
Qu'Appelle,	11		51.0	6070.1
Brandon,	Manitoba		190.7	6260.8
Portage la Pra	irie. "		77.5	6338.3
Biscotasing,	Ontario		940.5	7278.8
Hamilton.	4.6		386.6	7665.4
Niagara Falls,	11.		43.5	7708.9
Brantford,	11		67.9	7776.8
Guelph.			33.3	7810.1
Stratford,			48.9	7859.0
Woodstock,			22.1	7881.1
Chatham,	3.6		92.9	7974.0
London,			64.4	8038 4
Windsor,	100		110.0	8148.4
Galt.	110		168.9	8317.3
Kingston,	11:		220.9	8538.2
Brockville,	300		52.9	8591
Montreal.	Quebec		125.6	8716
Ottawa,	Ontario		111.2	8827.9
				0087.7



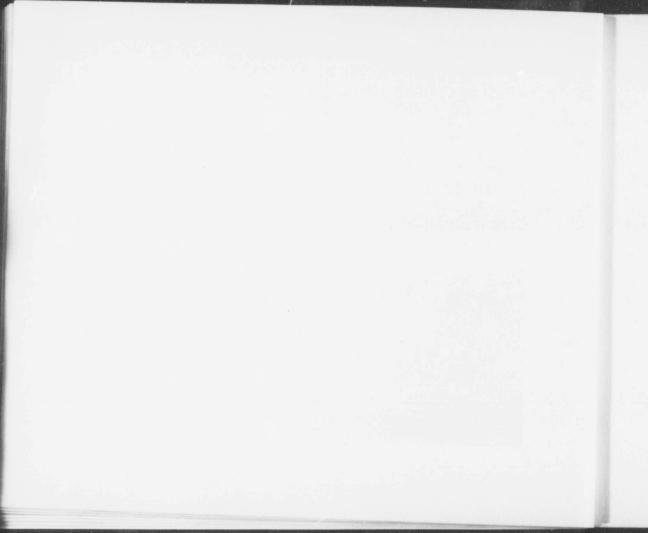
ST. JOHN, N.B.

ST. JOHN, at the mouth of the river of the same name, was founded in the seventeenth century by the French; but it really dates from 1783, when a valiant fleet of 20 vessels disembarked three thousand United Empire Loyalists on the right bank of the harbor, To-day it has a population of over 62,000. It is one of Canada's two winter ports, with a heavy volume of sea traffic. The Canadian Pacific have an immense two-million bushel elevator here. Just above the harbor are the famous "Reversing Falls," caused by the great rise and fall of the tide on the Bay of Fundy.

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HALIFAX

SITUATED on one of the finest land-locked harbors in the world, Halifax has every reason to be the important port it is to-day. It was founded in 1749, when 5,000 British emigrants were established by the enterprise of the Earl of Halifax. It now has a population of 60,000, with a large trade with Great Britain, the United States and the West Indies. It is strongly fortified, the chief fortification being the citadel. As an important naval station, and one of Canada's two winter ports, it played a very important part in the war.

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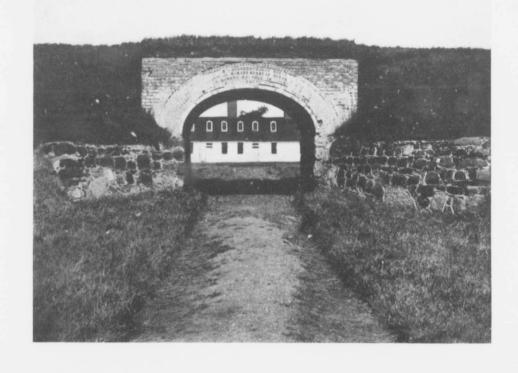




ANNAPOLIS ROYAL, N.S.

THE historic old town of Annapolis Royal was founded by Sieur de Monts in 1604 under the name of "Port Royal," and was for 150 years the scene of part of the long and bitter struggle between the English and French for possession of the New World. The old fort was set up in 1643. It passed into the hands of the English in 1710, when it was renamed Annapolis. ANNAPOLIS ROYAL, N.S.

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NORTH WEST ARM, HALIFAX

BEST known of the many enchanting spots that surround Halifax. In summer a brilliant social life gathers here for canoeing, boating, sailing, tennis and dancing. Above the waters of the course are summer estates founded by men whose names are inscribed in the annals of Nova Scotia.

EVANGELINE'S WELL

THE expulsion of the Acadians, on which Longfellow's famous poem is based, took place in 1755. Evangeline lived (if indeed she is an historical heroine) at the little village of Grand Pré, on the Basin of Minas. This well, called "Evangeline's Well," is traditionally the site of the Acadian settlement.

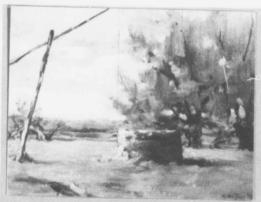
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THE RAMPARTS, QUEBEC

THE historic atmosphere of Quebec is highly emphasized by the ramparts. The quaint old muzzle-loading cannon still keep vigil (although an impotent one) over the broad waters of the St. Lawrence. Quebec was once impregnable, and it is worthy of note that when Wolfe captured it in 1759, he did so not by assault upon the main fortifications, but by sortie under cover of night behind the city.

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CHATEAU FRONTENAC

BUILT on the very verge of a cliff, 250 feel high, commanding a superb view of the St. Lawrence, stands the Chateau Frontenac, operated by the Canadian Pacific Railway, enjoying the finest hotel situation in the world. It is modelled from the design of the French Chateau of the seventeenth century, and, although modern in all appointments, it blends perfectly with the mediaeval atmosphere of Quebec. In front is Dufferin Terrace, a famous boardwalk, named after a celebrated Governor General of Canada.

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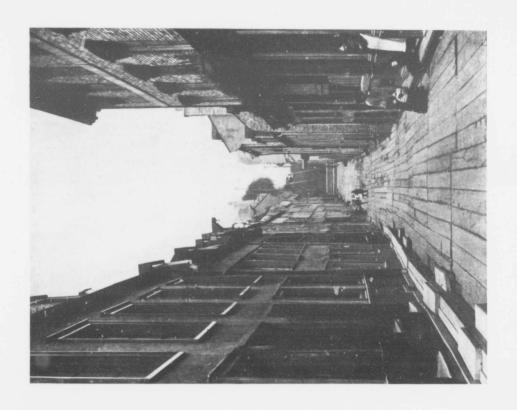


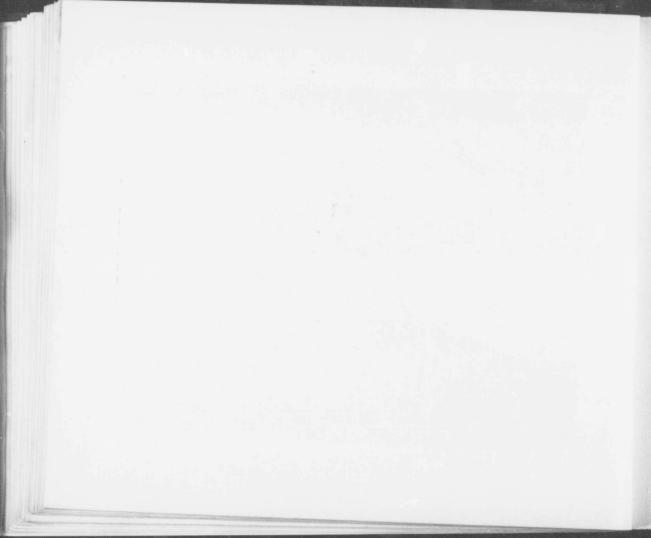
QUEBEC-LOWER TOWN

QUEBEC has the most distinctive atmosphere of any city in America. To this its lower town contributes very notably. Quaint narrow streets, with high old buildings on either side, are a source of interest to the visitor, who can trace in them reminiscences of the historic past. Little Champlain Street, in this view, is the best known of these ancient streets.

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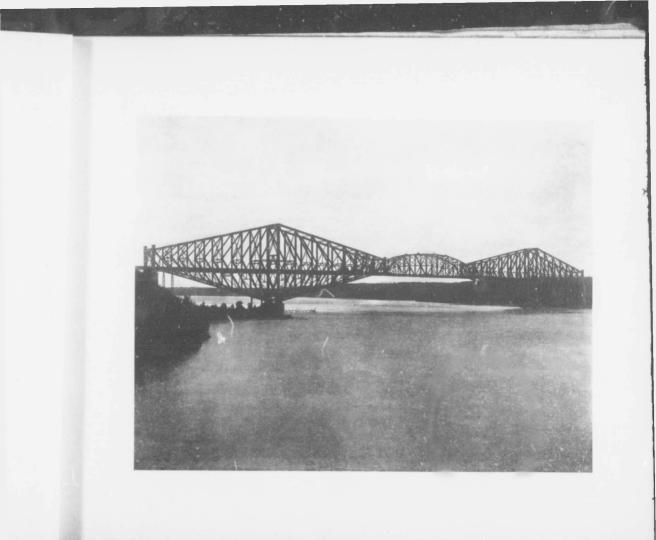


THE QUEBEC BRIDGE

as it was on the ruins of two tragedies, was one of the beddest and most immense friumphs in engineering annals. Commenced in 1900 and completed in 1917, this buge bridge crosses the St. Lawrence a few miles above Quebec, and forms the mans of interchange of railway traffic ctween north and south of the river. It possesses the ongest span of any bridge in the world, and the height of the base of rail above mater is fifteen feet greater than the height of Horse and Minagara. The principal measurements are lost length 3,246 feet; main span, 1,800 feet; suspended to the span depth of trusses at main pier, 310 feet the search of the same of the search of the span depth of trusses at main pier, 310 feet the search of the same of the search of the search

THE QUEREC BRIDGE

THE construction of the Quebec bridge, consummated as it was on the rains of two tragedies, was one of the beliefst and most immense triumphs in engineering annual. Commenced in 1900 and completed in 1917. Itis huge Commences the St. Javarence a few miles above Quebec bridge crosses the St. Javarence a few miles above Quebec between north and south of the river. It prosesses the behave of any bridge in the world, and the height of the base of rail bower low water is fitten feet greater than measurements are —Total length. 3.290 feet; main span, measurements are —Total length. 3.290 feet; main span, feet feet; cantilever rains, 1.160 feet; suspended arm, 640 feet; depth of trusses at main feet; 310 feet; height of steel weight of steel, 65,000 tons; quantity of masonry, feet; weight of steel, 65,000 tons; quantity of masonry, facel.





QUEBEC FROM LEVIS

QUEBEC occupies the summit and base of a lofty crag projecting into the St. Lawrence. It was here that Jacques Cartier, the first European who sailed into the river, spent the winter of 1535. A permanent settlement was established by Samuel Champlain in 1608, which for 150 years was the headquarters of French rule in the New World, until in 1759, after one of the most celebrated fights in history—the capture of Quebec by Wolfe—Canada passed into British possession.

(i -om the painting by Frank Armington)

THE CHATEAU DE RAMEZAY MONTREAL

A LTHOUGH so busy a manufacturing and commercial city, Montreal has many interesting associations that are encountered at odd corners. The Chateau de Ramezay, near the City Hall, was the official residence of the Governors under the French regime, and, preserved now as a museum, is the repository of a very valuable collection of historical documents, pictures and curiostites. Montreal was the last place yielded by the French to the British.

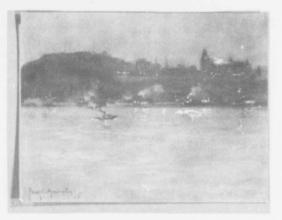
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A CANADIAN PACIFIC TRANSCONTINENTAL TRAIN

THE Canadian Pacific Railway is the largest transportation company in the British Empire. While it has a number of subsidiary interests, such as steamship and telegraph services, it is primarily a railway company, and as such owns, operates or controls a total mileage of over 18,600 miles, with over 2,200 locomotives and 90,000 freight and passenger cars. Its main line, from Montreal to Vancouver, is 2,885 miles in length, and between Montreal (or Toronto) and Vancouver it now has three through transcontinental trains a day in each direction, the fastest of which, the "Trans-Canada Limited," performs the journey in 93 hours.

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THE Canadian Pacific Railway is the largest transportation company in the British Empire. While it has a number of subsidiary interests, such as steamship and telegraph services, it is primarily a railway company, and as such owns, operates or controls a total mileage of over 15,600 miles, with over 2,200 locomotives and 90,000 freight and passenger cars. Its main line, from Montreal to Vancouver, is 2,855 miles in length, and between Montreal (or Toronto) and Vancouver it now has three through of which, the "Trans-Canada Limited." performs the



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TORONTO, YONGE STREET

THE beginning of Toronto was in 1749, when the French established a trading post known as Fort Rouille, to counteract the English post at Oswego across the lake. As with many other towns in Eastern Canada, however, the real settlement of the district came with the influx of United Empire Loyalists after the American War of Revolution. Its well sheltered harbor and splendid strategical position soon marked it as a place of future importance. It has now grown to be the second city in Canada, with 500,000 people. It has immense manufacturing establishments, very fine buildings, three universities, numerous churches, and a beautiful residential section. Yonge Street, name after a former Secretary of State for War, suggests in its high buildings what is often said of Toronto, that it is "the most ambitious city of Canada."

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TORONTO EXHIBITION

THE Canadian National Exhibition, held each year in the latter end of August and the beginning of September, is the greatest thing of its kind in Canada. Representative displays of every kind of Canadian product are brought together, while in addition there are always numerous attractions in the main enclosure, such as aviation, acrobatics, and fireworks, to say nothing of the "Midway," with its countless side-shows. The exhibition grounds stand on the site of Fort Rouille, established by the French in 1749. Its site is marked by an obelisk in the southwest corner of the grounds.

TORONTO EXHIBITION

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PARLIAMENT BUILDINGS, TORONTO

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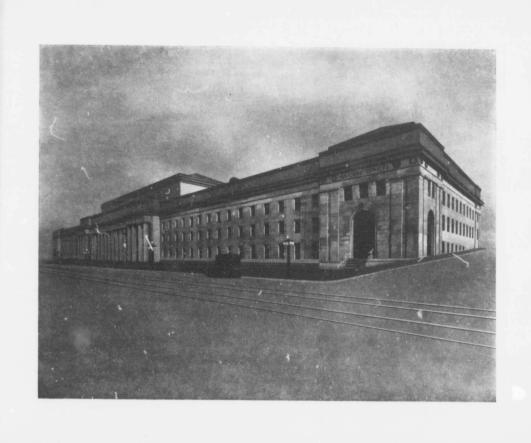


TORONTO, UNION STATION

TOLONTC has grown so rapidly that its railroad terminal facilities quickly became inadequate. The construction of a new and more spacious terminal was contemplated at the beginning of the war, and although it was deemed inadvisable to commence operations, a start was made later and at the present time the new terminal is nearing completion. It stands on a large site near the cld depot, and with its imposing Roman columns will be an architectural credit to Toronto. It will handle the traffic of three railways.

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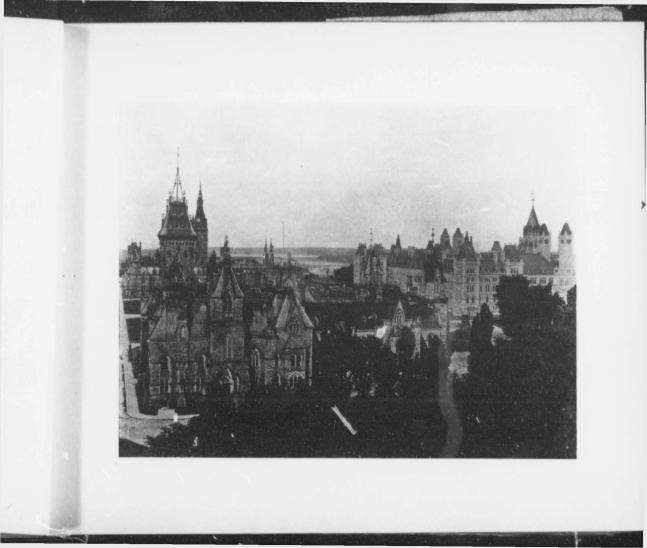


OTTAWA

TTAWA, Federal Capital of the Dominion of Canada, residence of the Governor-General, meeting place of the House of Commons and the Senate, and headquarters of the administrative departments of the Government, is pictureaquely situated at the junction of the Rideau and Ottawa Rivers. The new Parliament buildings (seen at right of picture), replacing those destroyed in the disastrous fire of February, 1916, are nearing completion. On the left are seen the original east and west wings, which escaped undamaged. Ottawa, in addition to being the seat of the Government, has also a highly important lumbering industry.

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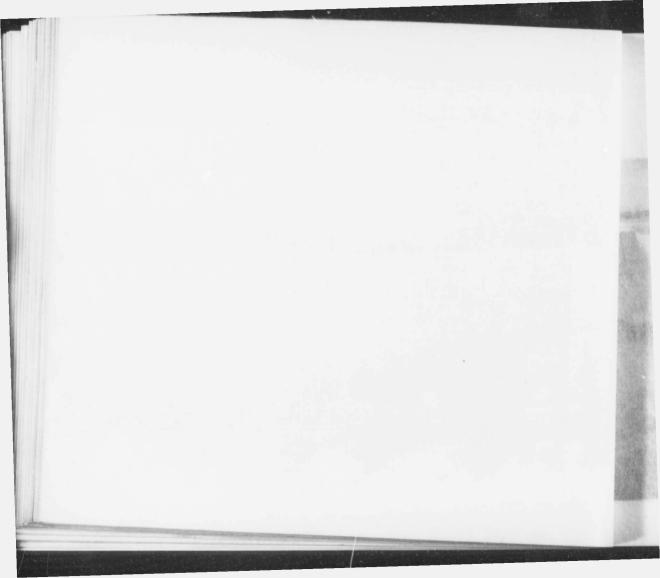
RIDEAU HALL, OTTAWA

THE residence of the Governor-General of Canada, standing about two miles out of the city on the road past Rideau Falls.

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NIAGARA FALLS

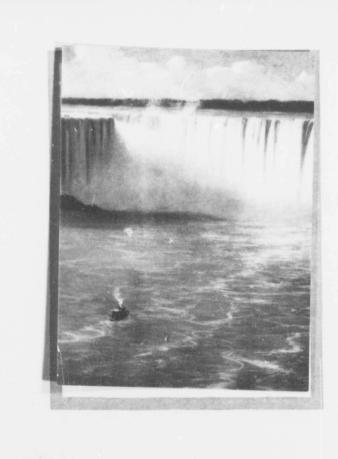
NIAGARA is an Indian word signifying "The Thunder of Waters." Although neither the highest nor most impressive falls in the world, Niagara Falls are certainly the most famous. There are two falls, the American and Horseshoe, divided by Goal Island, of which the Horseshoe on the Canadian side is by far the larger. Its height is 158 feet. The fascination of the scene draws thousands of visitors each year, but it is in the immense power developed that the interest of the falls is to-day. The remount of water power actually available is 56,000 cubic feet per second (equal to 650,000 horse-power). In addition to the electric power used by the many local industries, a great quantity is distributed through the province of Ontario and New York State.

(From the painting by Norman Wilkinson)

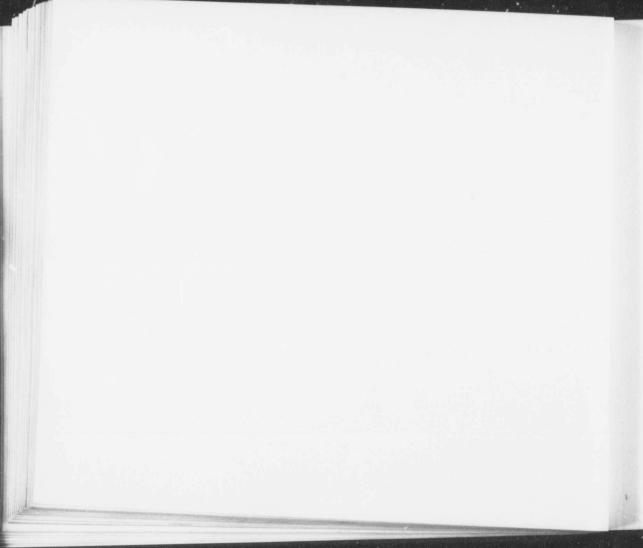
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A waterland by Northern Wilkleson's



经过程的经济区域的企业的企业



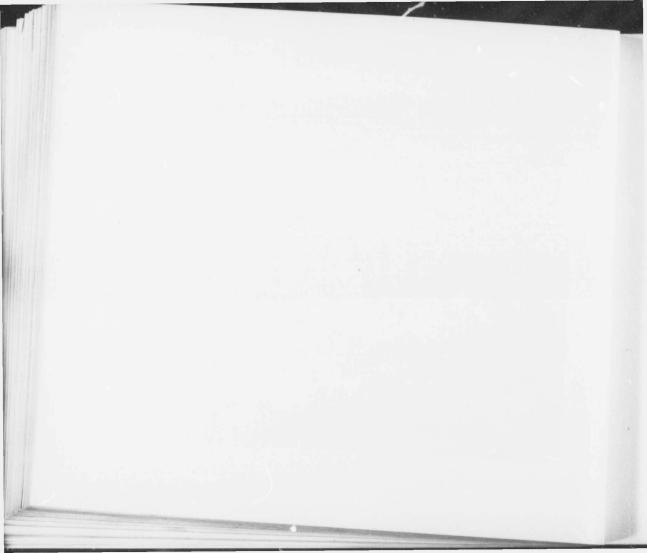
NORTH BAY

NORTH BAY is an important Canadian Parish.
Railway divisional point. It is situated on lake
Nipissing, a beautiful sheet of water 90 miles long,
and 80 wide, with excellent fishing and hunting. The
town is also the gateway for the famous Cobalt and
Porcupine silver and gold districts.

