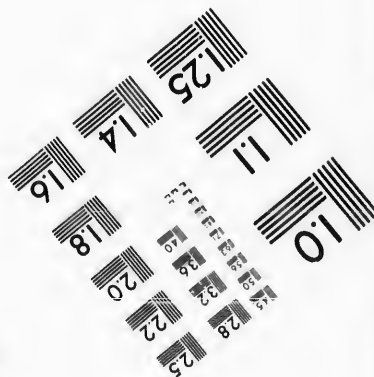
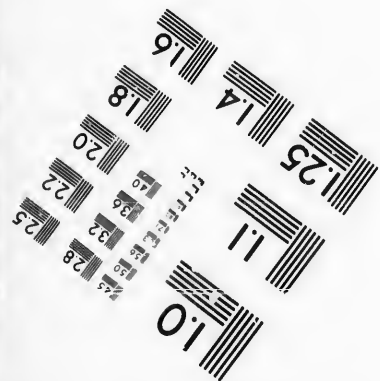
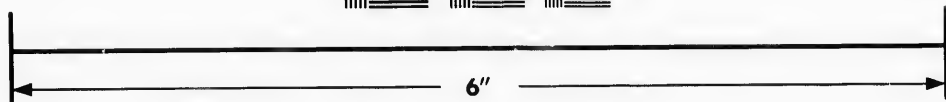
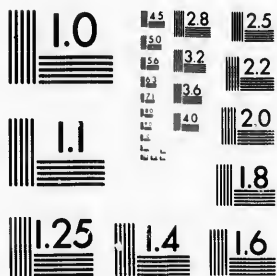


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

Ca

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1987

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments: /
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

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

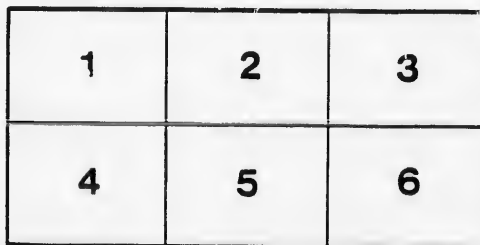
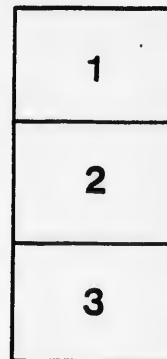
Seminary of Quebec
Library