YAR HTROK

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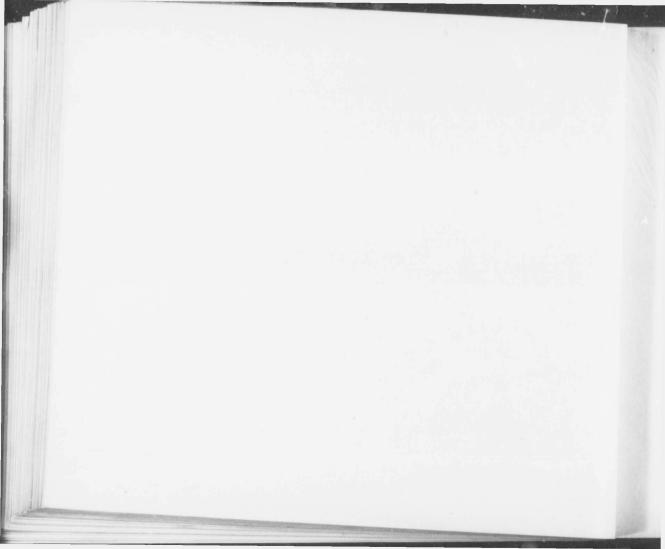
TIMMINS

CANADA has always been a producer of gold, the province of British Columbia, and subsequently the Yukon Territory, formerly producing by far the majority. In 1909, however, important discoveries were made in the Porcupine district, about 150 miles north—west of the Cobalt silver district, which have resulted in making the province of Ontario the leading gold mining province of Canada—its output having risen from less than half of one per cent of the total in 1909 to nearly 58 per cent in 1917. There are now seven mines in the Porcupine district producing gold, all of them reached from Timmins. The picture shows the Hollinger plant, the largest of these mines.

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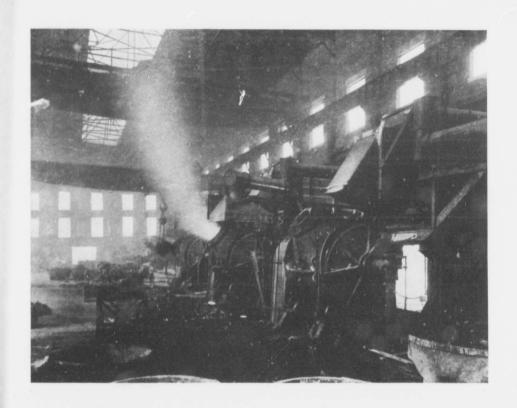


SUDBURY

NEAR Sudbury are the greatest nickel mines in the world, supplying over two-thirds of the world's consumption of this metal. The area of the "nickel basin" is about 550 square miles. Smelting is carried on principally at Copper Cliff, a short distance from the town, the nickel content averaging 3.09 per cent and the copper content 2.12 per cent. The process of smelting removes the large iron content, producing a nickel-copper matte suitable for refining. Copper converters are seen in this picture.

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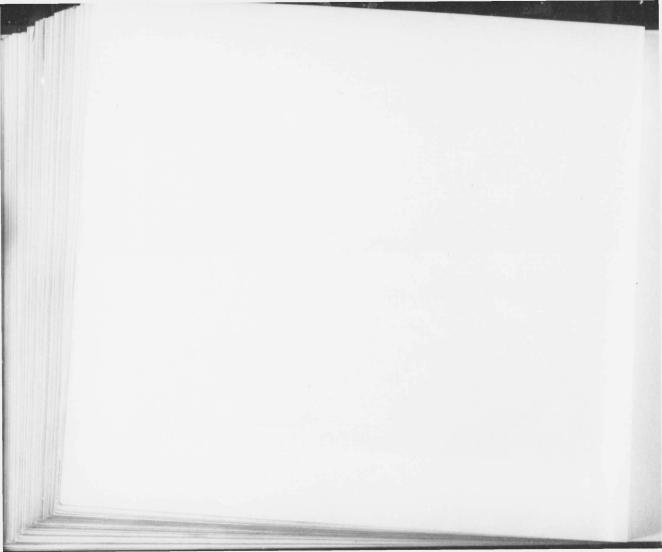
ESPANOLA

THESE huge pulp and paper mills are one of many growing groups of mills in Canada. These are situated on the Spanish River near Espanola Station, not far from the shores of Lake Huron, and have a daily production of 175 tons of ground wood pulp and 280 tons of newsprint. The Spanish River country has not only great timber and mineral values, it is also famous for its hunting and fishing possibilities.

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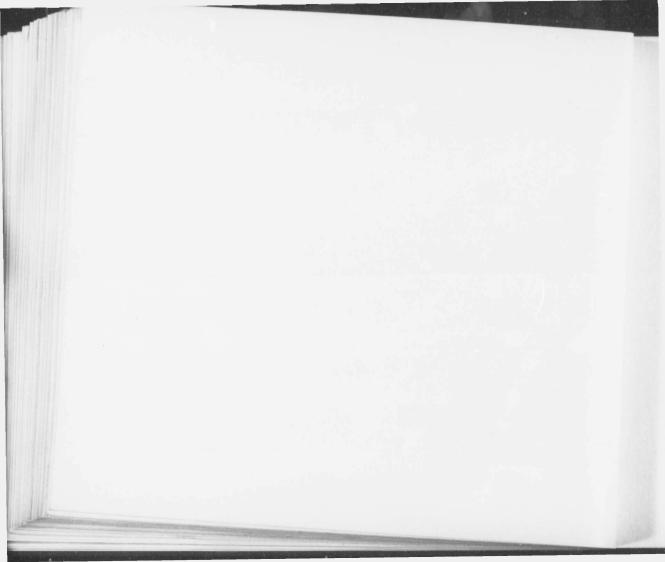
DESBARATS

DESBARATS is a popular summer resort on the Canadian channel on the north shore of Lake Huron. The sailboat here seen is a typical Mackinaw boat, a fast and safe kind well suited to pioneer days.

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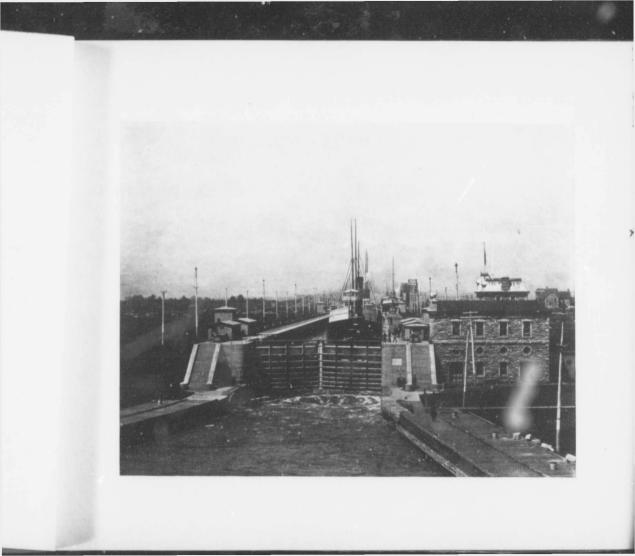
LOCKS AT SAULT STE. MARIE

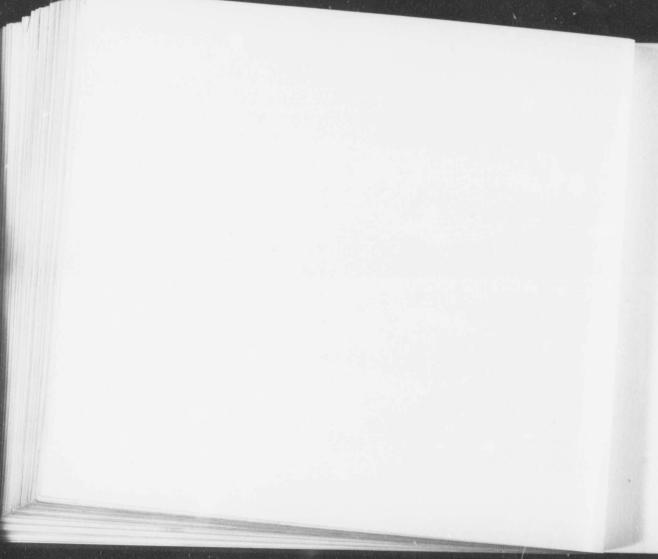
AULT STE. MARIE is situated at a point on the St. Marys river where the flow from Lake Superior to Lake Huron is obstructed by the tumbling St. Marys rapids. To overcome this impediment to navigation, locks have been constructed on both sides of the river to compensate the difference of 18 feet in the water level. The Canadian Government canalis 7.472 feet long, by sixty feet wide. It was built in 1885-1895 at a cost of about \$4.000,000. An immense amount of tonnage passes through the locks daily during the season of navigation. In 1917, 15.447,000 tons passed through the Canadian locks alone, a greater volume of business than passed through either the Panama or Suez Canal in the same year.

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ALONG THE AGAWA CANYON

THE country to the immediate north of Sault Ste. Marie —part of the wast territory called "Algoma"—is, like all that district, a wild and rugged country to which the oft used term "sportsman's paradise" may with particular aptness be applied. It is full of mountain streams, falls, rapids and lakes, densely wooded, where moose, caribou, and deer are to be found in large numbers. As for fish, trout, black bass, maskinonge, pickerel, salmon trout, and white fish abound. One typical spot is Agawa Canyon, which the railway follows, wild, picturesque, and magnificent.

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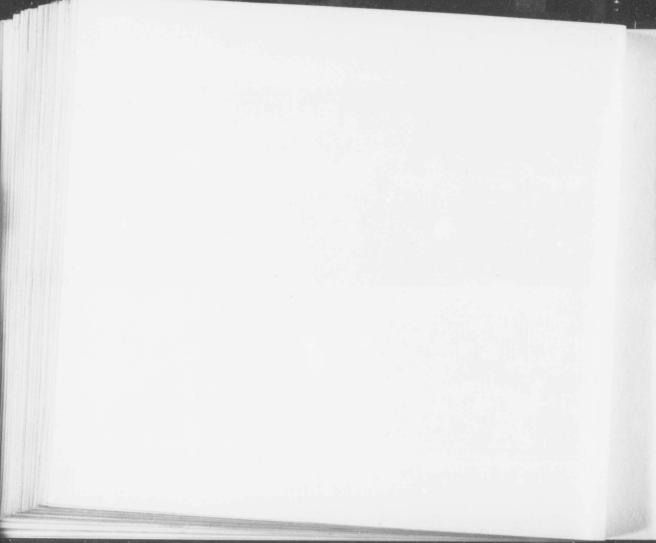
TROUT FISHING AT NIPIGON

N IPIGON is the Mecca of devout trout-fishermen, for the sire and fighting capacity of its red-speckled beauties, the largest and gamest in the world, have earned the respectful admiration of anglers in every country. The Nipigon River, forty miles long, with numerous lake expansions and surging rapids, flows from Lake Nipigon into Lake Superior; its water is of the purest, clearest kind, and of the coldest temperature. Local guides declare that this is a region that can never possibly be fished out, and that notwithstanding the number of years it has been fished, five-pounders are still common.

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ACROSS THE GREAT LAKES

THE route of the Great Lakes trip is from Port McNicoll or Owen Sound, on the eastern shore of Lake Huron, through the Sault Sainte Marie ("Soo") Canal, that connects the two lakes, to Port Arthur and Fort William.

LAKE HURON

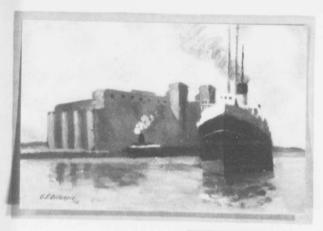
A CROSS Lake Huron, through the 30,000 islands die the Georgian Bay, and Lake Superior a Canadian Pacific steamhip service provides a beautiful two-day inland cruise. Lake Superior is the largest body of fresh water in the world.

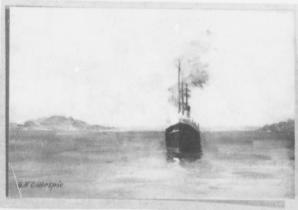
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 $Feam pointings \ by \ G.\ F.\ Gillespie$





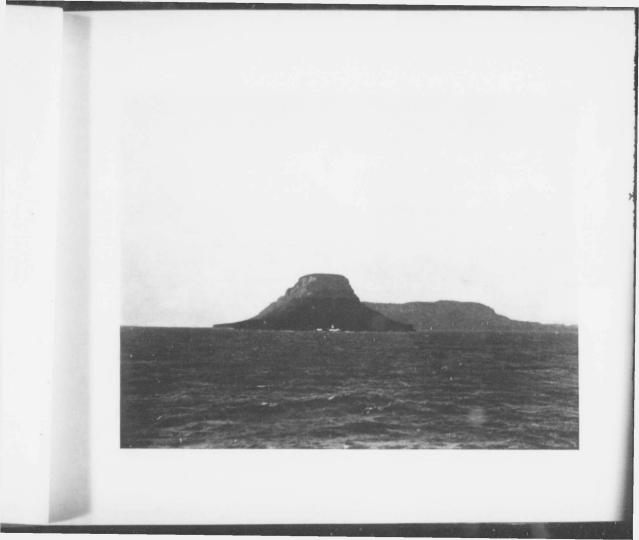


THUNDER CAPE, NEAR PORT ARTHUR

A LONG promontory of basaltic rock called the "Sleeping Giant," terminating in Thunder Cape. The cape towers to a height of 1,300 feet. From the north-west it resembles a couchant lion, and from the north or south it looks like a sleeping giant.

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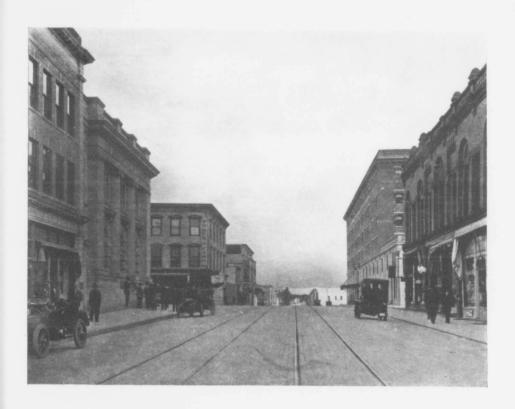


PORT ARTHUR

PORT ARTHUR, with its "twin city," Fort William, stands st the head of Lake Superior. Together they form Canada's greatest grain port. Through here the huge grain crop of Western Canada every year finds its way; hauled hither by railway cars, the grain is transferred to lake steamers, and then carried down the Great Lakes to Port McNicoll, Buffalo, and other ports. As many as 369,000,000 bushels of grain have passed through these two cities in one year.

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FORT WILLIAM

THE total capacity of the great terminal elevators at Fort William and Port Arthur is in excess of 43,000,000 bushels. The Kaministikwia River, flowing into the lake, has been dredged out so that the largest freighters can have easy access to the dock.

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KENORA, ONTARIO

EAVING Fort William, the railway enters a somewhat a sparsely settled district of dense forests, lakes, streams, and rock. For over three hundred miles we are still in the Province of Ontario, which corresponds roughly with this great bush country. A very important pulp indostry has been developed, the centres of which are Pryden and Lake of the Woods, Kenora, the chief town of this district, lies at the northern end of Lake of the Woods, a large, beautiful expanse of water extending seventy-five miles south to Rainy River; and, dotted as it is with hundreds of islands, it is a favorite summer resort for Winnipeg people.

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MINNIFE

Y. 1871. Winnipng was a mere trading post known as crowth since that time that time has been phenomenal. To-day it is the third largest city in Canada, with a population of the third largest city in Canada, with a population of the third largest city in Canada, with a population of the standard contract of the contract of the contract of the contract in the population of the population of the majoratal findings, the most imposting of which are the new Previocal Partitioned buildings, the most imposting of which are the first elevators, shattions and the largest railway yards in the world, with over one bundred and ten miles of track. Winnipeg is famous for its wise streets, of which this—Portage Avenue—a a typical example.





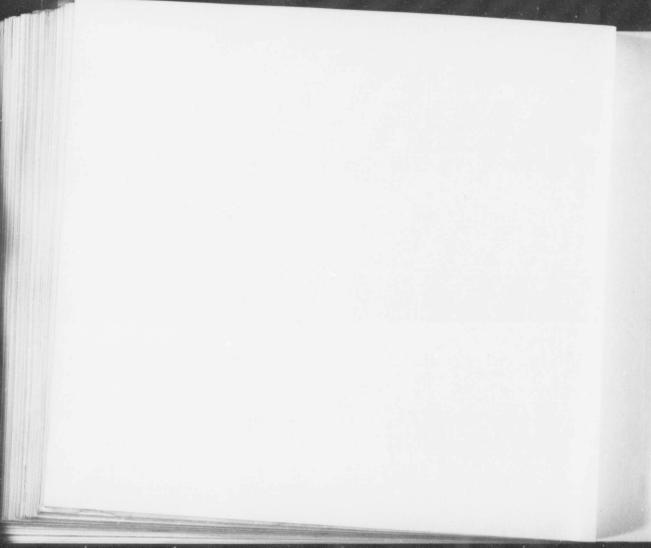
THE ROYAL ALEXANDRA HOTEL, WINNIPEG

ROM a mere trading post, Winnipeg has risen in a little over forty years to the position of one of the most handsome and progressive cities of the continent. It is the gateway to the great grain producing prairies, the grain market of the British Empire, the railway centre for Western Canada, and an important manufacturing and distributing point. The Royal Alexandra Hotel ranks amongst the finest hotels in the world, and has been extended to twice its original size. It adjoins the new Canadian Pacific station.

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THE "COUNTESS OF DUFFERIN"

THE "Countess of Dufferin" was the first locomotive to arrive in Winnipeg. It was on October 7th, 1877, that the steamer "Selkirk," with barge loaded with what was then called "C. P. R. Locomotive No. 1," together with six flat cars and a caboose, reached the city from the south. The advent of the ison horse was a day of great rejoicing in the then small town. The engine was named after the wife of the then Governor-General of Canada. A comparison between it and the mighty "Pacifics" and "Mikados" of to-day tells a wonderful story of the progress of Canadian railroading.

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SASKATOON

SASKATOON, on the South Saskatchewan River, is a little more than half way between Winnipeg and Edmonton on the important branch line of the Canadian Pacific that connects those three cities. It is situated in the heart of a very rich agricultural district, for which it is the supply centre. Its growth has been very rapid, condensing into a shorter span of years than is even usually the case the characteristic development of the western city. Hardly more than fifteen years ago Saskatoon was a tent settlement of a few score people: now it is a busy little metropolis of some 25,000.

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REAPING ON THE PRAIRIES

A VISTA of immense distances, wonderful atmospheric effects, and a rich blend of primary colors.

In all its agricultural methods, Western Canada is strictly utilitarian, for it is a big country where everything must be done quickly. The self-binder, for example, is in universal use.

(From the painting by C. W. Simpson, A.R.C.A.)

THRESHING ON THE PRAIRIES

A LWAYS, in the West, done in the open field. The "separator" is operated by a steam or gasoline "tractor," and while there are many farmers who own their own threshing outfits, the common practice is for the latter to be operated by independent owners who perform the whole work on contract.

REAPING ON THE PRAIRIES

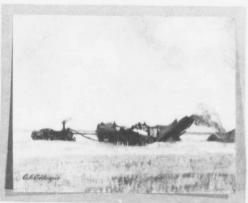
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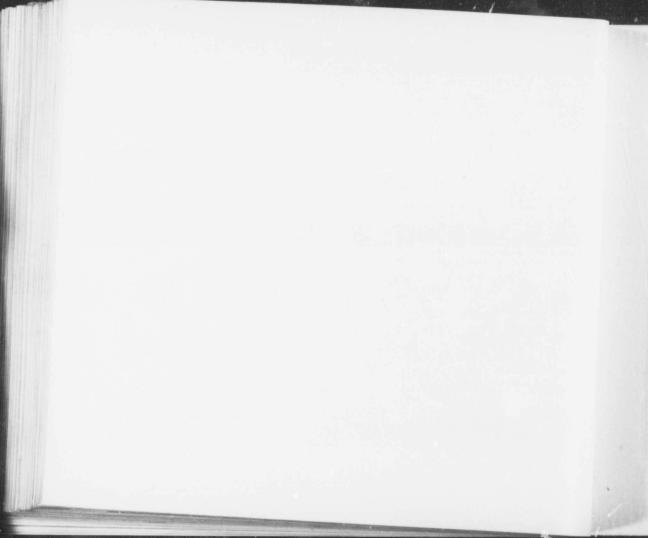
A WHEATFIELD IN WESTERN CANADA

THE great prairie region of the Canadian West begins I a few miles east of Winnipeg and stretches to just beyond Calgary, over 800 miles distant, and due north from the international boundary between Canada and the United States for at least 300 miles. This vast region, the world's "last Great West," forms a huge agricultural area, producing wheat, oats, barley, and other tereals in great quantity and of the finest quality. Out of the total land area of 466,000,000 acres, comprising the provinces of Manitoba, Saskatchewan and Alberta, at least 200,000,000 acres are estimated to be first-class agricultural land, but only about 30,000,000 acres are yet actually settled and under cultivation.

WHEATEIELD IN WESTERN CANADA

THE great prairie region of the Canadian Wort begins beyond Calgary, over 160 rathes distant, and due morth from the international boundary between Canadia and the Thied States for all least 450 miles. This wast region, the word, "last Great West," forms a huge agricultural area producing wheat, only harley, and other cereals in great quantity and of the fracet quality. Out of the total land area of 466,000, was and Aberta, as least 100,000,000 acrea are estimated to be first-class agricultural land. but only about 30,000,000,000 to be greates estimated as the first-class agricultural land but only about 30,000,000.





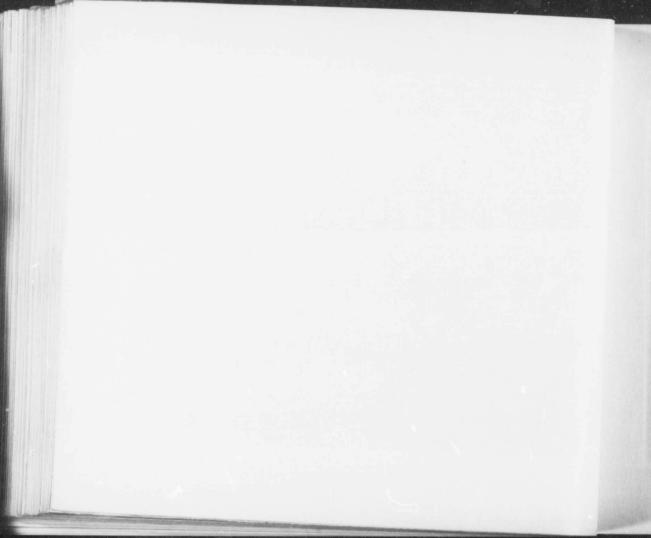
CATTLE

Western Canada is not only famous for wheat, it is also a great stock-raising region. Before grain was rain, to any extent, the country was largely devoted to ranching on an extensive scale. The big ranches have now almost disappeared, but stock raising is more popular than ever, only instead of one man owning several thousand head of cattle, there are now several thousand here owning herds of any size up to several hundred. There are now about 3,700,000 cattle in Western Canada. Those in the picture are Herefords, one of the best beef types.