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

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

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

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



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

Séminaire de Québec
Bibliothèque

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

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

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

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

219 Guides Can. E.U. No 10

CORRECTED TO OCTOBER 14th, 1889



A

TIME TABLE

WITH NOTES

OF THE

TRANSCONTINENTAL ROUTE

THE GREAT LAKES ROUTE

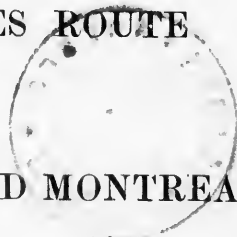
THE

HALIFAX, ST. JOHN AND MONTREAL,

AND THE

MONTREAL AND TORONTO LINES

*Bibliothèque,
Le Séminaire de Québec,
3, rue de l'Université,
Québec 4, QUE.*



AGENCIES

- Adelaide,.....S. Aus.. Agents Oceanic S.S. Co.
- Baltimore,.....Md.. H. McMurtrie, Frt. & Pas. Agt., 203 East German St.
- Boston,.....Mass.. { C. E. McPherson, Dis. Pas. Agt., 211 Washington St.
H. J. Colvin, City Pas. Agt. . . . 211 Washington St.
- Brockville,.....Ont.. G. E. McGlade, Ticket Agent, 145 Main St.
- Buffalo,.....N.Y.. Walter Hurd, Ticket Agent, 15 Exchange St.
- Chicago,.....Ill.. J. Francis Lee, Coml. Agt., 232 South Clark St.
- Glasgow,.....Scotland.. A. Baker, European Traffic Agent, 25 Gordon St.
- Halifax,.....N.S.. C. R. Barry, Ticket Agent, 126 Hollis St.
- Hamilton,.....Ont.. W. J. Grant, 8 St. James Street South.
- Hiogo,.....Japan.. Frazar & Co.
- Hong Kong,.....China.. Adamson, Bell & Co., Agents for China.
- Liverpool,.....Eng.. A. Baker, European Traffic Agt., 7 James St.
- London,.....Eng.. " " " 88 Cannon St.
- London,.....Ont.. T. R. Parker, Ticket Ag't., No. 1 Masonic Temple, Richmond St.
- Montreal,.....Que.. { W. F. Egg, Dist. Pass. Agt., Windsor St. Station.
A. B. Chaffee, Jr., City Pass. Agt, 266 St. James St.
- New York,.....N.Y.. { E. V. Skinner, Gen. Eastern Agent, 353 Broadway.
J. Ottenheimer, Land & Emigration Agt, 30 State St.
Everett Frazar, China & Japan Agent, 124 Water St.
- Niagara Falls,.....N.Y.. D. Isaacs, Prospect House.
- Niagara Falls,.....Ont.. George M. Colburn, Clifton House.
- Old Orchard Beach, Me.. W. F. Fernald, B. & M. Rd.
- Ottawa,.....Ont.. J. E. Parker, City Pass. Agt., 42 Sparks St.
- Philadelphia,.....Pa.. H. McMurtrie, corner 3rd and Chestnut Streets.
- Portland,.....Me.. M. L. Williams, Maine Central Railroad.
- Portland,.....Ore.. C. G. McCord, Frt. & Pass. Agt., 6 Washington St.
- Pt. Townsend,....Wash.. James Jones.
- Quebec,.....Que.. J. W. Ryder, City Pass. Agt., St. Louis Hotel.
- Sherbrooke,.....Que.. John Murray, 6 Commercial St.
- St. John,.....N.B.. Chubb & Co., Ticket Agents, Chubb's Corner.
- San Francisco,.....Cal.. { Goodall, Perkins & Co, Agts. } 10 Market St.
Pacific Coast S. S. Co.
D. B. Jackson, Pass. Agent, 214 Montgomery St.
M. M. Stern, 208 Montgomery St.
- Sault Ste. Marie, ..Mich.. T. R. Harvey, 37 Ashmun St.
- Seattle,.....Wash.. E. W. McGinnis.
- Shanghai,.....China.. Adamson, Bell & Co., Agents for China.
- Sydney,.....N. S. W.. Alex. Woods, Agent for Australia.
- Tacoma,.....Wash.. E. E. Ellis, Frt. & Pass. Agt., 961 Pacific Avenue.
- Toronto,.....Ont.. { W. R. Callaway, District } 118 King Street W.
Passenger Agent.
- Vancouver,.....B. C.. G. McL. Brown, Ticket Agent.
- Victoria,.....B.C.. Robt. Irving, Frt. and Pass. Agt., Government St.
- Winnipeg,.....Man.. G. H. Campbell, City Ticket Agt., 471 Main St.
- Yokohama,.....Japan.. Frazar & Co., Agents for Japan.

TF

MC

CORRECTED TO OCTOBER 14th, 1889.