CATTLE

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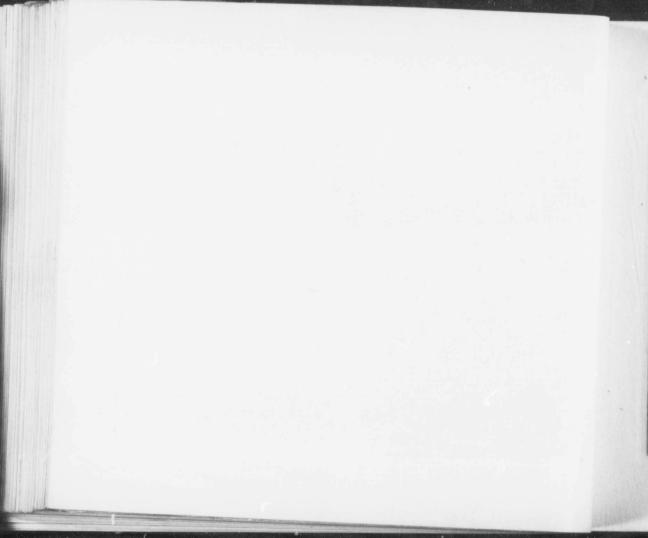
PARLIAMENT BUILDINGS, EDMONTON

APITAL of Alberta and gateway to the enormous tract of practically unex sited but fertile land to the north, known as the Peace River Country. Already an important city of 58,000 people, Edmonton is destined to become greater as the rich farming country which it serves develops. Edmonton was established as a trading post by the Hudsons Bay Company in 1795, and the remains of the old fort are still standing near the Parliament Buildings. The city stands principally on a lofty bluff overlooking the North Saskatchewan River.

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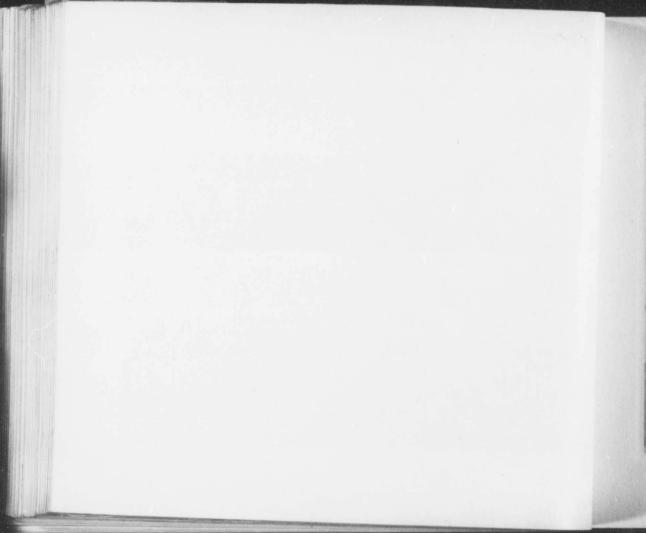


CALGARY C ALGARY is the end of the prairies proper and the beginning of the foot-hill country. Founded less than forty years ago, it is now a flourishing industrial and agricultural centre, the largest city between Winnipeg and Vancouver, an important junction with north-and-south traffic, and the headquarters of the land, mineral and timber interests of the Canadian Pacific.

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THE PALLISER HOTEL, CALGARY

CALGARY is on the western edge of the fertile prairies, and practically at the foothills of the Canadian Rockies. Founded less than forty years ago, it is to-day an excellent example of the enterprise and rapid growth of the Canadian West. It has flourishing industries, but probably its chief importance lies in its distribution of supplies for the surrounding farming country. Here is a magnificent Canadian Pacific hotel, the "Palliser," completed in 1914. From its roof garden a beautiful view of the Rockies, over 50 miles away, can be obtained.

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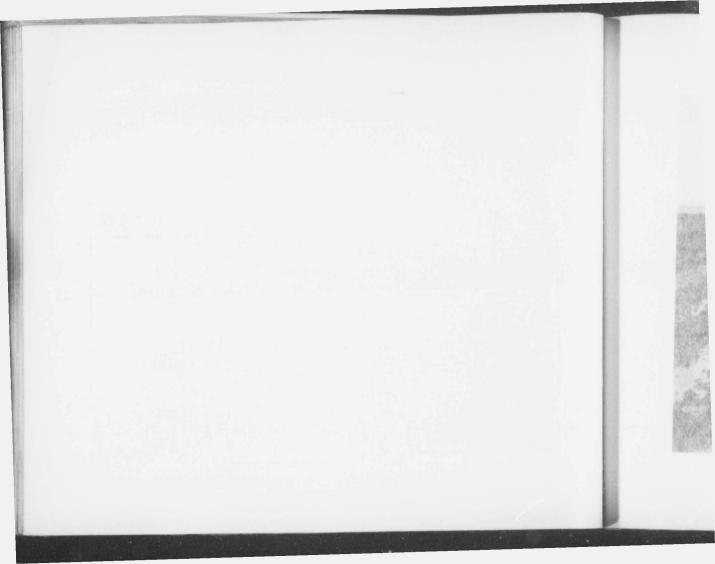
THE BROOKS AQUEDUCT

THE Brooks Aqueduct is another important structure in the eastern section of the Canadian Pacific irrigation system. Constructed to carry sufficient water across a long flat valley to irrigate 120,000 acres, it is 10,400 feet long, with a maximum height of sixty feet and a "barrel" twenty-two feet across the top and nine feet deep. It is reinforced concrete, supported by columns, one end being nearly five feet lower than the other to give the stream a velocity of seven feet per second. At the point where the structure crosses the railway line, an inverted siphon that dips under the track is used because of insufficient room overhead.

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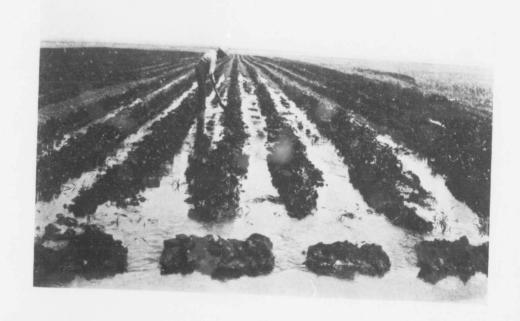


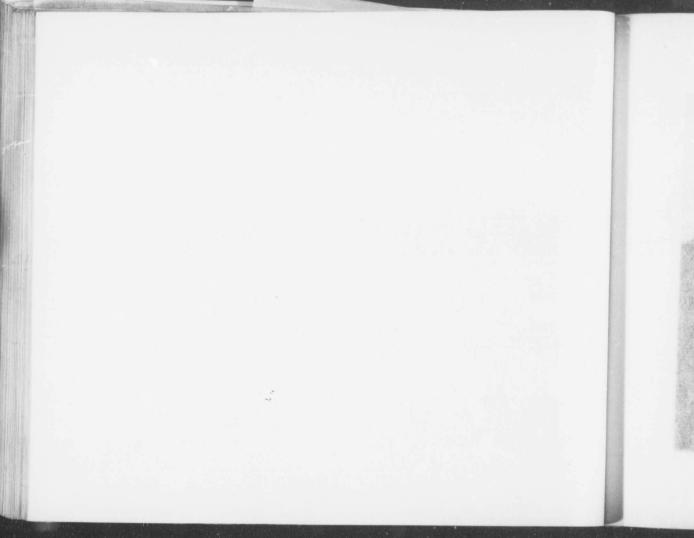
IRRIGATING, ALBERTA

THE final stage of irrigation—the actual application to the land. The water diverted from the Bow River, after flowing through main and secondary channels, eventually reaches the farmer's individual ditch that runs along-side his field. When he wishes to apply the water, he ploughs several series of furrows, or if the crop is already above ground, re-uses the old furrows previously made, places a small dam across the ditch, and runs out the water over his field in the way shown. Irrigation is principally beneficial because the application of moisture at the proper time, instead of reliance upon the haphazard element of rainfall, causes much heavier crops. It is also valuable in another way, in that by its use certain crops can be produced that would be practically impossible without it, such as alfalfa, the premier fodder crop of this continent.

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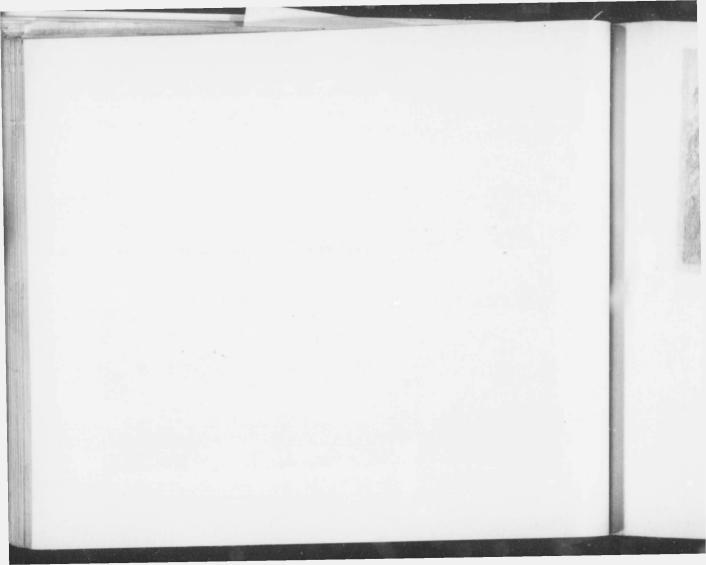
DEMONSTRATION FARM, STRATHMORE

STRATHMORE, Alberta, is the headquarters of the western section of the Canadian Pacific irrigation system. It has a large demonstration farm serving as a base for the production and purchase of cream, butter, eggs, poultry, vegetables and other commodities, for the western dining car and hotel system of the Company.

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THE THREE SISTERS

Companion peaks that form one of the first notable sights in the journey through the Rocky Mountains. Canmore, at their base, is a large coalmining town.

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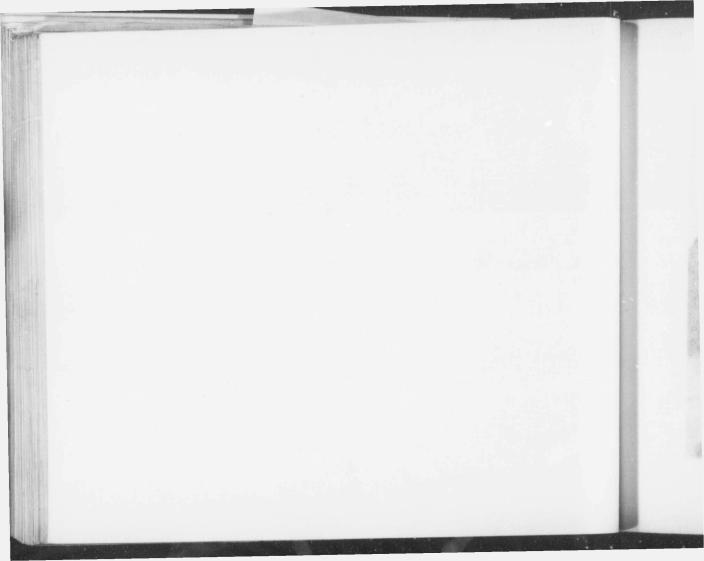
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HORSES, WESTERN CANADA

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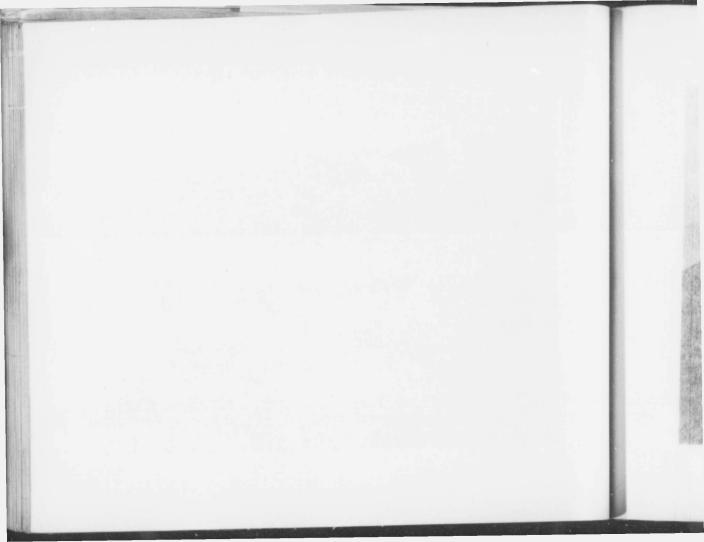
GEORGE LANE'S RANCH, HIGH RIVER, ALBERTA

AN EVIDENCE of the high standard which the horse-breeding industry has reached in Western Canada is afforded by this ranch. Mr. Lane, "an old timer" in the West, and one of the earliest and most successful cattle ranchers and farmers, has made a specialty of raising horses, with the result that he has now the most famous breeding establishment of its kind in the world. On his "Bar U" and Namaka ranches near Calgary, he has over seven hundred pure-bred Percherons, and whereas the foundation stock of this splendid stud was imported from France, Mr. Lane is now exporting animals back to the British Isles for breeding purposes. He has the distinction of making the first exportation of Percheron horses from the American continent to European countries. Mr. Lane also keeps about 10,000 head of cattle on his ranches and raises about 9,000 acres of grain crops each year.

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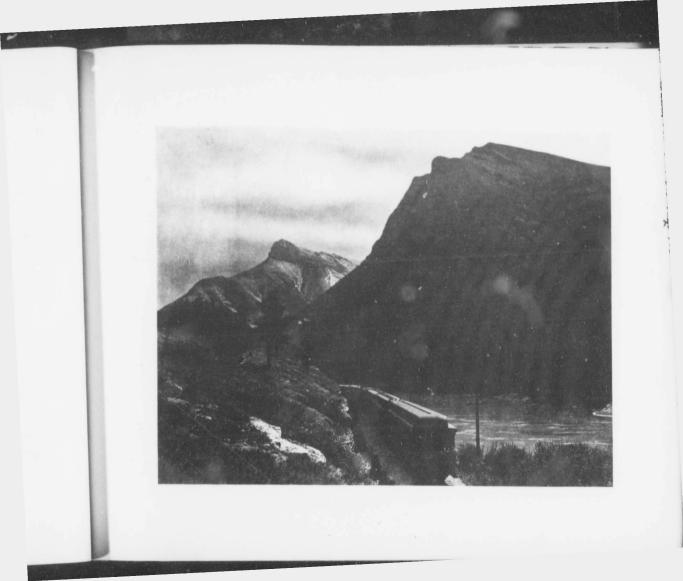


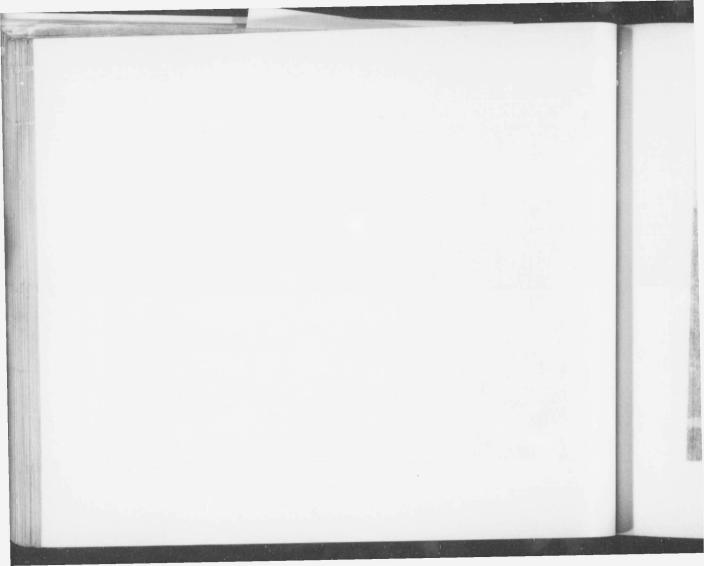
THE GAP

BETWEEN Winnipeg and Calgary the railway has already climbed over 2,600 feet; and from Calgary to Banff it must climb another. 1,00 feet in eighty miles. Leaving Calgary, the great stretches of level country cease, and the rolling grassy foothills succeed, rising tier upon tier to the base of the great ranges to which they are the outposts. Soon the mountains rise abruptly in great masses. A bend in the line brings the train between two almost vertical walls of dizzy height, streaked and capped with snow and ice. Through this gap the mountains are entered.

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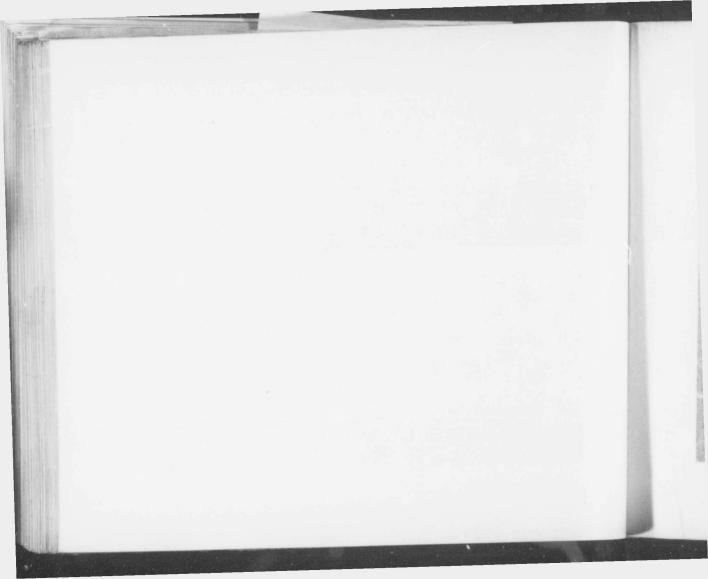


ROCKY MOUNTAINS PARK, 1,800 square miles in extent, is the largest Dominion Government reservation in Western Canada. Banfi (altitude 4,534 feet) is its headquarters. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery, and nowhere are good points of view and features of special interest so accessible as in this district, where so many good roads and bridle paths have been constructed. Banff is now one of the most popular mountain resorts of this continent and the rendezvous, every year, of an enormous number of holidaymakers from all over Canada and the United States.

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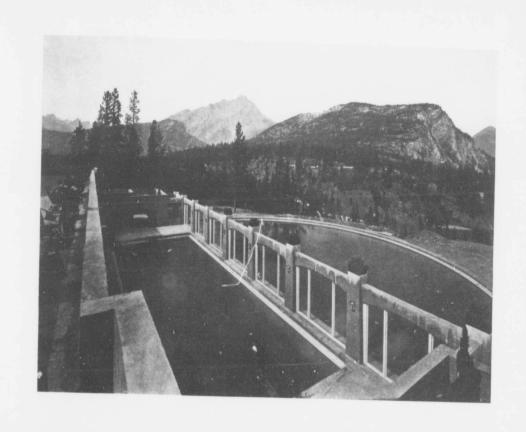


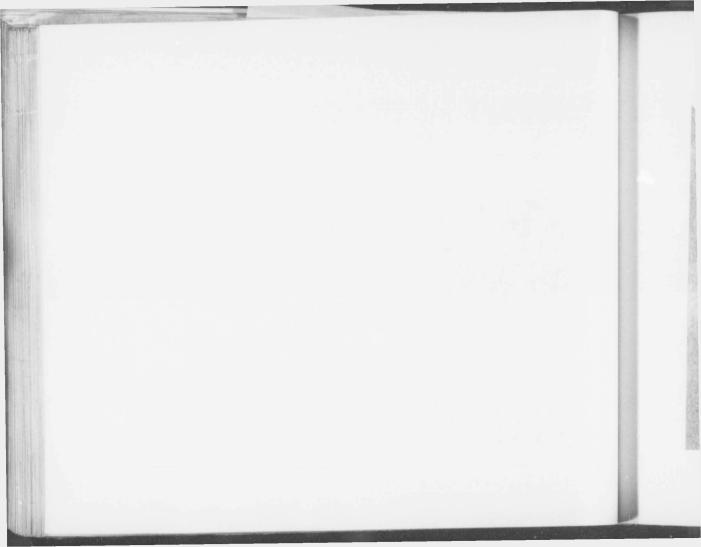
SWIMMING POOL AT BANFF

THERE are several hot sulphur springs at Banff, possessing high curative value and also forming excellent swimming pools. One of these pools is at the Banff Springs Hotel, just below the main terrace. It is supplied with sulphur water piped from Sulphur Mountain, and averages about 110 degrees in temperature. The semi-circular pool on the right is cold water.

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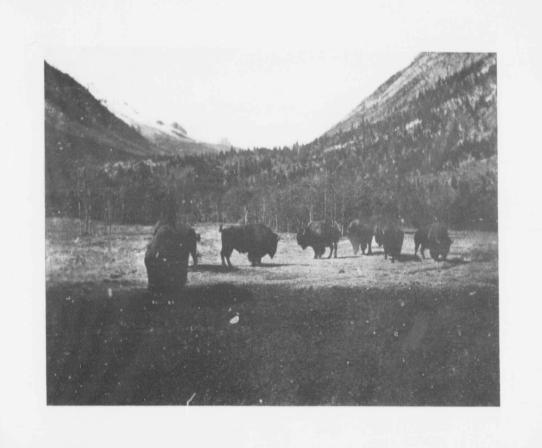


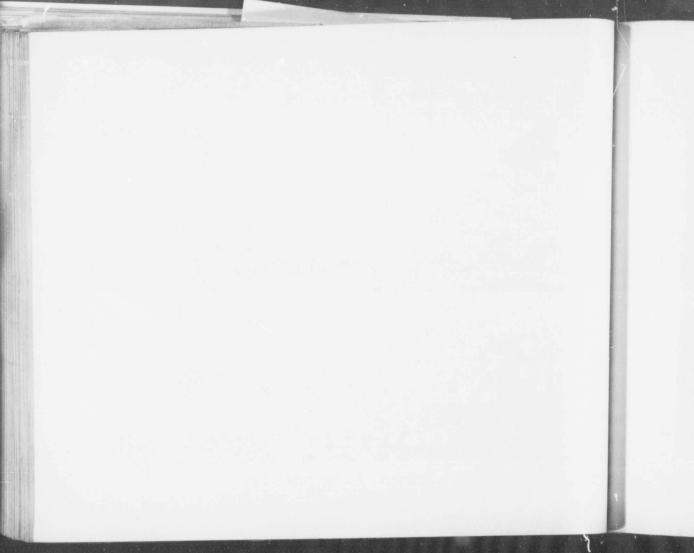
BUFFALO AT BANFF

A MILE or so to the other side of Banff is an enclosed park containing a number of specimens of native wild animals, such as buffalo, elk, moose, mountain sheep and mountain goat. This herd of buffalo, with a somewhat larger herd in another Dominion Park further north, are practically the only remaining specimens of what was, less than fifty years ago, the predominating animal of Western Canada, roaming the prairies by millions.