A

TIME TABLE

WITH NOTES

OF THE

TRANSCONTINENTAL ROUTE

THE GREAT LAKES ROUTE

THE

HALIFAX, ST. JOHN AND MONTREAL

AND THE

MONTREAL AND TORONTO LINES

GENERAL OFFICERS

HEAD OFFICES: MONTREAL, CANADA

W. C. VAN HORNE.....	President	Montreal
T. G. SHAUGHNESSY.....	Assistant President	Montreal
CHARLES DRINKWATER	Secretary	Montreal
GEORGE OLDS	General Traffic Manager.....	Montreal
HENRY BEATTY.....	Man. St'mship Lines & Lake Traffic....	Toronto
I. G. OGDEN.....	Comptroller.....	Montreal
D. McNICOLI	General Passenger Agent.....	Montreal
C. E. E. USSHER.....	Assistant General Passenger Agent....	Montreal
W. SUTHERLAND TAYLOR..	Treasurer	Montreal
L. A. HAMILTON.....	Land Commissioner.....	Winnipeg
T. A. MACKINNON.....	Gen. Supt., Ontario & Atlantic Div. ...	Montreal
C. W. SPENCER.....	Gen. Supt., Eastern Div.....	Montreal
WM. WHYTE	Gen. Superintendent, Western Div.....	Winnipeg
HARRY ABBOTT.....	Gen. Superintendent, Pacific Div.....	Vancouver
ROBERT KERR.....	Gen. Frt. & Pass. Agt., W. & P. Divs....	Winnipeg
D. E. BROWN.....	Asst. Gen. Frt. & Pass. Agt,W. & P. Divs.	Vancouver
G. M. BOSWORTH	Asst. Frt. Traff. Man., O. & A. & E. Divs.	Toronto
J. N. SUTHERLAND.....	Gen. Freight Agent, Ont. Div.....	Toronto
J. A. SHEFFIELD	Supt. Sleeping, Dining and Parlor Cars	Montreal
E. S. ANDERSON.....	General Baggage Agent.....	Montreal

Miles from Mon 'l	W B T
172	LE *1 P
167	1.
165	1.
159	2.
146	2.
142	2.
137	2.
133	2.
130	3.
127	3.
119	3.
114	3.
107	3.
97	4.

• Additi

CANADIAN PACIFIC RAILWAY

TIME TABLE, WITH NOTES

QUEBEC LINE

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
172	LEAVE *1.30 P. M.	Quebec —Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport—The railways leading here are the Canadian Pacific and the Quebec & Lake St. John. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Beaver and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	ARRIVE *2.30 P.M.	3053
	EASTERN STANDARD TIME		Places of interest	
			Railway and steamship connections	
167	1.39	Lake St. John R'y Junction	2.20	3048
165	1.47	Lorette	2.12	3046
159	2.00	Belair	2.00	3040
146	2.27	Pont Rouge	1.33	3027
142	2.35	St. Bazile		
137	2.45	Portneuf	1.24	3023
133	2.54	Deschambault	1.15	3013
130	3.02	Lachevrotiere	1.07	3014
127	3.08	Grondives	1.00	3011
119	3.23	Ste. Anne de la Parade	12.53	3068
			12.3	3000
114	3.34	Batiscan	NOON	
107	3.49	Champlain	12.27	2995
97	4.09	Piles Junction	12.10	2988
		ing of every kind are plentiful. Lorette is mainly a settlement of Christianized Huron Indians, founded 250 years ago. Portneuf (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From Piles Junction a branch line extends to the farming district of GRAND PILES , 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	11.51	2978

* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

No. 11	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
		ARRIVE	LEAVE		
95	LEAVE *4.30 P.M.	<p>St. Maurice River</p>	<p>Three Rivers—Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving navigation upon the St. Maurice, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron-works and machine-shops here, making stoves and car-wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.</p>	ARRIVE 11.30	2976
				Mills and Iron Works	LUNCH
87	4.49	<p>Ancient Customs</p>	<p>The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a distance from the river constantly increasing as we proceed. This is for the most part a perfectly level and closely cultivated plain, cut up into the small fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,500), where Lake St. Peter is seen, are the St. LEON SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch-lines; the former has a population of 2,500. From <i>Joliette Junction</i> diverge branch-lines northward to <i>JOLIETTE</i> (pop. 3,500) St. FELIX DE VALOIS (pop. 2,500) and St. Gabriel de Brandon. At <i>Terrebonne</i> the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main trans-continental line is joined and followed around the base of Mount Royal into Montreal.</p>	11.12	2968
80	5.03			10.57	2961
74	5.15			10.45	2955
70	5.25			10.35	2951
64	5.37			10.23	2945
60	5.45			10.15	2941
56	5.53			10.08	2937
48	6.10			9.55	2929
				Lake St. Peter	
48	6.12			9.54	2929
43	6.22	9.42	2924		
39	6.30	9.35	2920		
35	6.40	9.27	2916		
26	6.55	9.12	2907		
23					
17	7.05	9.02	2904		
12	7.18	8.50	2898		
10	7.35	8.40	2894		
5	7.41	8.33	2896		
1	7.51	8.25	2901		
			2905		
		EASTERN TIME			
		A.M.			
0	ARRIVE 8.05 P.M.	*8.10	2906		
		LEAVE			

‡ Refreshment Station

‡ Flag Stations

MA

Miles from Halifax

0

H

9

st

14

36

40

6

62

7

Tro
sal
fish

79

8

108

9

121

9

139

10

148

10

179

11

Fish
an
sho
in

‡ Flag

MARITIME PROVINCE SHORT LINE

Halifax and Montreal: 753 miles.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
0	5.50 A.M.	Halifax —Population 40,000. The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands, in the harbor are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, &c., &c., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, &c., &c.	11.30 P.M.	758
	Halifax		Communication by str. with West Indies, &c.	
9	No stop-page	Bedford	11.15	749
14		Windsor Junc. At Windsor Station. The Windsor and Annapolis Railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	11.07	744
36		Milford.		722
40	6.55	Shubenacadie.	10.25	718
62	7.35	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Causo, connecting with steamers for Cape Breton Island.	9.50	696
	Trout & salmon fishing		Moose, Caribou and Grouse shoot'g	
79	8.12	Londonderry.	9.13	679
108	9.03	Oxford.	18.25	650
121	9.30	Spring Hill.	8.02	637
139	10.07	Amherst.	7.18	619
148	10.28	Sackville.	7.00	610
179	11.35	Painsec Jc Spring Hill are important coal mines—and from here a branch line extends to the watering place of Marsboro on the Minas Basin. Amherst is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Sackville has a fine college and Methodist academies, and is situated in a choice grazing county. From Painsec Junction	5.50	579
	Fishing and shooting		Minas Basin	
	† Flag Station.			

ast-und rain
Miles "om "nc' r
RIVE
1.30
2976
2968
2961
2955
2951
2945
2941
2937
2929
2924
2920
2916
2907
2904
2898
2894
2896
2901
2905
2906
Stations

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
		a branch line extends to Point Du Cheno, connecting with steamers for Summerside, Prince Edward Island.		
188	A.M. 11.55	Moncton —Population 7,500, situated on a bend of the Petitcodiac River. It is growing rapidly and bids fair to attain considerable importance. It is the centre of the Intercolonial Ry. System and offices and work-shops are located here. It has several good Hotels, and many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.	5.35	570
		Head-quarters of Intercolonial Ry.	Local	
201	P.M. 12.20	Salisbury Petitcodiac Sussex Hanpton	5.05	557
211	12.41		4.46	547
234	1.25		4.02	524
255	2.07		3.20	503
		are obtained from the train. Sussex is a village that is likely to develop into a large town. It is situated in the beautiful Kennebecasis valley and surrounded by some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. Hanpton is a popular summer resort for the citizens of St. John, and is growing steadily.	Hills and heights	
		Pictur- esque Scenery		
277	P.M. 3.00	St. John, N.B. —Population 40,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens are resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John river, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis river, is one of the finest rowing courses in the world. A trip up the St. John river to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	2.30	481
		Stately build- ings	St. John river	
		Bay of Fundy		

Miles from Halifax	West-bound Train
279	3
291	3
301	3
314	4
321	4
342	5
361	5
	S
	And
	Seas
	Res
367	6
379	16
383	16
388	16
393	17
402	17
414	17
423	8
430	18
444	19
459	19
465	9
483	10
	Lal
	Ona
	P.
499	11
509	11
517	11
	A.
532	12
539	12
552	12
563	12