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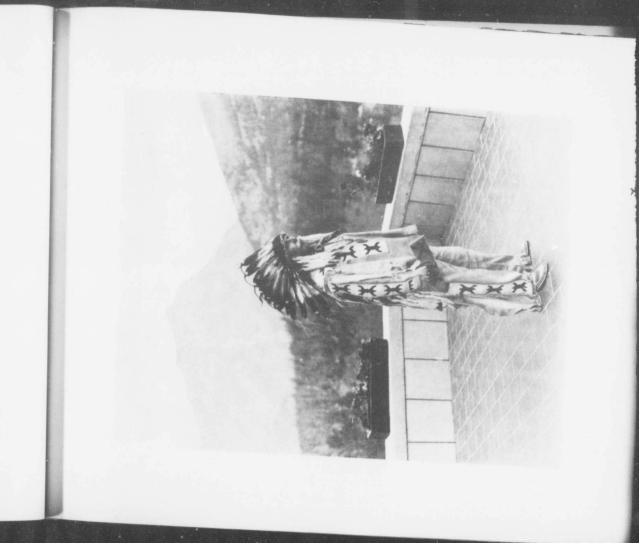


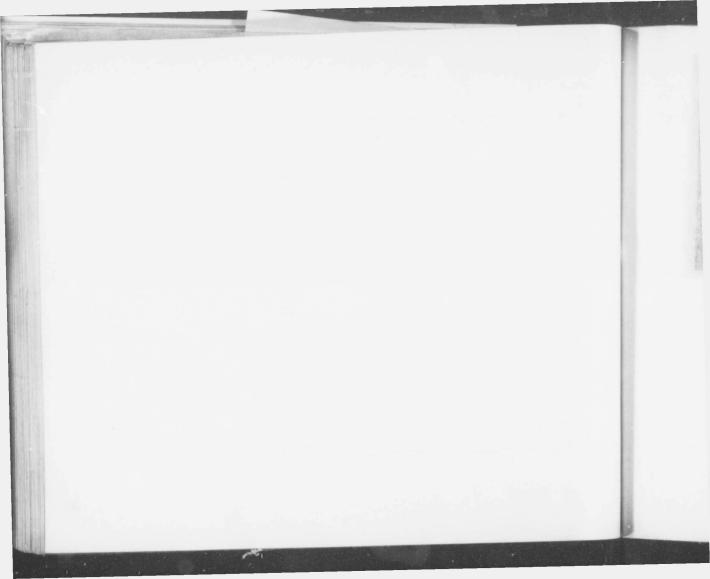
"GREAT MOUNTAIN CHIEF"

U PON the occasion of his last visit to Banff in 1916, towards the end of his term as Governor-General of Canada, His Royal Highness the Duke of Connaught was created a chief by the Indian tribe resident near Banff, with the name Teen-cha-ka Ee-ya-ke Oon-ka, translated as "Great Mountain Chief."

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BANFF SPRINGS HOTEL

THE BOW RIVER BY MOONLIGHT

BANFF SPRINGS HOTEL

THE BOW RIVER BY MOONLIGHT NEAR BANFF





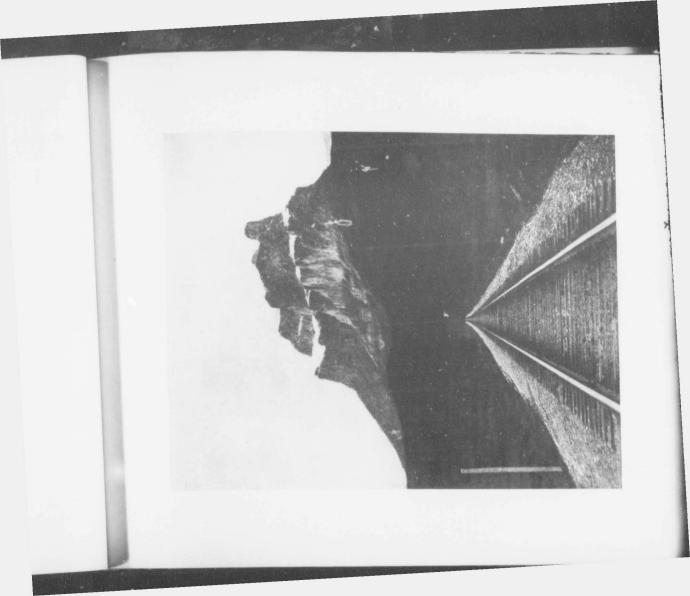


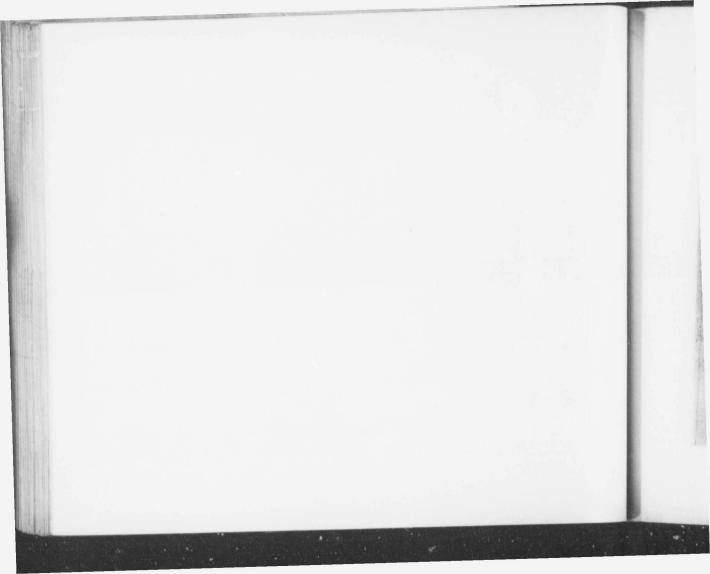
CASTLE MOUNTAIN

BETWEEN Banif and Lake Louise—a sheer precipice of over 4,000 feet, named for its resemblance to a giant keep. Turrets, bastions and battlements can be easily distinguished. The mountain is eight miles long, and at its highest point 9,030 feet above sea level.

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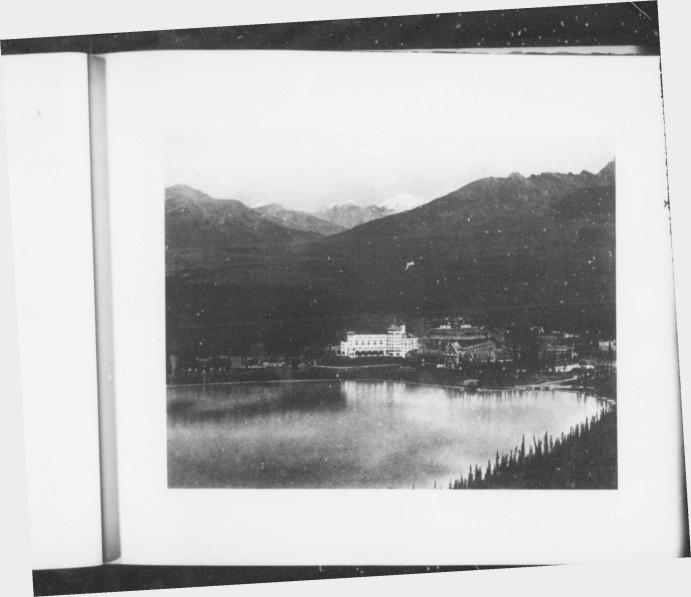


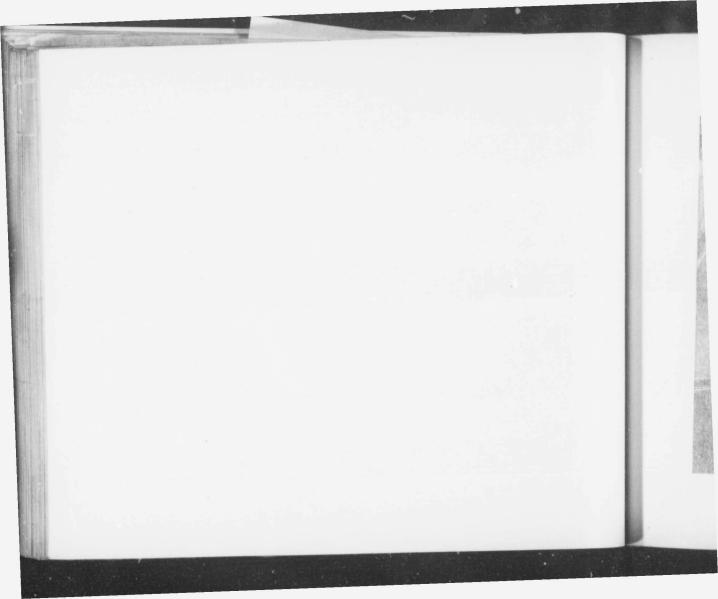
CHATEAU LAKE LOUISE

L AKE LOUISE is 630 feet higher than the station of the same name, which is itself 5,044 feet above sea level. The ascent may be made by a light railway to this beautiful lake, well characterized as one of the most perfect gems of scenery in the world.

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LAKE LOUISE

THE SHORES OF LAKE LOUISE

WHERE "every window frames a million dollar picture."

A BEAUTIFUL walk, affording views of the Victoria Glacier.

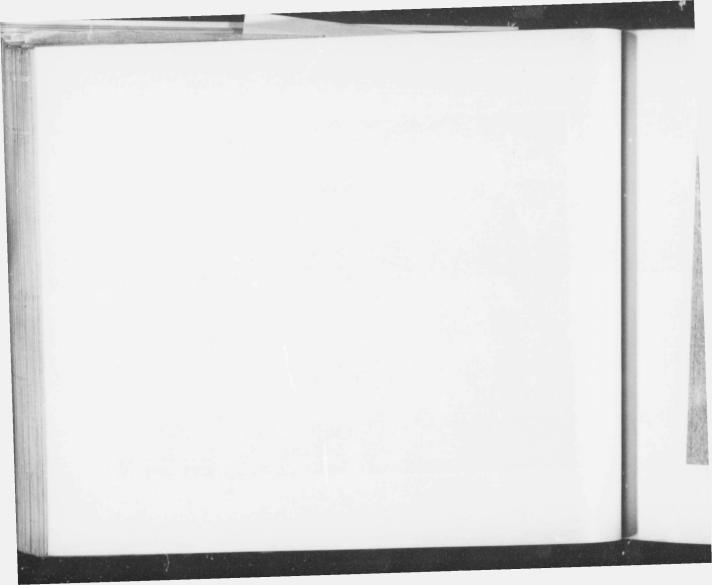
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LAKES IN THE CLOUDS

FROM Lake Louise, an easy climb or delightful pony ride brings one to the Lakes in the Clouds. The trail rises gradually a thousand feet to Mirror Lake, and thence, rather more steeply, inother two hundred feet past the Bridal Veil Falls to Lake Agnes. These lakes, situated among scenes of the wildest beauty, lie like jewels on the bosom of the mountains, and their calm, placid surfaces breathe peace and quietness. Both lakes are seen in this picture, and also, from left to right, Mount Aberdeen, Mount Lefroy, the Beehive, and Mount Victoria.

LAKES IN THE CLOUDS

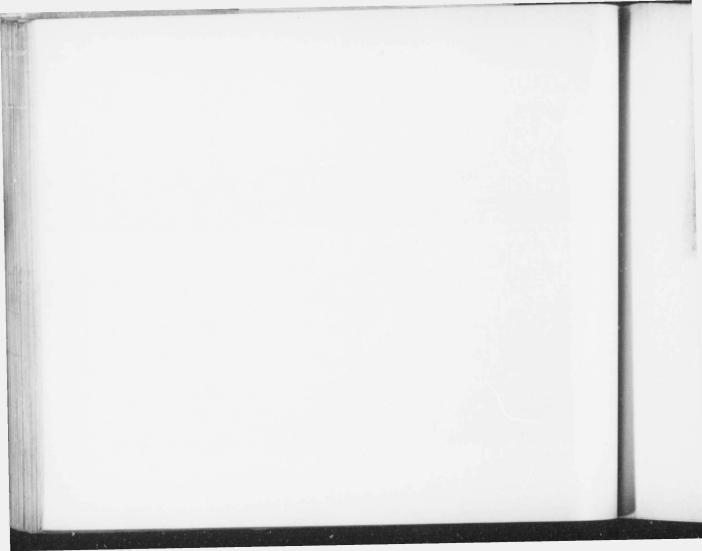
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MORAINE LAKE

A SHORT coach or automobile excirsion from Lake Louise brings one to Moraine Lake—a lovely mountain lake lying in the "Valley of the Ten Peaks." These ten peaks, all of which are over 10,000 feet high, and the highest of which, Mt. Deltacorus, is 11,225 feet, encircle the eastern and southern sides of the lake and present a serrated profile that makes a most majestic view.





LAKE LOUISE

A LAKE of the deepest and most exquisite coloring, mirroring forest glacier, tremendous snow-crowned peaks, and the blue sky overhead.

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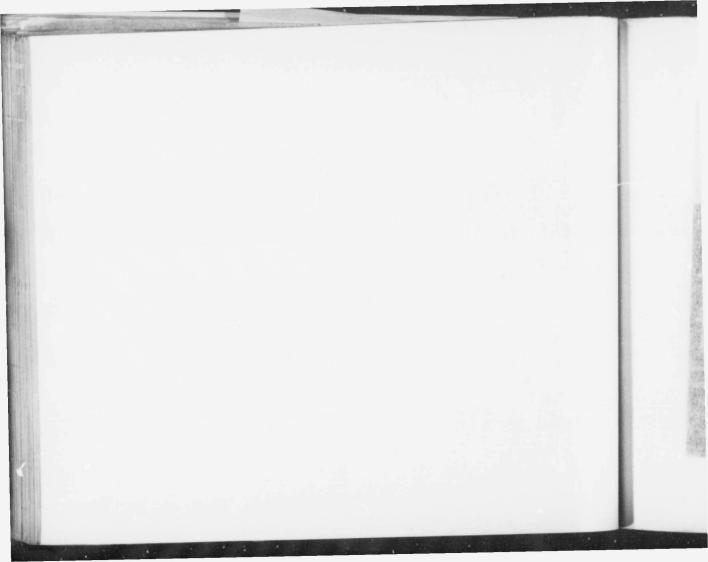
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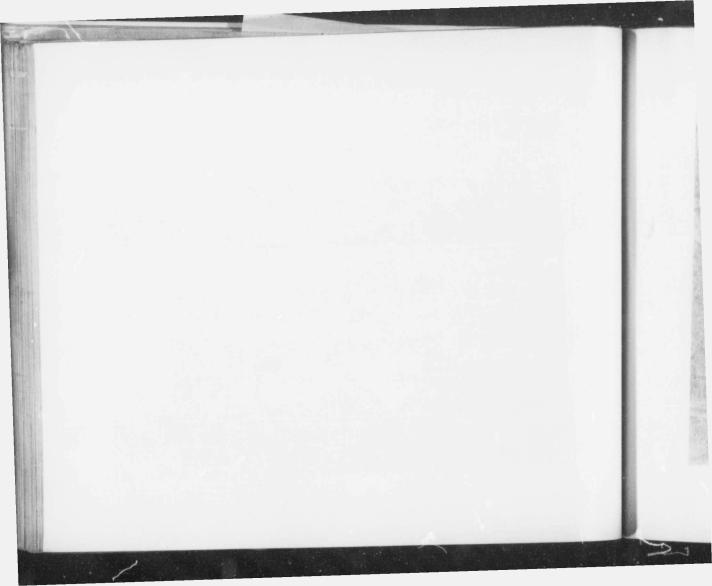
THE GREAT DIVIDE

SIX miles west of Lake Louise is the "Great Divide"—at once the highest elevation of the Canadian Pacific Railway (5,226 feet), the boundary between the provinces of Alberta and British Columbia, and the very backbone of the continent. It is marked by a rustic arch spanning a stream, under which the water divides, by one of those freaks by which Nature diverts herself, into two little brooks that have vastly different fates. The waters that flow to the east eventually reach Hudson Jay and the Atlantic Ocean; the rivulet that runs to the west adds its mite to the volume of the Pacific. The group seen here consists of their Royal Highnesses the Duke and Duchess of Connaught and Princess Patricia, on their transcontinental journey in 1916.

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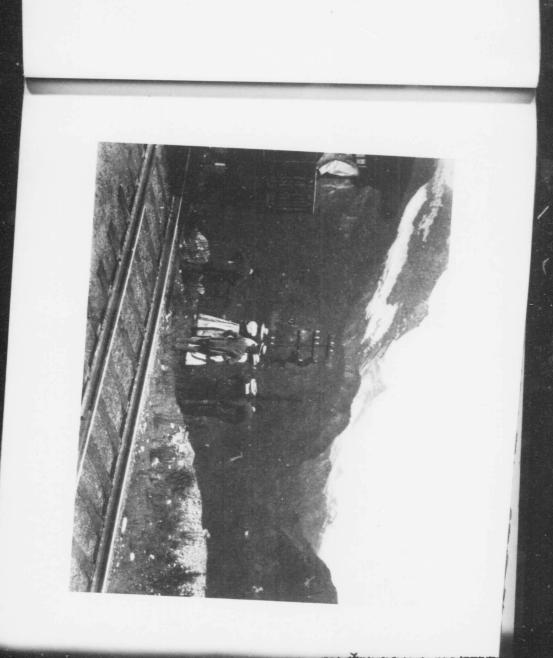


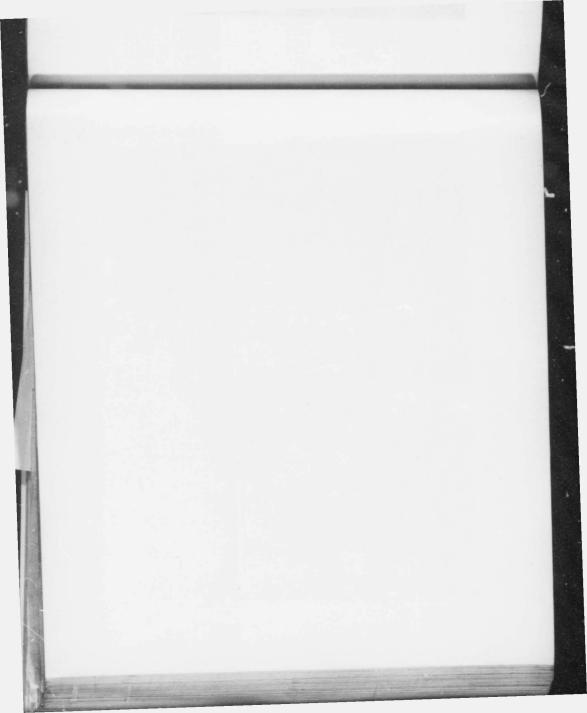
THE YOHO VALLEY FROM THE RAILWAY

SHORTLY before reaching Field a first glimpse can be caught of the Yoho Valley—one of the most beautiful valleys in the mountains.

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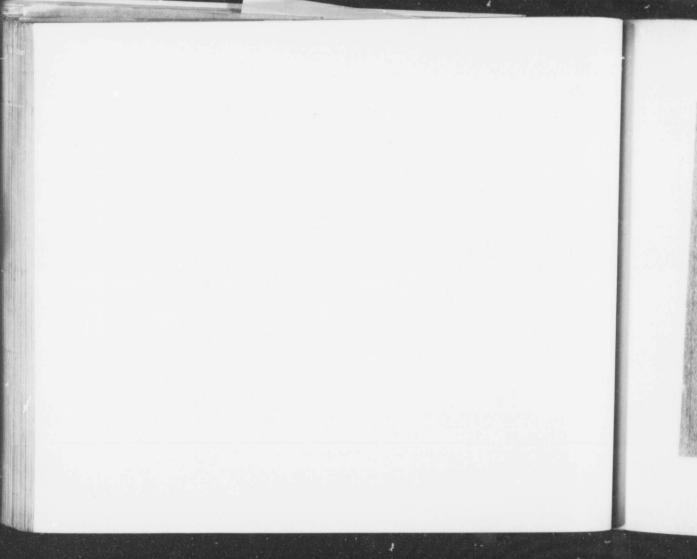
CATHEDRAL MOUNTAIN

FROM the Great Divide to Field, a distance of fourteen miles, the railway descends nearly a quarter of a mile through the Kicking Horse Pass. Formerly this was a difficult track, the gradient being 4.5 per cent.; but by two wonderful tunnels—forming one of the most notable engineering teats in existence—this difficulty has now been eliminated, and the grade reduced to 2.7 per cent. These tunnels are the famous "Spiral Tunnels." From the east, the track enters the first tunnel under Cathedral Mountain, 3,255 feet in length, and after turning a complete circle and passing under itself emerges into daylight 54 feet lower.

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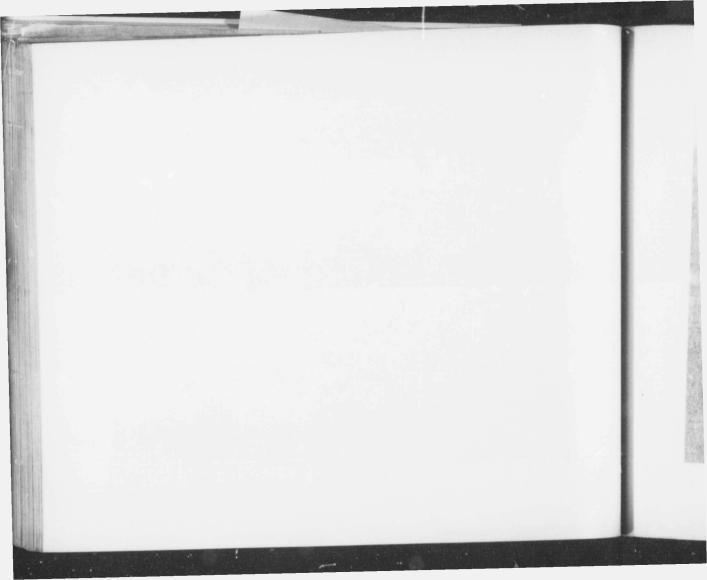
SPIRAL TUNNELS AT FIELD

A FTER leaving Cathedral Mountain, the track turns casterly, and crossing the river enters the second tunnel, 2,922 feet long, under Mt Orden. Again, turning a complete circle and passing under itself, it comes out 50 feet lower and continues westward to Field. The whole thing is a perfect maze, the railway doubling back upon itself twice and forming a rough figure 8 in shape. All three tracks can be seen in the picture, with the old discarded one in the centre. A train is making its way up the hill on the lowest track, and will shortly enter the tunnel under Mt. Ogden, seen on the left.

SPIRAL TUNNELS AT FIELD

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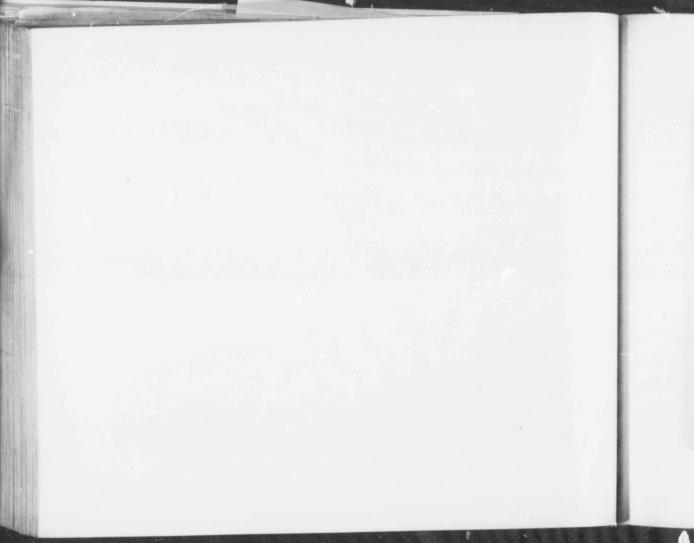
THE KICKING HORSE PASS AS IT WAS

THE Spiral Tunnels, just illustrated, show how the tremendous gradient through the Kicking Horse Pass has been eliminated. In contrast to that, the present view shows the obstacles faced before the construction of those tunnels. It is also an historic photograph in that the train seen is that conveying His Majesty the King, then Duke of Cornwall and York, on his Empire trip in 1901. The train consisted of one locomotive hauling, five cars, three locomotives sandwiched, five cars again, and one engine in the rear pushing.

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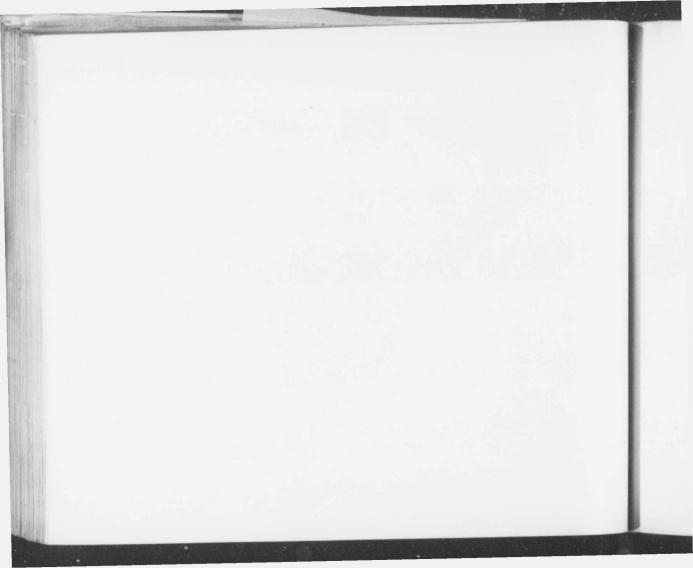
MOUNT STEPHEN, FIELD, B.C.

FIELD is reached soon after the Spiral Tunnels. Mount Stephen towers, six thousand feet higher than the little town, in front of which roars the Kicking Horse River, which the railway will follow for a considerable distance. At Field one begins to leave the Rockies proper, and to descend into a long valley before ascending again to cross the Selkirk range. From the Great Divide to the lowest point of this valley the descent is over 2,800 feet.

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TAKAKKAW FALLS

IN the Yoho Valley, near Field. An immense volume of seething, boiling water rushes over the precipice on the side of a narrow gorge, and descends the rock sides in clouds of foam, a sheer drop of 1,200 feet.

(From the painting by C. W. Simpson, A.R.C.A.)

EMERALD LAKE

A LOVELY little gem of green water nestling in the forest and completely surrounded by rocky peaks. It is reached from Field either by direct road or over the Yoho Pass, on the return from the Yoho Valley.

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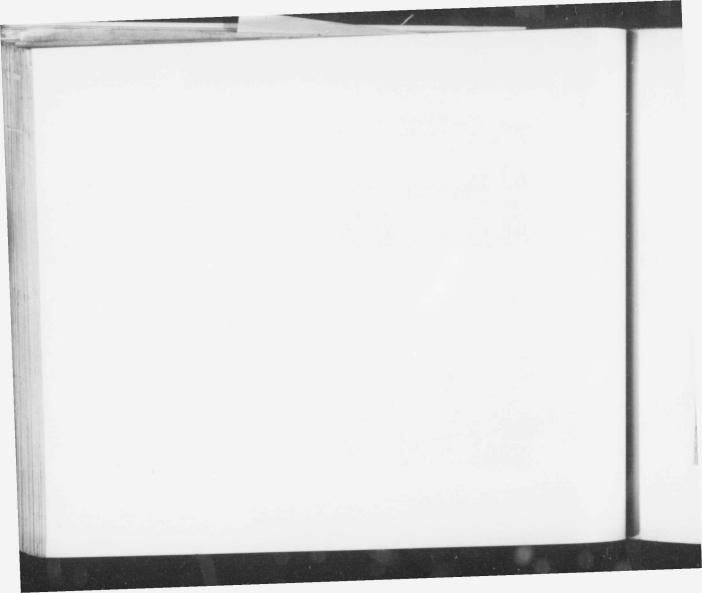
THE TWIN FALLS. YOHO VALLEY

THE Yoho Valley is reached from Field by a good carriage road. The first point reached are the Takakkaw Falls, which are illustrated on another page; farther up the Vailey, following the Yoho River, are the Twin Falls, two vast columns of water that are shrouded in dense clouds of steamlike spray caused by their concussion with the rock floor beneath.

THE LAND BYTTZ JOHO ANTTE

The Yolo Yalley is reached from Field by a good the chickets of white the chickets of white the chickets of which the chickets of water than the first which is the Thompson of water than the Field by the Chickets of water than the first which the chickets of water than the chickets of water





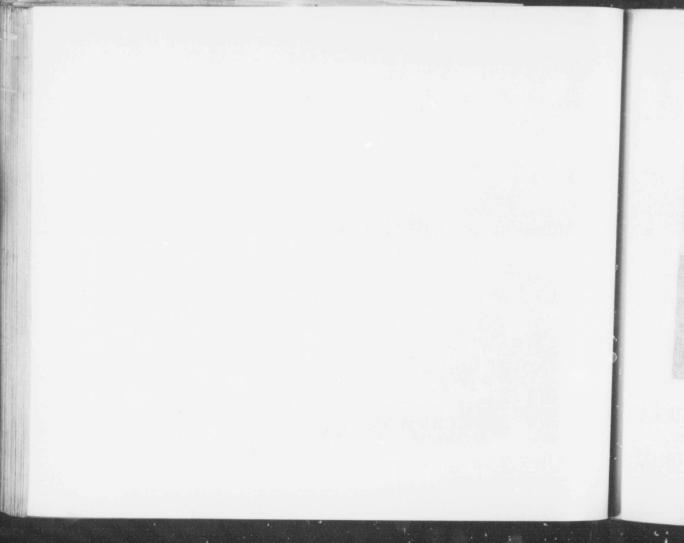
THE YOHO GLACIER

THE trail continues further to the Yoho Glacier one of the most interesting and picturesque in the Rockies.

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BURGESS PASS

ROM the Takakkaw Falls, one can turn southwest, cross the Yoho Pass, and in three or four hours reach Emerald Lake, illustrated on another page. At the summit of the pass a trail to the south will take one over a magnificent mountain backbone, the Burgess Pass, back into Field. The sharp-toothed mountain seen in the centre of the picture is Mount Burgess.

BURGESS PASS

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West, cross the Yoho Pass, and in three or four hours reach flowardld Lake, illustrated on another will take one over a magnificent mountain backbone, the Burgess Pass, back into Field. The sharp, the Burgess Pass, back into Field. The sharp, Mount Burgess, Mo





THE VAN HORNE RANGE

LOOKING down the valley of the Kicking Horse River from Field, one of the most prominent series of peaks is that known as the Van Horne Range, showing in its summits an undulating succession of trough and crest. The river, which the railbuy follows, divides this range from the Ottertail Range.

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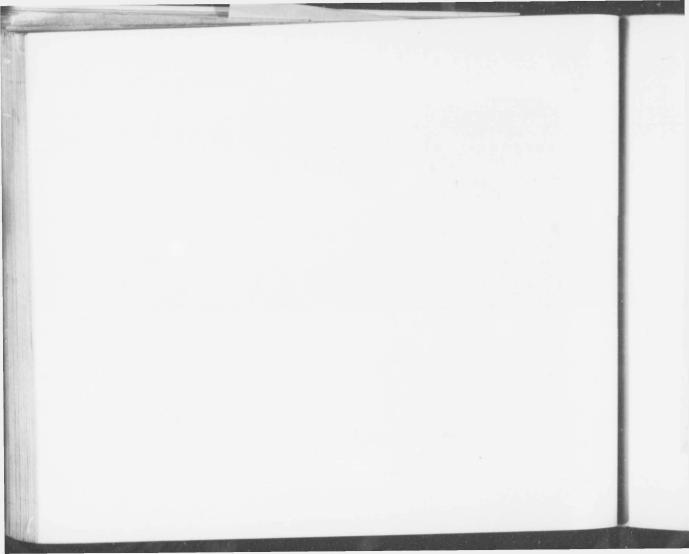
SWISS VILLAGE NEAR GOLDEN, B.C.

A T "EDELWEISS," near Golden, live a number of guides brought from Switzerland by the Canadian Pacific for the benefit of mountain climbers in the Rocky Mountains. The colony is a picturesque little settlement, its houses resembling in their-chalet-like form the houses of the guides' native country.

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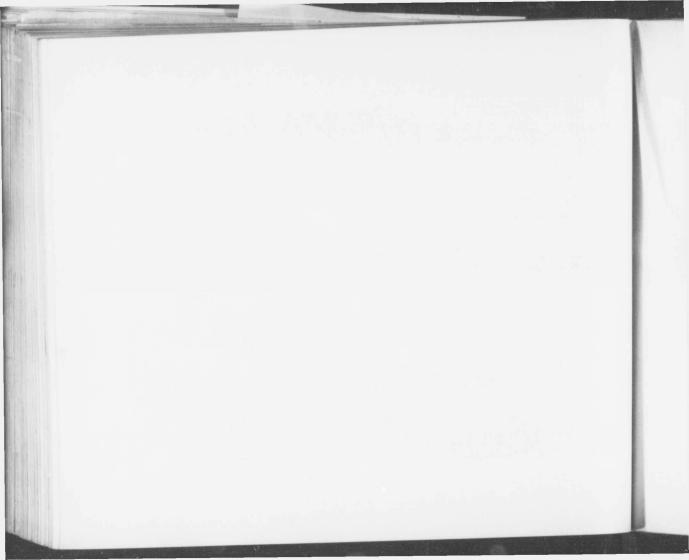
CONNAUGHT TUNNEL

TROM Beavermouth the railway ascends the second of the two main ranges that comprise the Canadian Rockies—the Selkirks. The crossing was formerly through the Rogers Pass; but the Connaught Tunnel, opened to traffic in December, 1916, is now utilized instead. This wonderful tunnel is the longest railway tunnel in America, and is five miles long. It pierces Mount Macdonald, and not only lowers the summit attained by the railway by 552 feet, but also eliminates track curvature to an amount corresponding to seven complete circles.

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THE NAKIMU CAVES

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MOUNT SIR DONALD

ONE of the most striking mountains visible from Glacier. Rising to a height of a mile and a quarter above the railway, this stately monolith was named after the late Lord Strathcona (then Sir Donald Smith).

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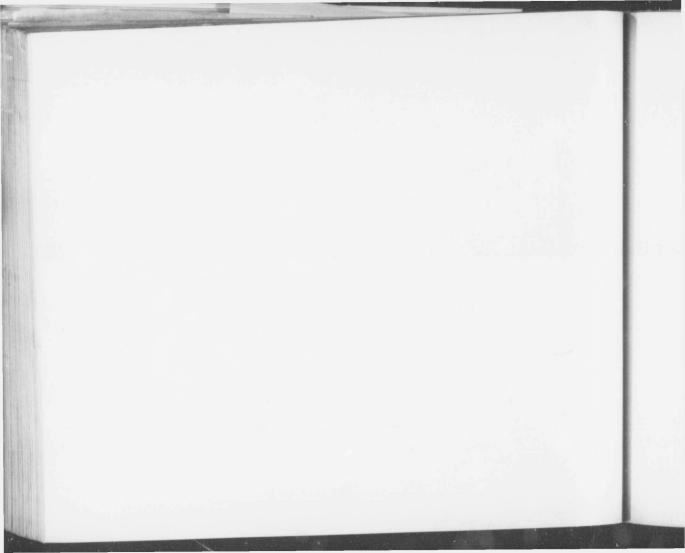
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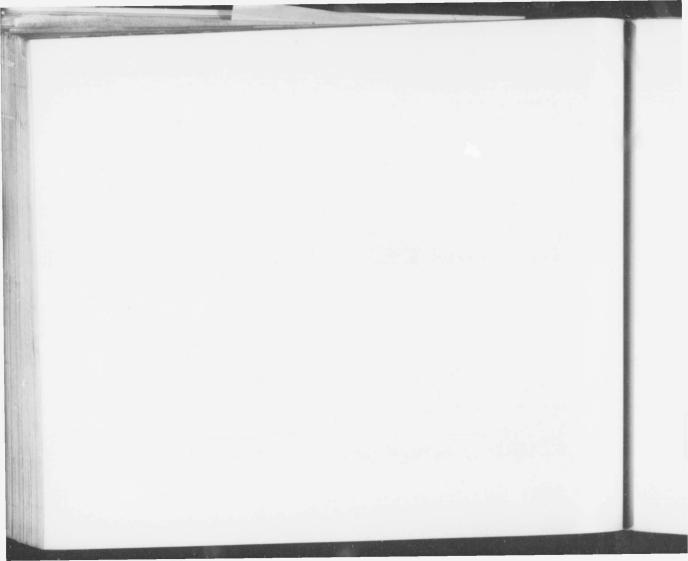
GLACIER HOUSE

CLACIER HOUSE (elevation 4,086 feet), 1½ miles from Glacier Station at the western end of the Connaught Tunnel, is a charming Canadian Pacific hotel, especially favored by mountain climbers. Surrounding it are a number of huge peaks and wonderful glaciers that tempt the enthusiastic alphinist. An active Canadian Alpine Club, with 500 members and headquarters at Banff, holds a cam, each year in the Canadian Rockies, and welcomes those who have the ambition to climb a peak at least ten thousand feet above sea level. There is plenty of choice, for the Government names 147 peaks over 10,000 feet, of which 46 are over 11,000 feet.

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ALBERT CANYON

A FEW miles beyond Glacier is Albert Canyon, a deep fissure in the solid rock, the walls of which rise up on either side to wooded crags. The railway runs along the very edge of this gorge, and the river is seen 150 feet below, compressed into a boiling flume scarcely twenty feet wide.

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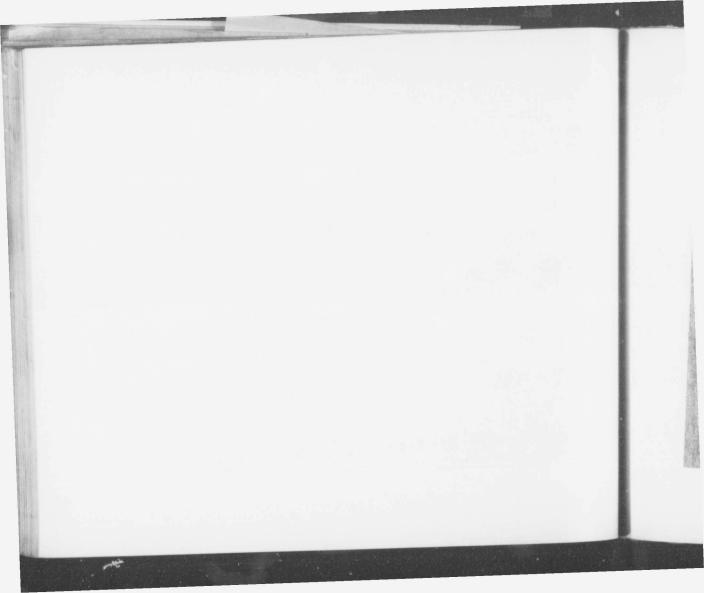
REVELSTOKE

REVELSTORE, on the Columbia River, is an important railway divisional point and the northern gateway to the Arrow Lakes, which give access to the great West Kootenay mining camps. It is a fine summer resort, with fishing, boating, and mountain climbing. On Mount Revelstoke, immediately north of the city, the Dominion and Provincial Governments are now building a good automobile road; on the summit of this mountain is a beautiful Alpine park.

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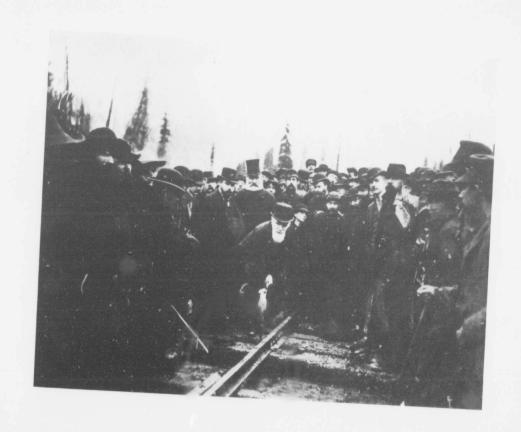


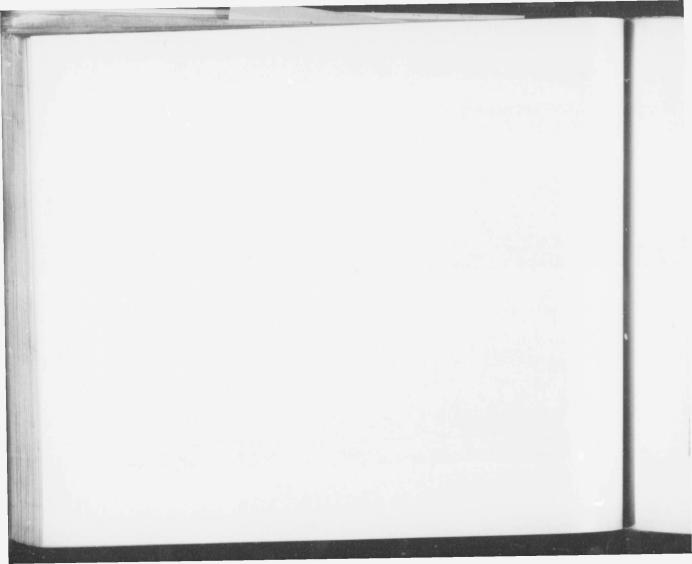
THE LAST SPIKE

THIRTY miles be and Revelstoke, an obelisk alongside the track at Caugellachie commemorates the completion of the constantion of the Canadian Pacific Railway. It was here, on November 7th, 1885, that the rails from the east met the rails from the west, and the long-cherished vision of a Canadian transcontinental railway became a reality. In this photograph, taken on that historic day, three builders of Canadia are seen—Sir Donald Smith (later Lord Strathcoad), who is driving a golden spike, Mr. later Sir) Sandford Fleming, who stands immediately behind him, and Mr. (later Sir) William Van Horne, to the left.

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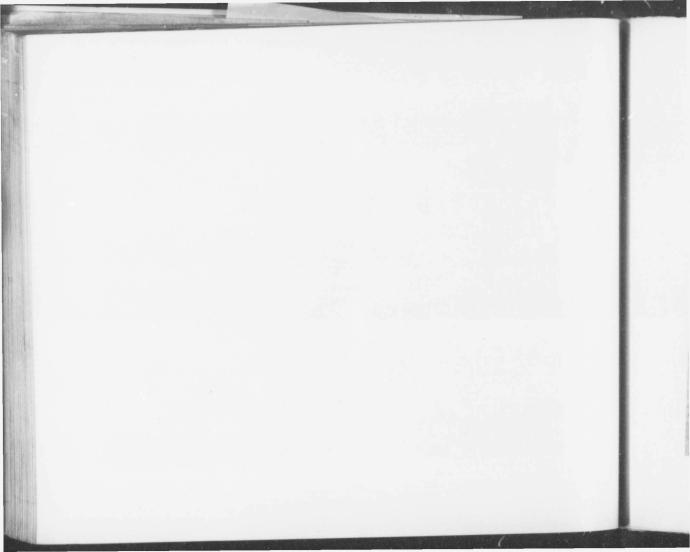




SICAMOUS, B.C. SITUATED on Lake Shuswap, a large body of irregular shape which affords wonderful trout fishing, Sicamous is the junction point for the Okanagan Valley, a famous fruit-growing district. SICAMOUS, B.C.

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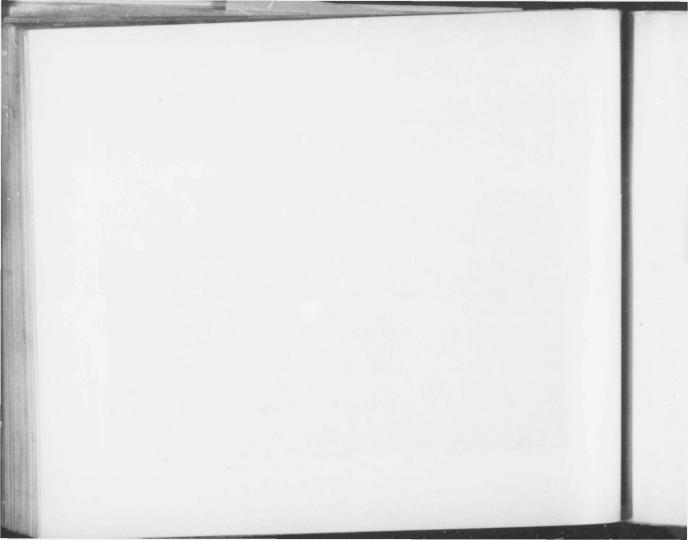
KAMLOOPS

KAMLOOPS is the principal town in the Thompson River valley, the north fork of which comes down from the mountains 200 miles northward and here joins the main river. It is a beautiful spot, the trading centre for a large ranching and mineral region, and with rapidly developing fruit-growing and lumbering interests.