†Flag Station

†Flag Sta

		Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal						
.35	570	279	4.26	Fairville	2.14	479						
		291		Westfield		1.51	467					
		301		Welsford		1.31	457					
		314		Hoyt		1.06	444					
		321		Fredericton Jc.		12.52	437					
				These are stations of minor importance to the tourist. At Fredericton Junction connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.								
		342	5.07	Harvey	12.10p.M.	416						
		361	5.45	McAdam Junction	11.35a.M.	397						
				At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.								
05 46 02 20	557 547 524 503	367	6.20	Vanceboro.	11.15	391						
							The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.					
							St.Croix river					
							St.Croix river					
							St.Croix river					
30	481	379	†6.44	Tomah	†10.39	379						
		383	†6.51	Forest	†10.33	375						
		388	†6.59	Eaton	†10.26	370						
		393	†7.10	Danforth	†10.19	365						
		402	†7.26	Bancroft	†9.55	356						
		414	†7.49	Kingman	†9.32	344						
		423	8.10	Mattawamkeag	9.15	335						
		430	†8.27	Chester	†8.53	328						
		444	†9.00	Seboois	†8.22	314						
		459	†9.35	Schoodic	†7.45	299						
		465	9.50	Brownville Junc.	7.30	293						
		483	†10.35	Onawa	†6.42	275						
				Brownville Junction the line of the Kathadin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.								
				Good fishing and hunting								
ing Station				Greenville	6.10	259						
							499	11 15	Moosehead	†5.42	249	
							509	11.37	Askwith	†5.27	241	
							517	†11.52				
							A.M.					
				Long Pond	†4.58	226						
							532	†12.20	Jackman	4.42	219	
							539	12.40	Holeb	†4.20	206	
							552	† 1.05	Beattie	†3.55	195	
563	1.35											
				Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, cariboo, deer, bear, grouse, etc., being found within a								

†Flag Station

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal	Miles from Halifax	West-bound Train
		<p>short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. Moosehead is a small station, also upon the lake shore. Near Askwith station the Kennebec river leaves Moosehead lake. Trout brook is, as its name indicates, close to a good fishing water. From Jackman the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. Holeb, Caswell and Beattie are small stations near the boundary between Maine and Quebec.</p>					
	Moosehead Lake			Steamer from Greenville to Mount Kineo.			
	Game and trout.					697	A.
						708	6.
						714	7.
						718	
						727	
						728	7.
						732	
						739	
						744	
						748	
567	‡1.43	Boundary	We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory. Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At Megantic Station sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.	‡3.35	191		
583	2.15	Lake Megantic		3.05	175		
591	2.35	Spring Hill		2.35	167		8.
597	‡2.48	Marsden		‡2.23	161		8.
607	3.08	Scotstown		2.00	151		A.M.
613		Gould			145		
621	‡3.37	Bury		‡1.33	137		
630	3.56	Cookshire		1.14	128		
	Spider Lake						Lach Rapi
635	‡4.06	Birchton	At Lennoxville, distant three miles from Sherbrooke, connections are made with the Boston and Maine Railroad, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal and Boston Air Line of the Canadian Pacific Railway. Sherbrooke, the metropolis of the English-speaking district of the "Eastern Townships," is an exceedingly pretty place, with a population of about 9,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Railway to Quebec.	‡1.04	123		
637	‡4.13	Bulwer		‡12.57	121		
641	‡4.21	Johnville		‡12.48	117		
648	‡4.37	Lennoxville		‡12.27	110		
650	4.55	Sherbrooke		12.17	108		‡ Flag S
				A.M.			
	Magog and St. Francis rivers			Falls of the Magog			
654	‡5.09	Rock Forest		P.M.			
666	5.30	Magog	Magog is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis, and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily,	‡11.58	104		
677	‡5.55	Eastman		11.37	92		
680	‡6.04	South Stukely		‡11.07	81		
685	‡6.13	Foster		‡10.57	78		
688		Fulford		‡10.48	73		
	Owl's Head				70		

‡ Flag Station

East-bound Train	Miles from Montreal	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
			Str. to Newport, Vt	during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At Foster the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.		
			A. M.			
			697 †6.29	West Shefford.		
			708 6.55	Brigham Junct.	10.31	61
			714 7.10	Farnham	†10.10	50
			718	St. Brigide	10.00	44
			727	Iberville		40
			728 7.35	St. Johns		31
			732	Lacadie	9.31	30
			739	St. Philippe		26
			744	St. Constant		19
			748	Caughnawaga		14
.35	191		750	Lachine		10
.05	175		753 8.25	Montreal Junct.	8.41 pm	
.35	167		758 8.35	Montreal	8.30 "	
.23	161		A. M.	ful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of Lachine—thence on to Montreal Junction, from whence the several lines of the Canadian Pacific Railway extend to Toronto, Ottawa, Quebec, Winnipeg and Boston. There we finally roll along upon the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure, lately completed, and known as the Canadian Pacific Railway's Windsor Street Station, Montreal.		
.00	151		Lachi'e Rapids		Wind'r St. stn	
.33	145					
.14	137					
	128					
.04	123					
.57	121					
.48	117					
.27	110					
.17	108					