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THE FRASER CANYON

DESCENDING from the mountains to the Pacific Coast, the railway follows successively the Thompson and Fraser rivers. The canyon scenery along the Fraser especially is of the utmost wildness and grandeur.

THE KETTLE VALLEY LINE

A NEWLY completed line that links together the southern route across British Columbia through the beautiful lake district. It follows for a considerable distance the Coquihalla River.

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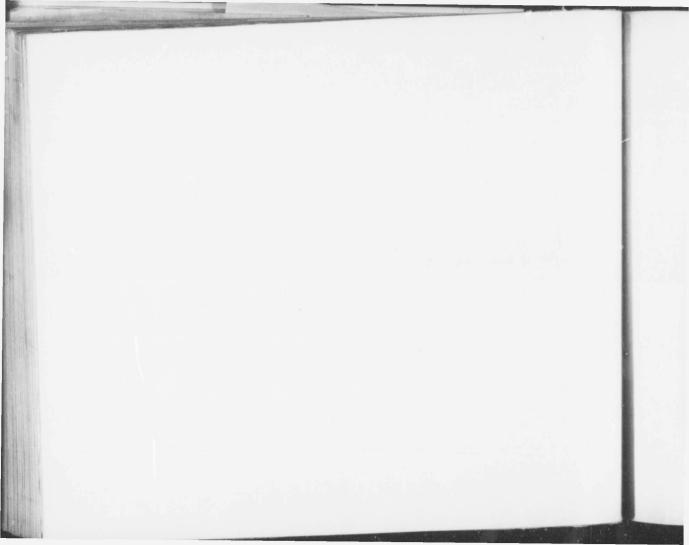
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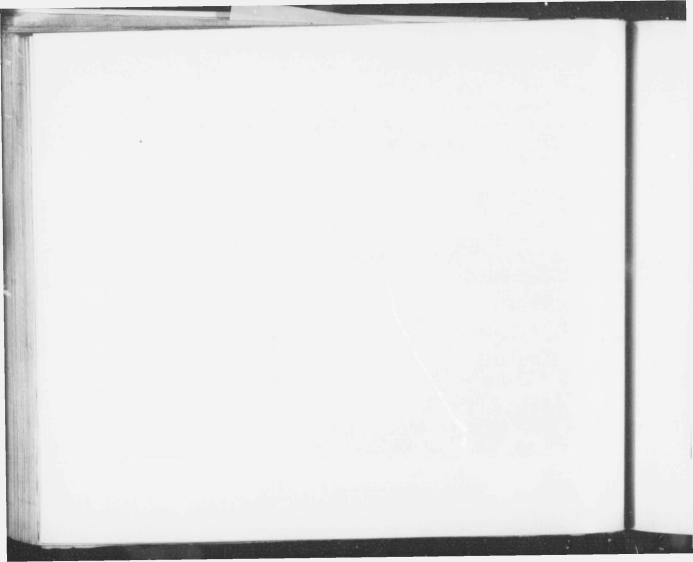
HELL GATES IN THE FRASER CANYON

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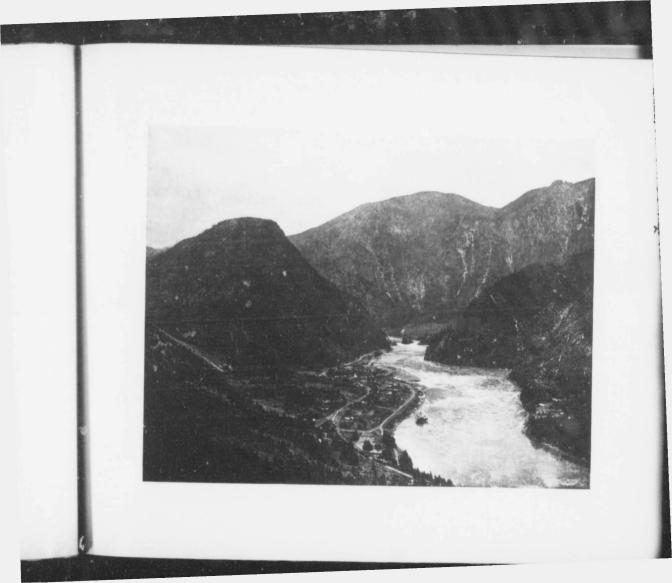


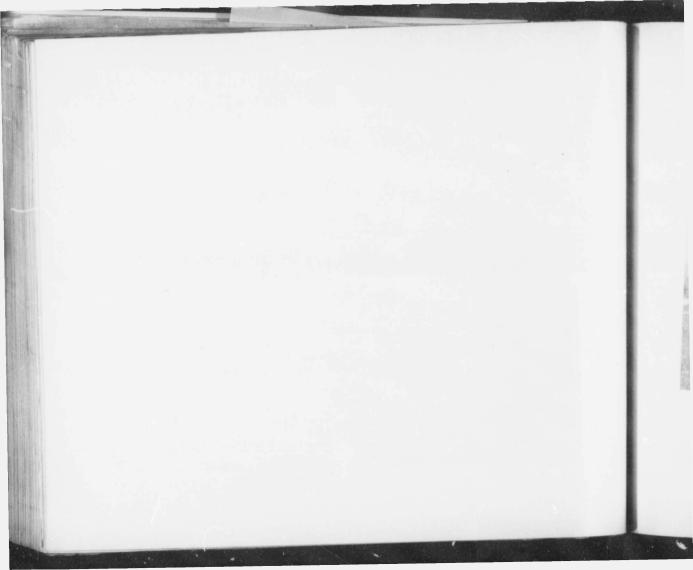


YALE, B.C. A COMPREHENSIVE idea of the nature of the Fraser River Canyon is afforded by this picture of Yale, which occupies a bench above the river, in a deep cul-de-sac in the mountains, which rise abruptly and to a great height on either side. It was formerly a gold mining town and an important outfitting point for prospectors.

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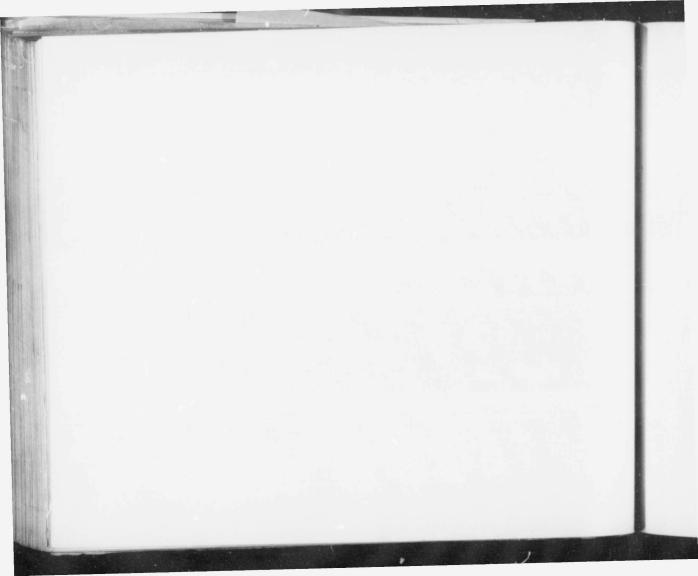
VANCOUVER, B.C.

VANCOUVER, the western terminus of rail lines of the Canadian Pacific Railway, is one of the leading cities of the North Pacific Coast. It is a very important scaport with a vast business to Japan, China, Australia, and New Zealand, as well as Alaska and the west coast of Vancouver Island. It is also the centre of a huge lumbering and fishing trade, and is coming rapidly to the fore in shipbuilding.

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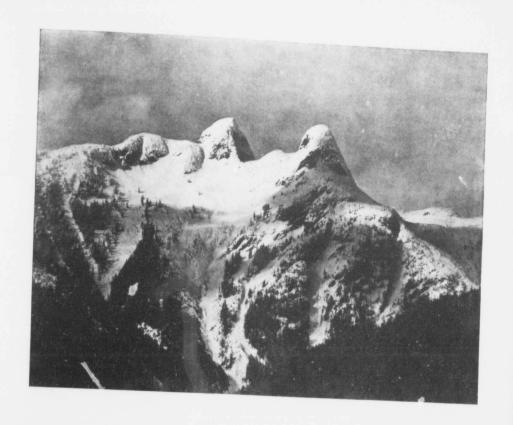


THE LIONS, VANCOUVER, B.C.

THESE twin peaks, which lie between the Capilane River and Howe Sound and overlook Vancouver, are part of the Coast Range. Their name is said to be derived from their resemblance to the Landseer Lions at the base of the Nelson Column in London, but they are also called, by Miss E. Pauline Johnson, the Indian Poetess, in her "Legends of Vancouver," the "Two Sisters." Their altitude is 6,000 feet.

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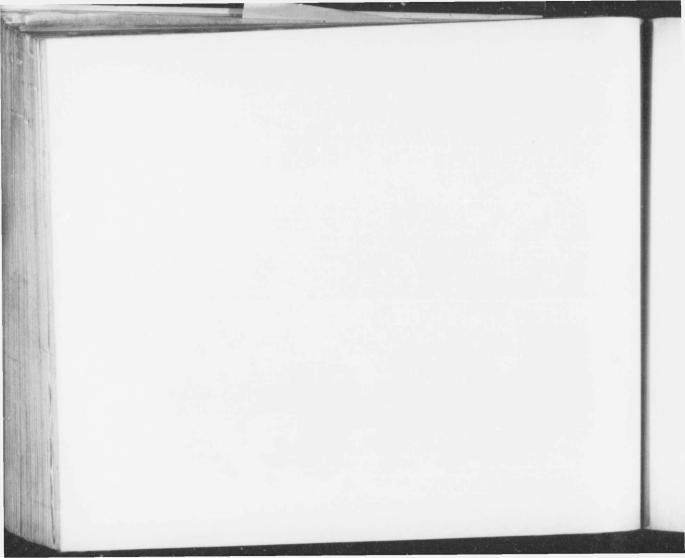
HOTEL VANCOUVER, B.C.

AT VANCOUVER is situated a palatial Canadian Pacific hotel, a magnificent structure with 520 rooms. Until May, 1886, the site of Vancouver was a dense forest; then a flourishing town arose, to be wiped out by fire in July of the same year. All Vancouver, which includes not only the city proper, but also suburbs in every direction, even across Burrard Inlet, dates from that disaster.

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ROOF GARDEN, VANCOUVER HOTEL

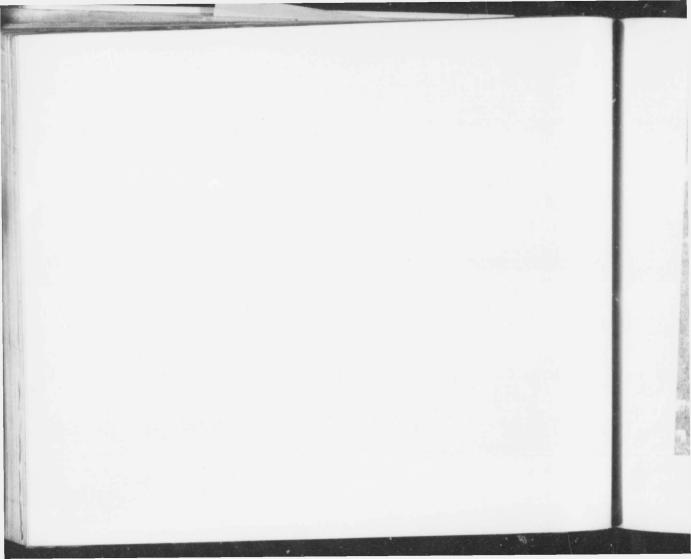
THE EMPRESS HOTEL, VICTORIA

ROOF GARDEN, VANCOUVER HOTEL

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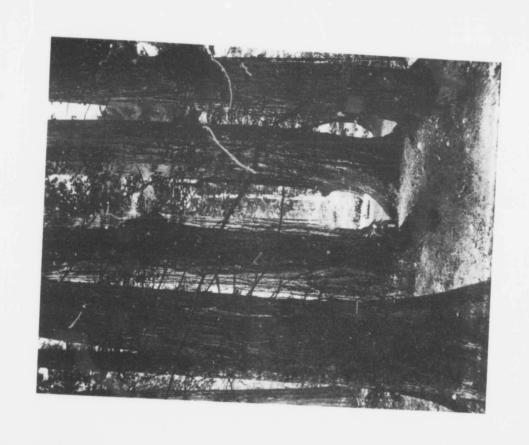


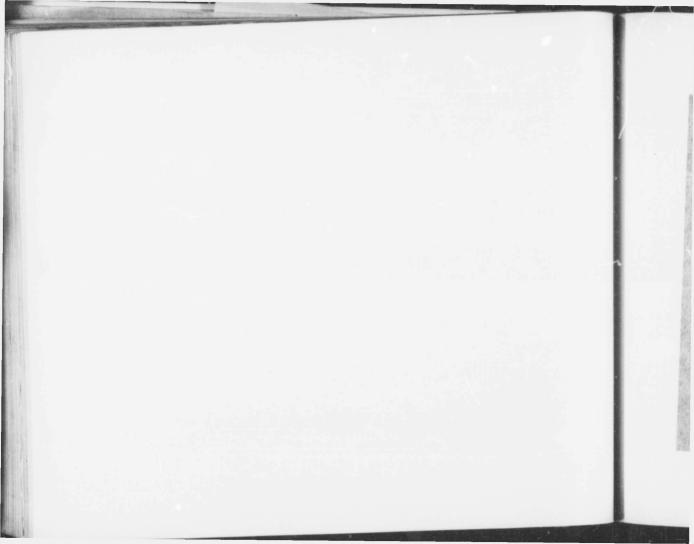
STANLEY PARK, VANCOUVER

VANCOUVER is most picturesquely situated on Burrard Inlet. Surrounding it are beautiful suburbs of varied character, of which the best known is Stanley Park—a primeval forest actually within the city limits. This park, encircled by a good road, contains thousands of Douglas firs and giant cedars, of a most amazing size and age.

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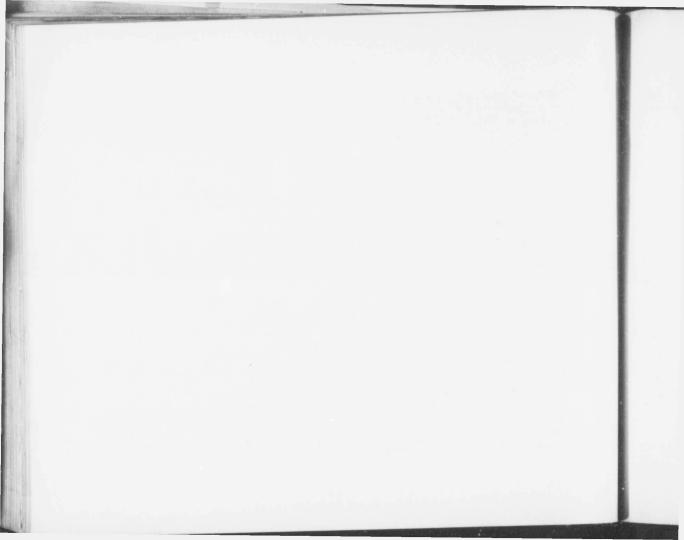
SALMON FISHING NEAR VANCOUVER

THE Fraser River is one of the most famous salmon vivers of the world, and the salmon fisheries form one of the nost profitable industries of the Pacific Coast. The fish "run" up the Fraser River for a considerable distance, but the headquarters of the canning industry are at Westmister. Gigantic canneries, employing a large number of people, have an output of many thousands of pounds a day, and B.C. salmon finds its way to practically all parts of the civilized world.

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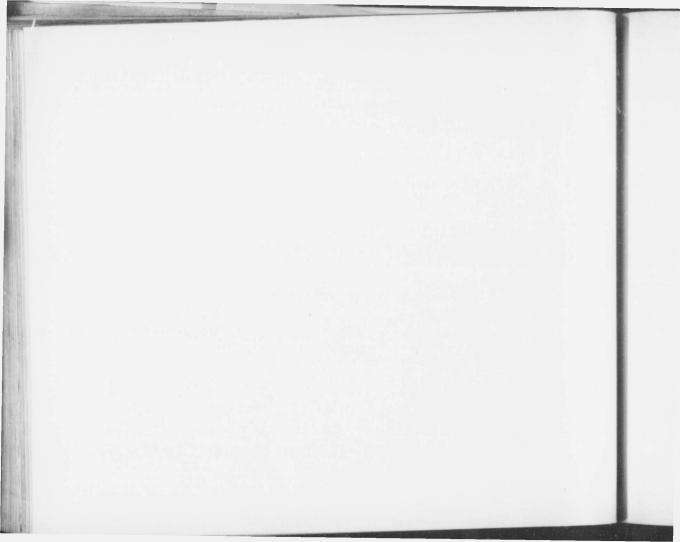
S.S. "PRINCESS CHARLOTTE"

FOUR hours sail across the Strait of Georgia brings one to Victoria, and nine hours down Puget Sound to the big American city of Seattle. A fleet of fast C.P.R. steamers, of which the "Princess Charlotte" is one, maintains a triangular service between these three cities.

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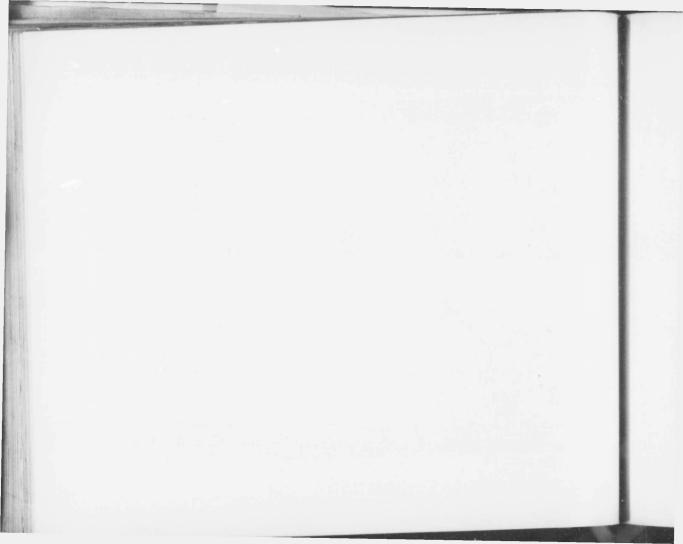
VICTORIA

VICTORIA, at the southern end of Vancouver Island, is the provincial capital of British Columbia—a beautiful city that is often, because of the characteristic beauty of its residential district, called "A bit of England on the shores of the Pacific." At the side of the harbor are the handsome provincial Parliament buildings, and at the left the Empress Hotel. Although largely a resort and residence city. Victoria has a flourishing business, being the centre for the lumbering, fishing, and whaling industries of Vancouver Island.

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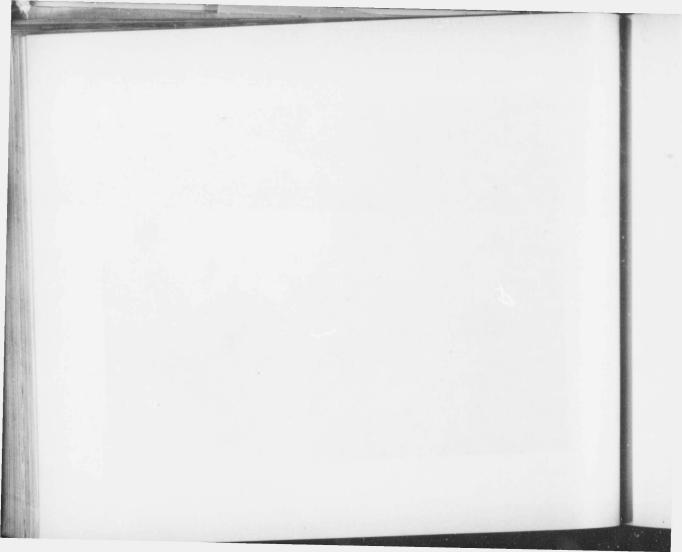
BEACON HILL PARK, VICTORIA

THIS picturesque park of 300 acres is situated within a few minutes' walk of the business section. Commanding magnificent views of the snow-capped Olympic Mountains on the mainland, it contains large recreation grounds, splendid old oaks, shady walks, and beautiful lales on which swim stately awans. Victoria is a favorite resort for both summer and winter, its climate being delightfully mild, for which reason it attracts thousands of visitors from all parts.

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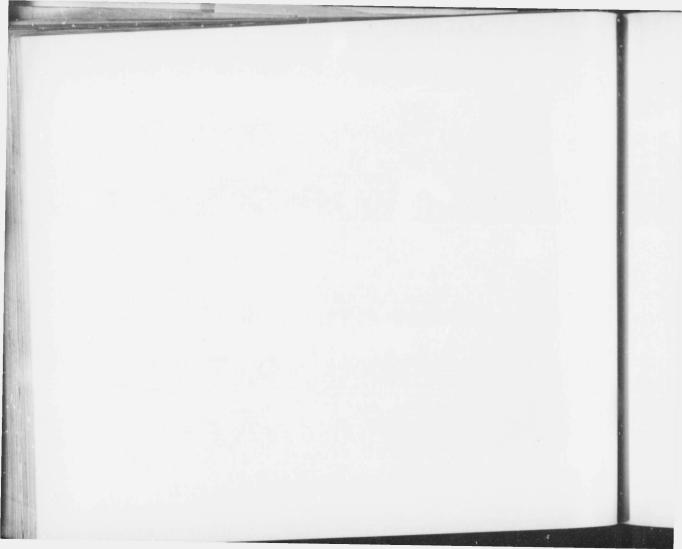
MALAHAT DRIVE, VANCOUVER ISLAND

TNLAND from Victoria is a fertile country of which I farming, fruit raising, lumbering and coal mining are the chief occupations. The Esquimait and Nanaimo Railway runs north for 140 miles. The roads of Vancouver Island are exceptionally good, and are exceedingly popular with automobile tourists. Chief among these roads is the famous Malahat Drive.

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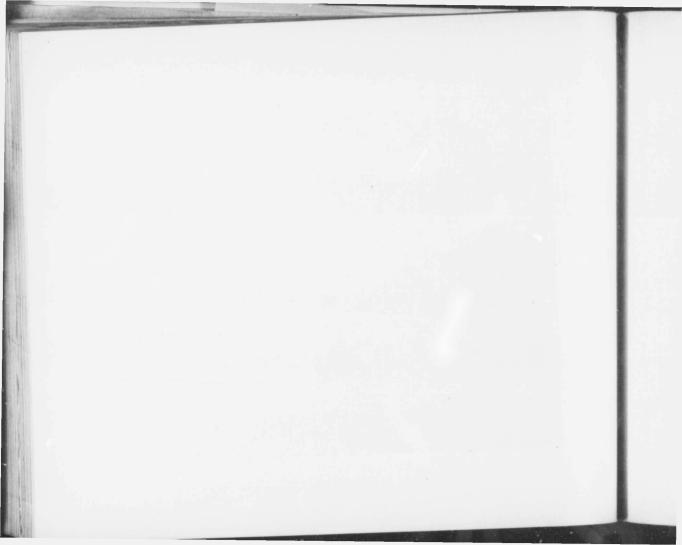
NEW WESTMINSTER

NEW WESTMINSTER, on the Fraser River, is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills, the products of which are shipped to China, South America, Africa, Europe, and Australia. New Westminster owes its name to the city's once being the capital of British Columbia, before the amalgamation of that colony and Vancouver Island.

NEW WESTMINSTER

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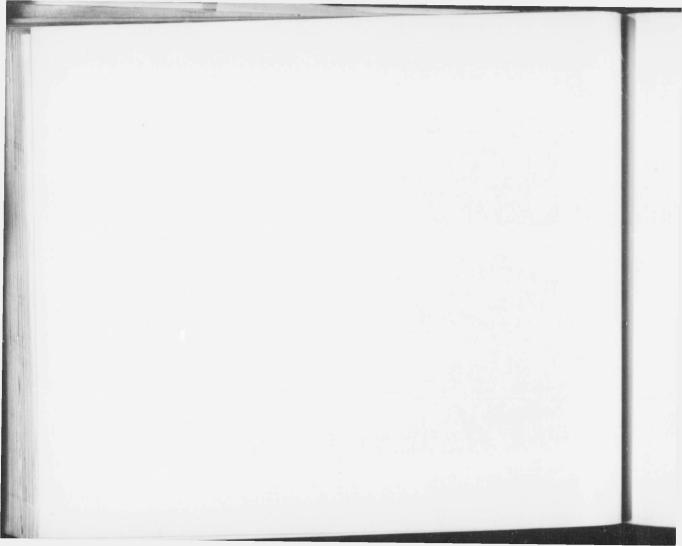
PENTICTON, B.C.

FROM Vancouver the Kettle Valley Railway affords an alternative route to the prairies through the lake region of Southern British Columbia. This district is one of magnificent, wild scenery. The first important stop is Penticton, on Okanagan Lake, the centre of a very rich fruit farming country.

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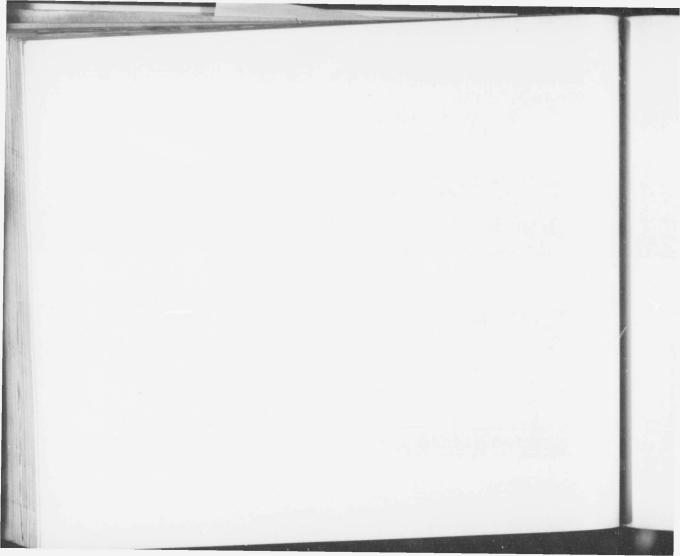
FRUIT GROWING, OKANAGAN LAKE

THE Okanagan Valley is no of the most famous fruit-growing districts. British Columbia. Apples, peaches, plums, apricely walnuts, grapes, and many sub-tropical fruits are produced in great abundance indiging their way, principally, to the large consuming market afforded by the prairies.

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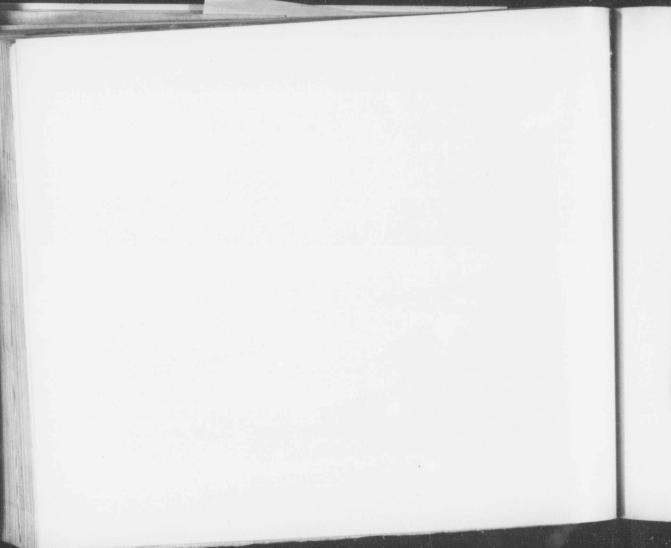
LAKE STEAMER, BRITISH COLUMBIA

THE southern region of British Columbia is ridged up into many mountain ranges, between which lie countless lakes, most of them exceedingly long by a very narrow width. The four principal lakes, travelling from west to east, are Okanagan, Arrow, Slocan, and Kootenay Lakes, on all of which steamer transportation is maintained by the Canadian Pacific Railway. The steamers are of a special type—shallow in draught, to allow of landing passengers on the shore where there is no wharf, and with paddle wheels at the stern.

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ON THE TRAIL

SURE-FOOTED mountain ponies afford a most convenient means of transportation on the mountain trails.

(From the painting by Carl Rungins)

MOUNT ASSINIBOINE

FORTY miles south of Banff, 11,860 feet in height, and the Mecca of every Alpine Climber in the Canadian Rockies.

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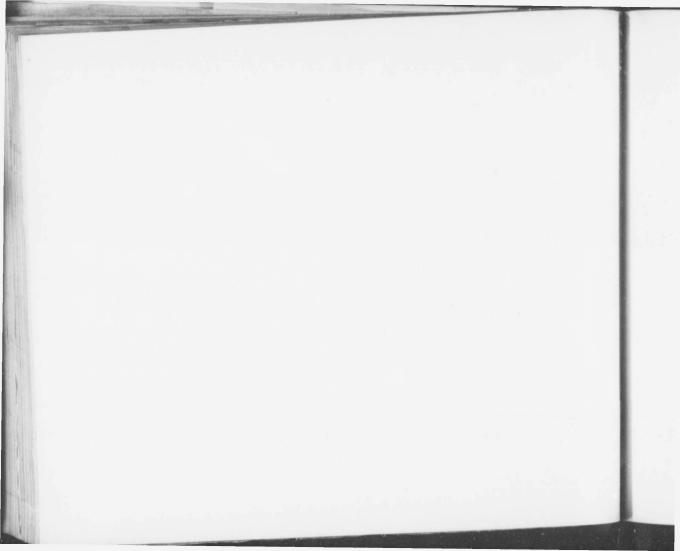
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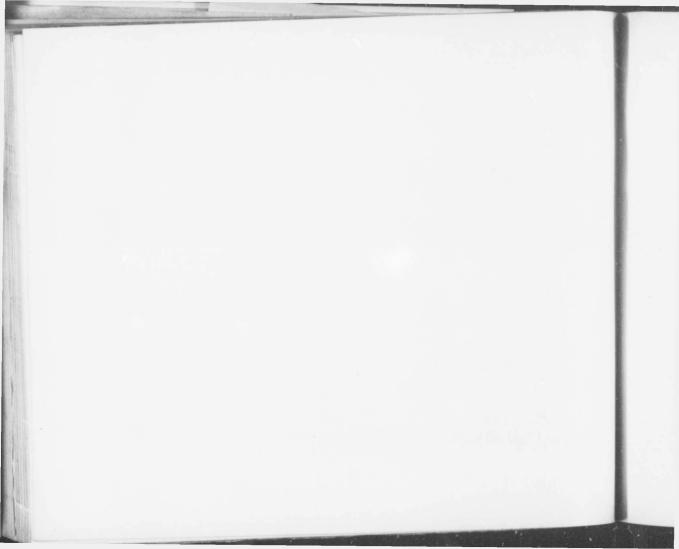
NELSON

NELSON, charmingly situated on the "west arr." of Kootenay Lake, is a bright little city, the commercial centre of the Kootenay Lake district and of the Boundary mining district. Immediately behind it is the mountain in which is located the famous "Silver King" mine, from which over ten million dollars of treasure have been taken.

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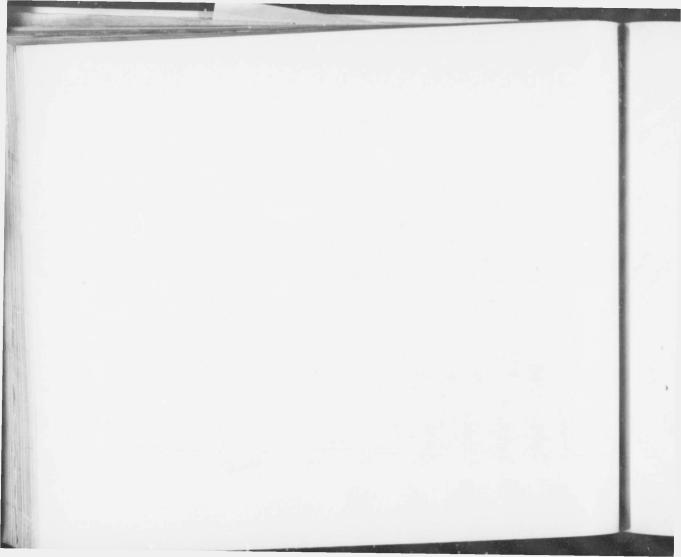
CRANBROOK

C HARMINGLY situated on a hill-girt valley, surrounded by a dense forest-growth and overlooked by the white-tipped peaks of Baker and the main range of the Rocky Mountains, Cranbrook is the centre of trade for the considerable mining interests of this district as well as for the rapidly growing ranching industry. Fruit-raising is also being developed, and the city is the principal lumber manufacturing point in East Kootenay.

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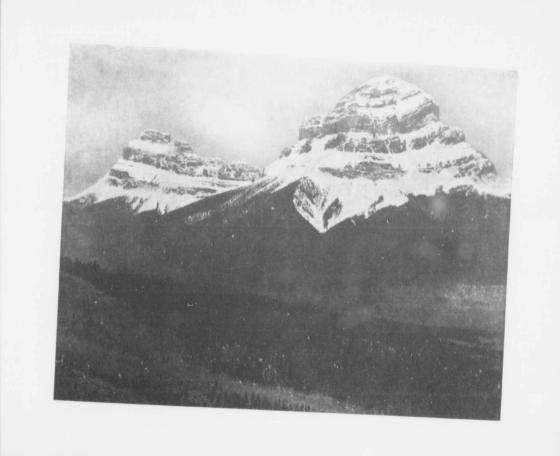


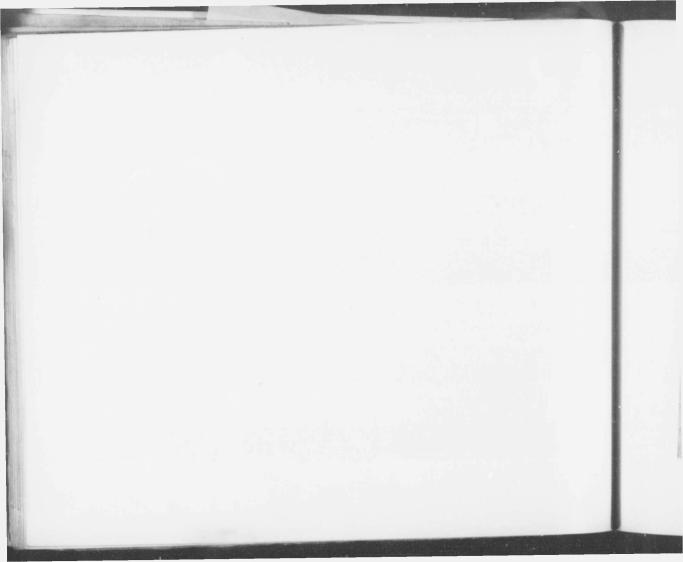
CROW'S NEST MOUNTAIN

THE route after leaving Kootenay Lake is through Crow's Nest Pass into Alberta. Crow's Nest Mountain, a circular monolith with its base deeply tinted in purple and green, and crowned and capped in a dazzling mass of snow and ice, is seen for many miles. Dominating the whole district, it stands at the border line of British Columbia and Alberta, and is 9,138 feel high. A variety of causes is ascribed for the name of this mountain, but the one most likely is that this was the scene of an historic massacre of Crow Indians by another tribe.

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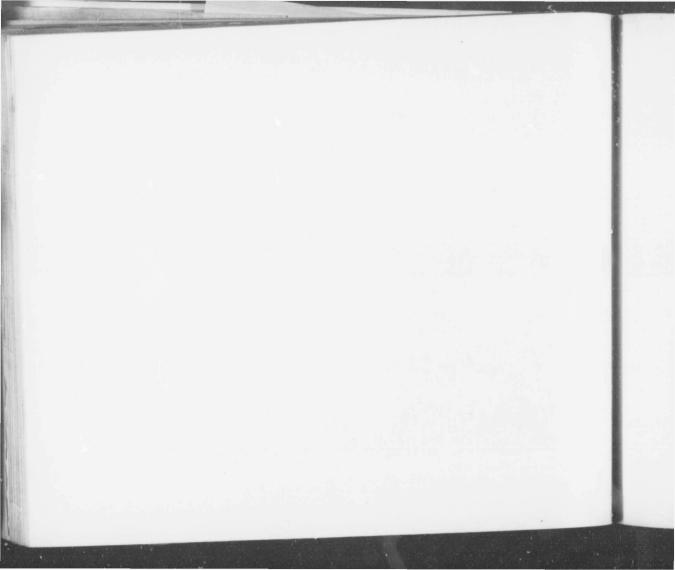
MINING, CROW'S NEST PASS

THE Crow's Nest Pass country is one of diverse interest—beautiful lakes, impressive mountain ranges, fruit farming, and coal and metal mining. It is one of the most productive coal-mining regions in Canada.

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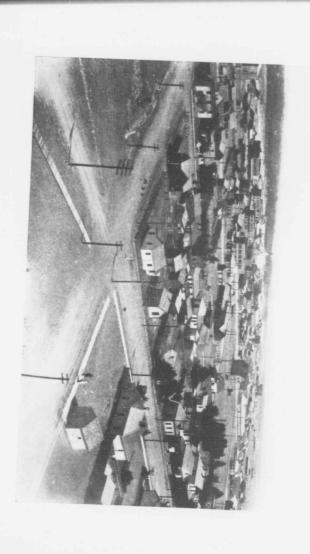


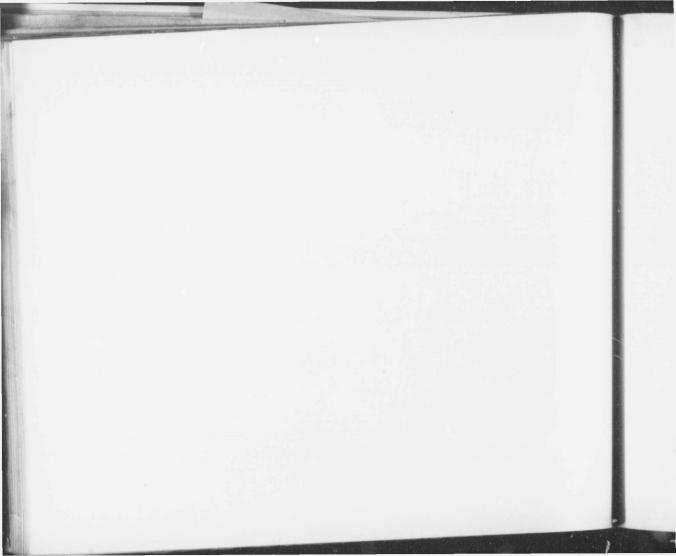
MACLEOD

MacLEOD is one of the older towns of Alberta, and had a trading post and a North-West Mounted Police detachment before many of the cities that have since outstripped it in size were of any consequence at all. It is a prosperous agricultural and ranching centre, and a distributing point for the Crow's Nest Pass.

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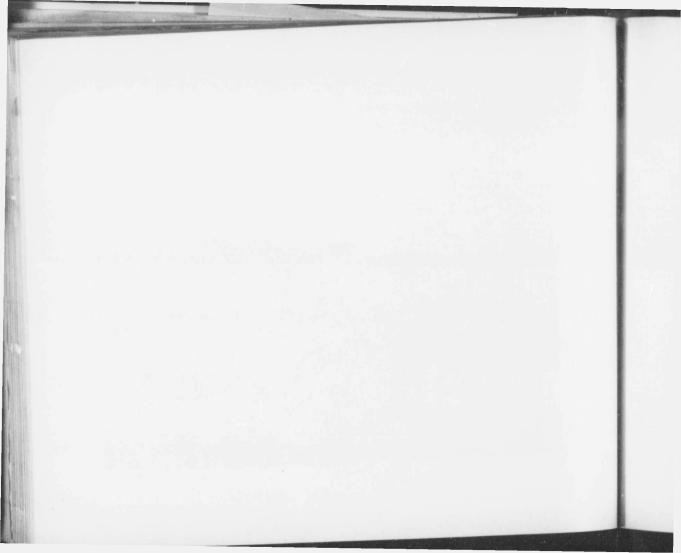
LETHBRIDGE VIADUCT

THE railway entrance to Lethbridge is gained by one of the gigantic engineering works of Canada, a bridge across the Lethbridge River. This bridge consists of two immense steel viaducts, one 5,327 feet in length with a maximum height of 374 feet above the river, and the other 1,900 feet in length with a height of 146 feet.

TOUGHT STORY BELLET

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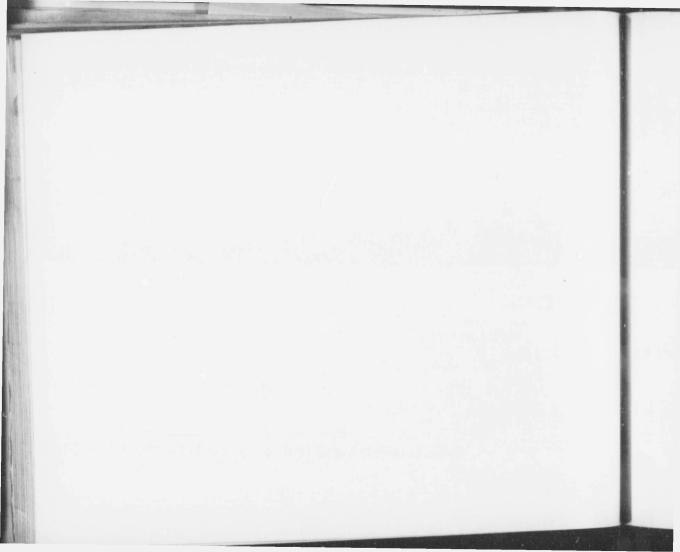
LETHBRIDGE

LETHBRIDGE is situated at the south-western corner of the triangle of rich farming ferritory embraced and served by itself. Calgary, and Medicine Hat. It is a pretty city, with diverse interests; it not only has adjacent to it a large irrigation system, which is well settled by prosperous farmers, amongst whom are a large number of Americans—it also has some large producing coal mines which supply a considerable part of the prairie consumption of coal. From here to Medicine Hat, a little over a hundred miles, the route is through an agricultural section.

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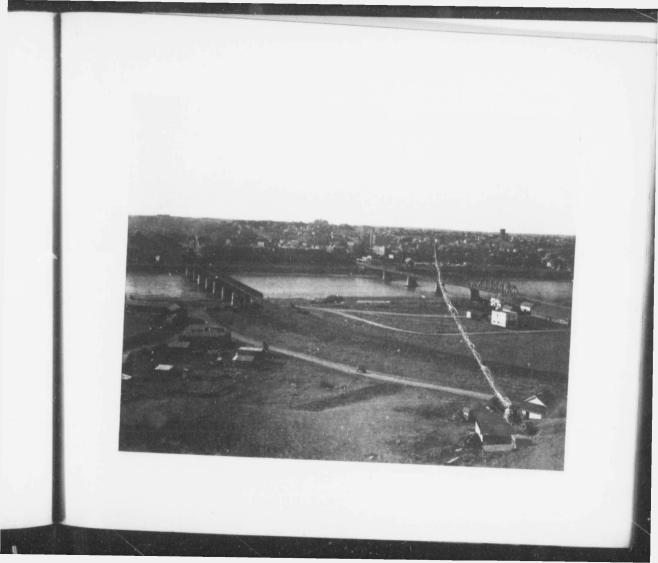


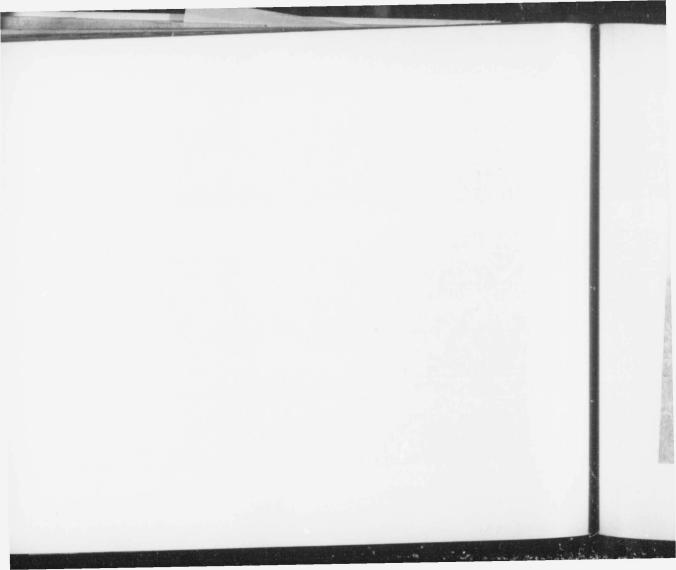
MEDICINE HAT

WORLD-FAMOUS for its natural gas, which rushes up from the bowels of the earth at enormous speed and affords one of the cheapest filuminants and power-sources that can be imagined. There are twenty gas wells at Medicine Hat, with a daily open flow of fifty million cubic feet, equivalent to 200,000 h.p., of which hardly more than one-tenth is actually used. This extraordinarily cheap fuel is used for lighting, heating and power.