† Flag Station.

B

ills the gog

M. 58 37 07 57 48

104 92 81 78 73 70

g Station

CAÑADIAN PACIFIC RAILWAY.

APPROACHES TO MONTREAL

From **New York** the traveller going to Montreal has choice of threë routes. The most direct is by rail, or by steamboat up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York at 7.30 p.m.* and reaches Montreal at 8.35 a.m. the next morning. He can also leave New York at 5 p.m. by steamer, or at 4.00 p.m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 9.55 a.m.

From Montreal to New York trains are as follows: By the Delaware and Hudson Rd., 4.30 p.m.; by the Central-Vermont 8.30 a.m. and 4.20 p.m.; by the Canadian Pacific Ry., via Springfield, 5.40 p.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine Rd. at 9 a.m. and 7 p.m., arriving at Montreal at 8.30 p.m. and 7.25 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnepesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 9.00 a.m. and 8.05 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Maine Central Rd. forms a straight and entertaining route. Its trains leave Portland at 8.45 a.m. and 6.15 p.m., following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely intervals of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9.00 a.m. and 8.05 p.m. commencing 1st July and will run during the summer months.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and enter the city at their new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile End where connection is made with the Transcontinental train. Transcontinental passengers arriving in Montreal in the morning or desiring to stop over in Montreal will depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto and The Thousand Islands** steamers descend daily from May to September through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway (see p. 40) in one day or one night, or reach the transcontinental line via the Ontario route (page 39). Niagara Falls may be reached by several railroads from Boston, New York or Washington.

* See condensed time-table on back cover. Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change.

Miles from Montreal	W. to Montreal	EASTERN STANDARD TIME
0	8 P	
1		
5	8	
10		
12	9	
17		
20		
27		
32		
37		
44	10	
49		
57		
59	10 P.	
65		
74		
79		
84		
90		
94		
100		
104		
109		
114		
118		

† Flag St.

TRANSCONTINENTAL ROUTE 11

Eastern Division—Montreal and Port Arthur: 993 miles

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r	
0	8.40 P.M.	<p>Montreal—Dalhousie Square Station.—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1763. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change.</p> <p>Trains for Toronto, Halifax, Boston, Portland, Sault Ste. Marie, St. Paul and Minneapolis, depart from Windsor Street station.</p>	ARRIVE 8.00 A.M.	2906	
	EASTERN STANDARD TIME (Quebec to Port Arthur)			Five days and 19 hours from Vancouver	To New York, 385; to Boston, 332.
1			Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.		2905
5	8.55		Mile-end Junction —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	7.47	2901
10			Sault aux Recollets —Rapids of a branch of the Ottawa.		2896
12	9.12		St. Martin Junction —Divergence of line to Quebec.	7.31	2894
17			St. Rose		2889
20			St. Therese		2886
27			St. Augustin		2879
32			St. Scholastique		2874
37		St. Hermas		2869	
44	10.02	Lachute	6.36	2862	
49		St. Philippe		2857	
57		Grenville		2849	
		lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>St. Therese</i> three branch-lines diverge to St. LIN , St. JEROME and St. EUSTACHE .			
59	10.32	§ Calumet	6.10	2847	
65	P.M.	Pointe au Chene	A.M.	2841	
74		Montebello		2832	
79		Papineauville		2827	
84		North Nation Mills		2822	
90		Thurso		2816	
94		Rockland		2812	
100		Buckingham		2806	
104		L'Ange Gardien		2802	
109		East Templeton		2797	
114		Gatineau		2792	
118		Hull		2788	
	No stop.	<i>Lachute</i> (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. At <i>Calumet</i> are extensive saw-mills, and these occur frequently all along the river. Near <i>Calumet</i> are the celebrated <i>Caledonia</i> Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends north-	No stop.		