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SHEEP, WESTERN CANADA

SHEEP raising is not so important an industry in West-ern Cayada as it might be, but much greater attention is now being paid to it, with the result that western wool is now being sold in Boston and New York. The climatic conditions are ideal for sheep raising, and there is an inexhaustible supply of good feed. The number of sheep in the prairie provinces is about 603,000.

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MOOSE JAW MOOSE JAW rejoices in one of those English versions or abridgments of Indian names in which Western Canada is so rich. Popular tradition has it that the full name, literally translated, would be "The-creek-where-thewaite-man-mended - the -cart - with - a - moose - jaw - bone." a vivid sidelight on an incident of pioneering days. The city is situated in a fine agricultural country, with large flour mills and a 3,500,000 bushel Government grain elevator. It is also an important railway junction, the principal connection being one to the south which crosses the border and reaches the large American cities of

Minneapolis and St. Paul, and beyond them, Chicago.

MOOSE IAW

MOOSE JAW rejoices in one of those English versions or abridgements of Indian names in which Western name, literally translated would be "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone." a white sman-mended-the-cart-with-a-moose-jaw-bone." a city is situated in a fine agricultural country, with large flour mills and a 3,500,000 baskel Government grain principal connection being one to the south which crosses the lorder and reaches the large where the country with a situated and mayor and railway function, the principal connection being one to the south which crosses the large deather and St. Paul, and Several them.





A CANADIAN GUIDE OF THE WEST

WITH the "Bid Four" hat, the coloured neckerchief, and the "chapps" which make the picturesque ensemble of the Canadian "cow puncher".

(From the painting by C. W. Simpson, A.R.C.A.) A CANADIAN GUIDE OF THE WEST

WITH the "Big Four" hat, the coloured neckerteries, and the "chapps" which make the picturesque ensemble of the Canadian "cow puncher" (From the pointing by C. W. Simpon, A.R.C.A.)





PARLIAMENT BUILDINGS, REGINA

THE capital of the province of Saskatchewan, Regina I has grown from a small farm settlement to the largest city in the province. It has a population of 45,000, and is an important distributing point for the southern part of Saskatchewan. The Royal Northwest Mounted Police have their headquarters here. There are also the splendid Provincial Parliament Buildings.

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THE capital of the province of Saskatchwan, Regina has grown from a small fram settlement to the largest city in the province. It has a population of \$5,000, and is an important distributing point for the southern part of Saskatchwan. The Royal Northwest Meunted Police have their headquarters here. There are also the splendid Provincial Parliament Buildings.





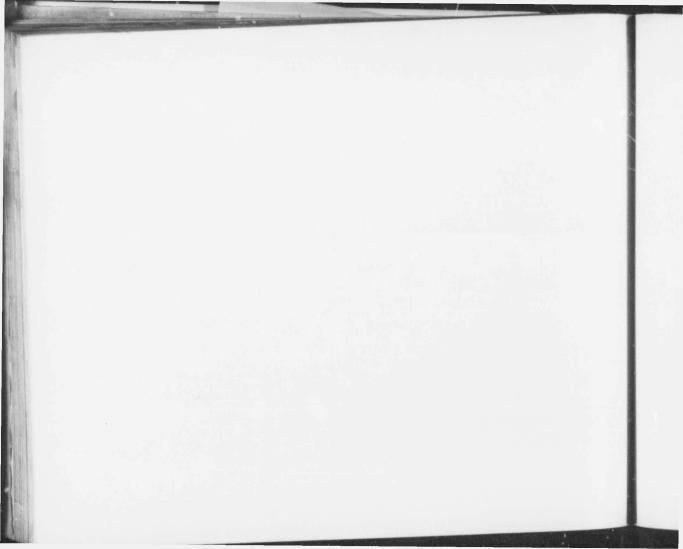
QU'APPELLE

QU'APPELLE, 33 miles east of Regina, is the supply point of a large section of land embraced in the fertile Qu'Appelle Valley. Fort Qu'Appelle, twenty miles distant, is one of the oldest posts of the Hudson's Bay Company. There are several Indian reservations in its vicinity and an important Indian mission and school

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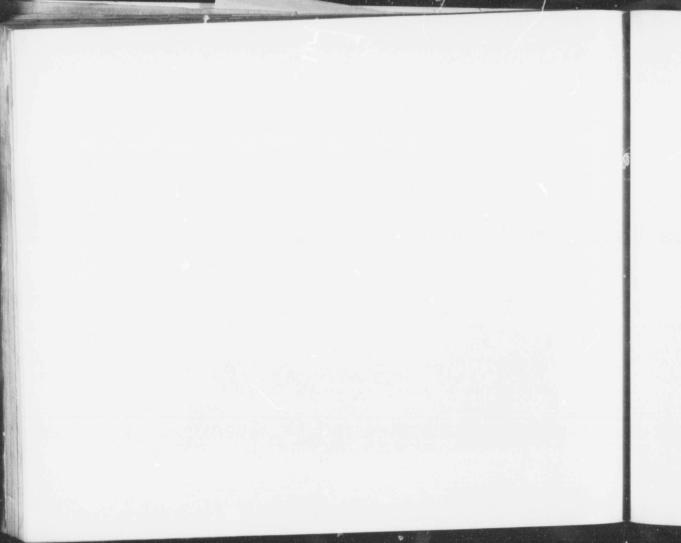
DUCK SHOOTING ON THE PRAIRIES

VERY fine duck shooting can be enjoyed in the fall of the year at almost any point on the prairies, but especially in the region of the countless lakes and smaller bodies of water called "sleughs".

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INDIAN HEAD, SASKA CHEWAN

INDIAN HEAD is the centre of a great wheat I growing country and the location of a Government Experimental Farm and forest nursery. This view taken in the latter, suggests that with proper care trees will easily grow upon the prairies and that the latter need not be the bare, treeless plains of popular fiction.

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BRANDON, MANITOBA

BRANDON, beautifully situated on high ground sloping up from the Assiniboine River, is a railway divisional point and one of the largest grain centres of Manitoba. It is the distributing point for an extensive and well settled country. Within the city limits is an important Experimental Farm maintained by the Dominion Government.

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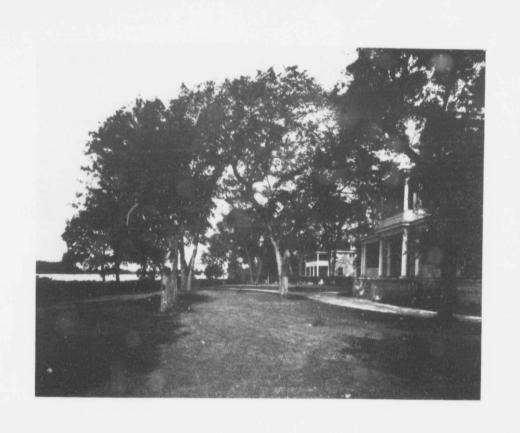


PORTAGE LA PRAIRIE

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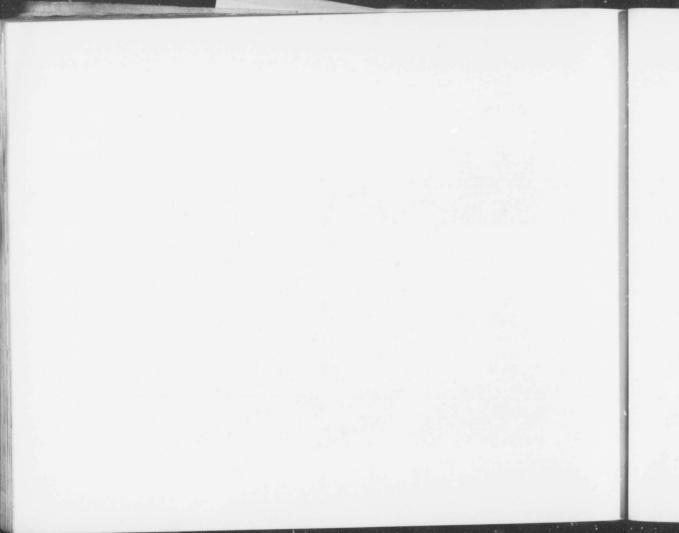
MOOSE HUNTING

CANADA is singularly rich in wild life, and affords the hunter many opportunities for getting big game. The monarch of all wild animals, the moose, is to be found at a large number of points, of which the district now being traversed, the western Algoma country, is a very noteworthy one. Although it may take time to sight a moose, or rather let us say get to the windward side of him, the splendid trophy that his head and magnificent spread of horns make is a more than commensurate reward.

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POINT AU BARIL

FROM Sudbury an important branch line of the Canadian Pacific runs south to the city of Toronto. following for a considerable distance the eastern shore of Georgian Bay. This line taps a series of heliday resorts, of which Point au Baril is one of the most pepular. It consists of a series of islands covering a very large area, and affords excellent fishing, especially for black bass and maskinongle.

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BALA

BALA is the station for the Muskoka Lakes, probably the most popular summer resort of Canada. The lakes, three in number, with the lovely watercourses flowing into and connecting tnem, provide the medium for every kind of aquatic sport; and in the "dog days," when cities are sweltering under heat waves, the large number of settlements around the shores of the lakes are thronged so much so that it is sometimes said that it only wants the City Hall to make it a regular Toronto.

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HAMILTON

HAMILTON, at the west end of Lake Ontario, and 39 miles from Toronto, is the third manufacturing city of Canada as regards the value of output. In recent years a large number of important industries of the United States have established branch factories here. With cheap electrical power from the Niagara Falls, and excellent shipping facilities by both rail and boat, it is most favorably located for the manufacturing industry. Its population to-day is 110,000.

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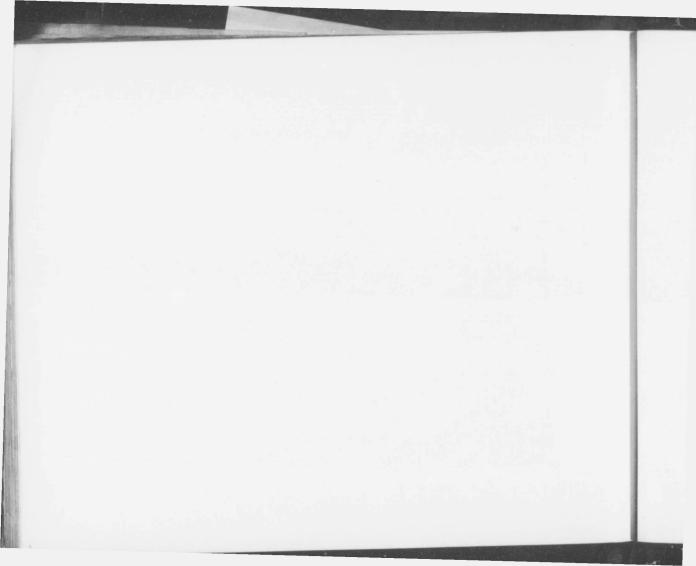
GUELPH AGRICULTURAL COLLEGE

THIS college, probably the foremost of its kind in Canada, dates from 1873, and is affiliated with the University of Toronto. Apart from its experimental work in agriculture and stock-raising, it has an exceedingly fine record of propaganda and agricultural education. It supplies a great variety of courses suitable either for the three-year student or farmers with only a few months' leisure. Instruction in arts as well as agriculture is afforded.

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STRATFORD

THE whole of the Western Ontario peninsula proclaims in its place names—towns, counties, and rivers—the nationality of its earliest settlers. For example: Stratford, Ontario, resembles Stratford, Warwickshire, in that it stands upon a River Avon; and indeed the river view here seen is strikingly reminiscent of the similar view of the Shakespearian original. The city is a thriving industrial and agricultural one and an imperiant railway centre, with some large railway shops.

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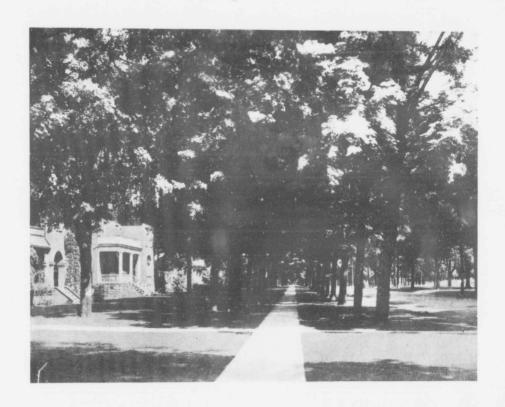
WOODSTOCK WOODSTOCK has a distinctive character in the beauty of refinement of its whole atmosphere.

Much of this is traceable to the original settlers, who to a great extent created the beautiful, progressive city of to-day. It is a busy manufacturing centre, with fine business buildings, and educational and

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CHATHAM

SITUATED on the River Thames, and in the centre of a rich agricultural and fruit growing district Chatham is a thriving city. It is adjacent to the famous Tulbury natural gas area, which supplies the light, heat and sower for both the domestic and industral purposes of the town. It is also a popular summer report. The giver, navigable for 26 miles, furnishes excelled motor-boaring, canceing, and fishing. Chatham has numberous faculties.

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LONDON, ONTARIO

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WINDSOR

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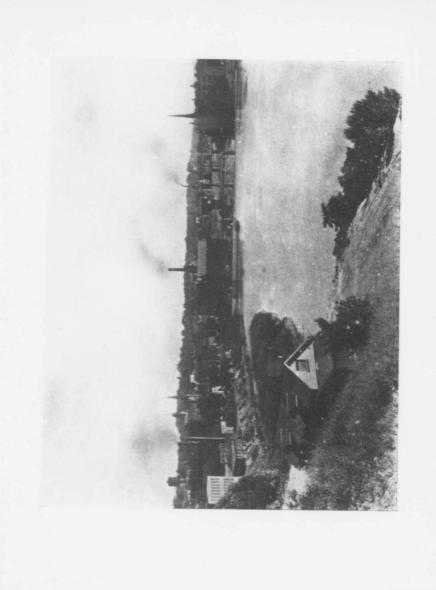


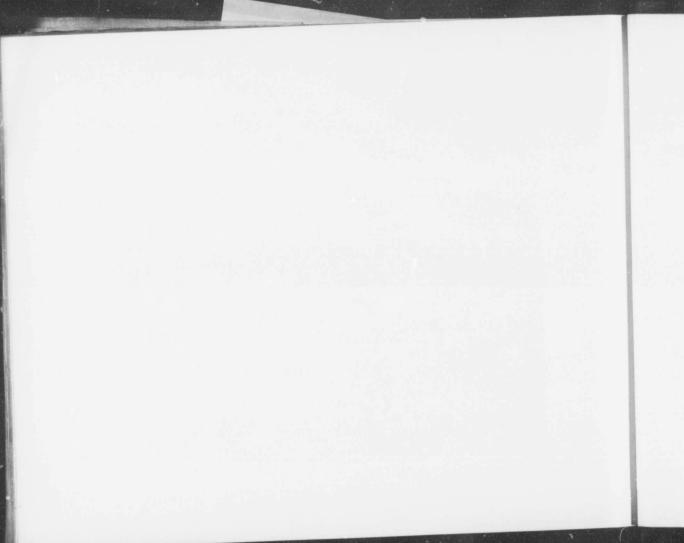
GALT

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OSHAWA

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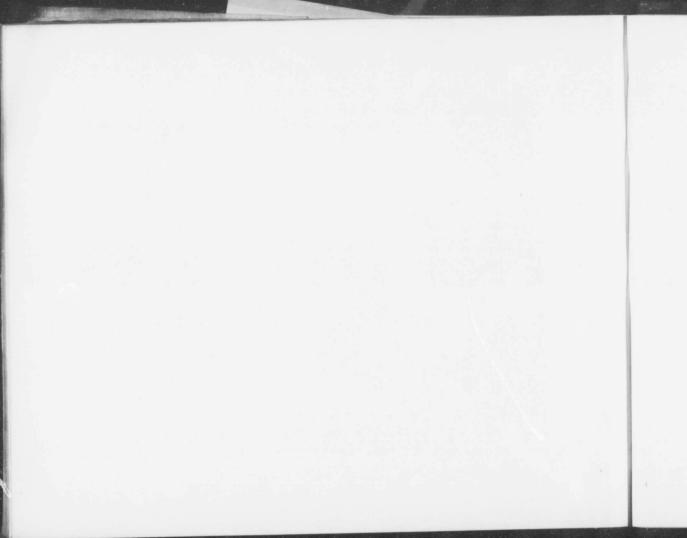
Lady Arabella Gore, wife of a former Governor of Upper Canada. It was in Belleville, in 1794, that Captain Meyers built the first brick house ever constructed in Canada. The city's pretty situation on the Bay of Quinte makes it a very

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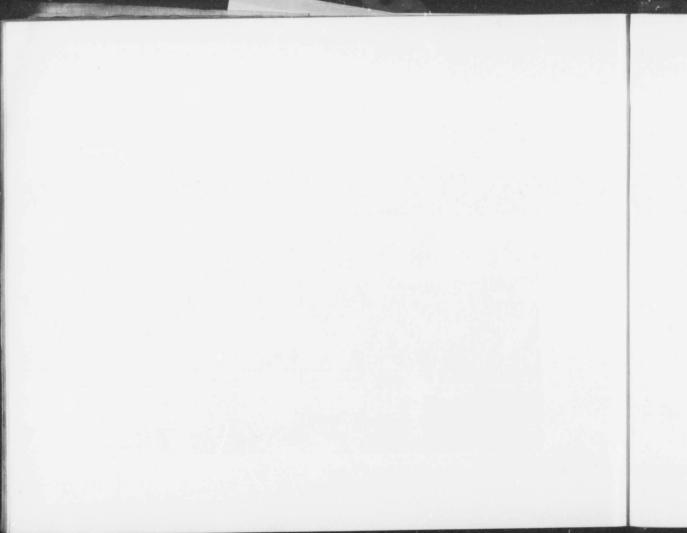
KINGSTON

Kingston owes its beginning to the determination of that vigorous Governor of Canada, Count Frontenac, to set up a fort there, which he did in the summer of 1673. The fort was captured and demolished in 1758 by the English, but the influx of United Empire Loyalists from the United States soon re-settled the country to a degree greater than before. Kingston is the seat of the Royal Military College of Canada, and of Queens University. Governor Sincoe, the first Governor of new Upper Canada, took his oath here in 1792. It was for a short time capital of the United Provinces of Upper and Lower Canada. The remains of the old fort are seen at the left.

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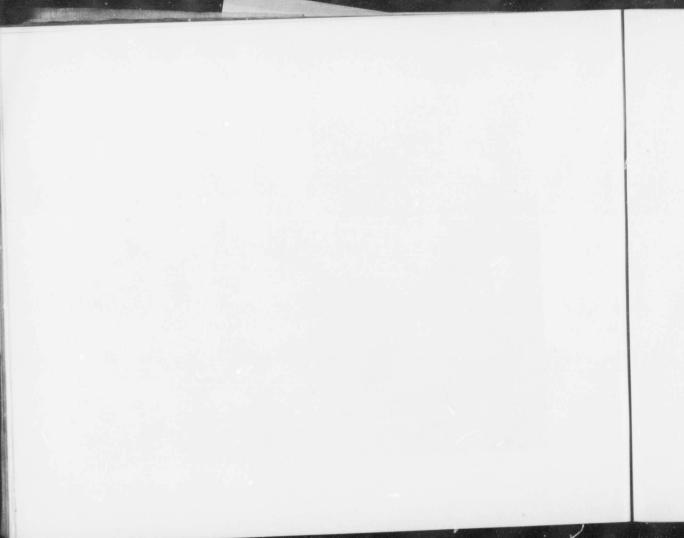
BROCKVILLE

BROCKVILLE, on the left bank of the St. Lawrence River about half way between Toronto and Montreal, takes its name from General Sir Isaac Brock, who repulsed a large American force at the Battle of Queenston Heights near Niagara Falls, in 1812. It is an important railway junction and port.

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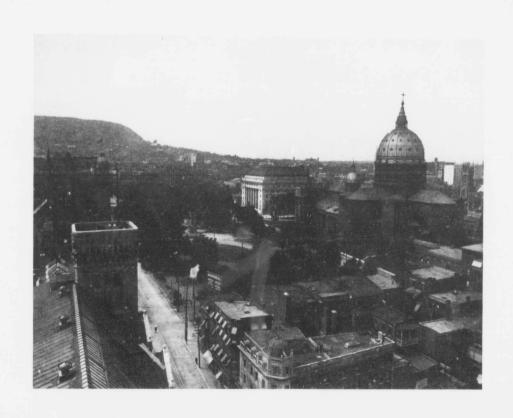


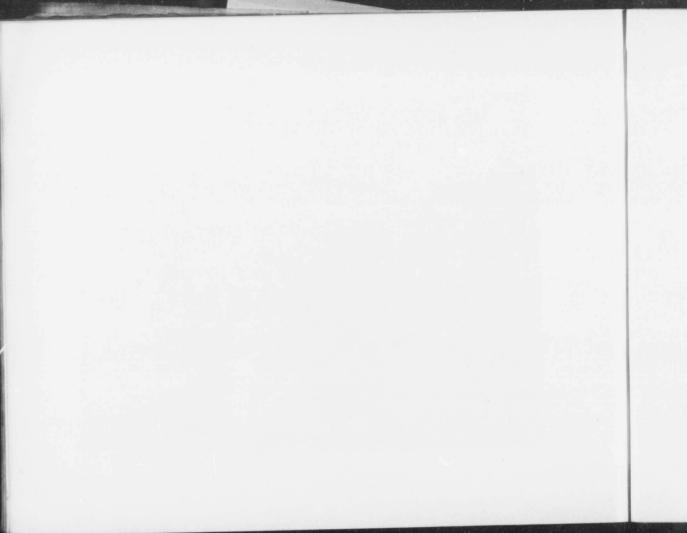
MONTREAL—LOOKING TOWARDS
THE MOUNTAIN

MONTREAL, chief city and countercial capital of Canada, is situated on an island formed by the St. Lawrence and Ottawa Rivers, on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. The city has a far-reaching trade and great manufacturing establishments, and is the headquarters of the Canadian Pacific Railway. Prominent from every part of Montreal is Mount Royal, a targe public park. In the centre of the view is seen Dominion Square, and on the right St. James' Cathedral. The population of Greater Montreal is about 776,000, of which about three-fifths are French speaking.

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MONTREAL—THE HARBOR

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