‡ Flag Station

§ Refreshment Station

Miles from Mont ^l	West-bound Train	STATIONS--DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^{v'r}	Miles from Mont ^l	
	LEAVE			ARRIVE			
	Mines	ward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull a branch-line diverges, keeping north of the Ottawa through AYLMER and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.		Phosphate mines		224 234 246 251 255 262 270 274 284 297 307	
120	12.20 MIDN'T.	§Ottawa	—Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to Prescott, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.	A.M. LV 4.30 AT 4.10	2786		
	Capital of the Dominion			Lumber making		318 330 337 344 348 358	
122		Skead's	Leaving Ottawa, the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.			2784	
124		Britannia			2782		
128		Bell's Corners			2778		
134		Stittsville			2772		
143		Ashton			2763		
148	1.20	§Carleton Place (Junction)	—Pop. 3,600. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at SMITH'S FALLS; at BROCKVILLE, on the St. Lawrence, it connects with lines to New York, etc. At Carleton Place are large saw-mills, railway and other workshops.	LV 3.10 AT 3.00	2758		
155	1.35	Almonte	Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At Almonte (pop. 3,000) are large woollen mills and other manufactories. Pakenham and Arnprior are also important manufacturing points. At Renfrew (pop. 2,900) is the junction of the Kingston & Pembroke R'y, extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. Pembroke (pop. 4,500)	2.46	2751		
158		Snedden's			2748		
163	†1.52	Pakenham			2.22	2743	364
171	2.05	Arnprior			2.05	2735	
174		Braeside				2732	
177	2.19	Sand Point			1.54	2729	
183		Castleford				2723	
186		Russell's				2720	
189	2.50	Renfrew			1.26	2717	
198	†3.12	Haley's			1.06	2708	374
205	†3.25	Cobden			12.49	2701	378
211		Snake River				2695	387
214		Graham's				2692	397
219		Government Road				2687	408
	Factories			Kingston and Pembroke R'y.		419 422 431 436	

§ Refreshment Station

† Flag Station

§ Refres

		Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES		Miles from Vanc ^{v'r}	
			LEAVE			ARRIVE	
		224	4.12	Pembroke	is the most important town on this	12.05	2682
		234	A.M.	Petewawa	section of the line, having many sub-	MIDN ^t	2672
		246	5.00	Chalk River	stantial industries and commanding	11.15	2660
		251	5.13	Wylie	a large part of the trade of the lum-	11.02	2655
		255	5.25	Bass Lake	bering districts towards the north.	10.50	2651
		262	5.44	Moore Lake	The Ottawa River is again navigable	10.31	2644
		270	6.00	Mackey	for a considerable distance above	10.10	2636
		274	6.14	Rockliffe	and below, and steamboats frequently	9.57	2632
		284	6.38	Bisset	appear. From Pembroke to Mattawa	9.32	2622
		297	7.08	Deux Rivières	the railway continues along the west	9.00	2609
		307	7.33	Klock	bank of the Ottawa through a country	8.35	2599
2786				only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances. <i>Mattawa</i> (pop. 1,500) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. At Mattawa, the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond <i>Thornccliffe</i> is the junction of the Northern & Northwestern Div. of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific is made. (See p. 39.)			
			Timber mills			Fish and Game	
		318	8.01	Mattawa		8.08	2588
		330	8.32	Eau Claire		7.38	2576
		337	8.50	Rutherglen		7.24	2569
		344	9.05	Callander		7.10	2562
		348	9.15	Nobonsing		7.02	2558
		358	9.32	Thornccliffe		6.43	2548
2784							
2782			Game				
2778							
2772							
2763			FIRST			Valley of the Mattawa	
2758							
			Grand Trunk R ^v ay				
2751							
2748							
2743		364	9.55	North Bay —Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.	6.20	2542	
2735			A.M.			P.M.	
2732							
2729			Lake Nipissing			Change cars for Toronto	
2723							
2720							
2717							
2708		374	10.20	Beaucage	From North Bay to <i>Heron Bay</i> , on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province	5.56	2532
2701		378	10.32	Meadowside		5.44	2528
2695		387	10.52	Sturgeon Falls		5.24	2519
2692		397	11.17	Verner		4.59	2509
2687		408	11.42	Veuve River		4.34	2498
		419	12.07	Markstay		4.09	2487
		422	12.15	Hillcrest		4.01	2484
		431	12.36	Wahnapiitae		3.41	2475
		436	12.50	Romford		3.28	2470
			NOON			P.M.	

¹ Refreshment Station

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
		of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> (pop. 900) a branch-line leads off to <i>ALGOMA MILLS</i> , on Lake Huron, and thence along the shore of Lake Huron and the Ste. Marie river to <i>SAULT STE MARIE</i> , 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis. Trans-continental passengers in summer by taking the "Soo" train from Montreal at 10 a.m., Tuesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch-lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to <i>Biscotasing</i> the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employés. It is charmingly situated on Lake Kinogama. Near <i>Missanabic</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond <i>Missanabic</i> for sixty miles are many very heavy rock-cuttings. <i>White River</i> , in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and		
443	P. M. 1.12	§Sudbury	P. M. 3.13	2463
455	1.42	Chelmsford	2.38	2451
461	1.55	Larchwood	2.25	2445
467	2.10	Onaping	2.10	2439
478	2.45	§Cartier	1.35	2428
489	3.13	Straight Lake	1.06	2417
498	3.34	Pogamasing	12.45	2408
515	4.15	Metagama	12.04 n'n	2391
532	4.59	Biscotasing	11.22	2374
549	5.38	Ramsay	10.43	2357
564	6.15	Woman River	10.07	2342
581	6.56	Ridout	9.26	2325
599	7.42	Nemegosenda	8.40	2307
	P. M.			
			SIXTH DAY	
615	8.30	§Chapleau	A. M. 7.50	2291
629	9.09	Pardee	7.16	2277
644	9.47	Windermerε	6.39	2262
661	10.31	Dalton	5.55	2245
675	11.07	Missanabic	5.19	2231
685	11.34	Lochalsh	4.52	2221
694	11.59	Otter	4.28	2212
710	12.42am	Grassett	3.48	2196
727	1.26	Amyot	3.04	2179
747	2.25	§White River	2.10	2159
763	3.30	Bremner	1.21	2143
776	4.23	Trudeau	12.42	2130
787	4.56	Cache Lake	12.15md't	2119
797	5.26	Melgund	11.50	2109
802	5.50	Heron Bay	11.35	2104
811	6.15	Peninsula	11.12	2095
821	6.45	Port Coldwell	10.40	2084
830	7.10	Middleton	10.15	2076
846	8.00	Jackfish	9.30	2060
	A. M.		P. M.	

§ Refreshment Station

† Flag Station

Miles from Mont'l	W b T	LEAVE	ARRIVE
865	9		
880	10		
896	11		
912	11		
928	12		
946	11		
961	11		
970	12		
979	12		
993	3		
Miles from Mont'l	W b T	LEAVE	ARRIVE
993	14		
	2.3		

* The are abol
§ Refre

st-nd
in
IVE
ber
M.
38
25
10
35
06
45
11
22
43
07
26
40
TH
AY
M.
50
16
39
55
19
52
28
48
04
10
21
42
md't
50
35
12
40
15
30
M.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr	
	LEAVE			ARRIVE		
	SECOND DAY					
	A. M.					
865	9.20	<p>then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i>, on the northeast angle of Lake Superior. From Heron Bay for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly recurring; and at intervals, where the railway is built in the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i>. The great sweep around Jackfish Bay is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of the railway occurs. The constantly changing views on Nepigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high, bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i>, and from the higher elevations delightful views of Thunder Bay are to be had.</p>				
880	10.00		Schreiber		P. M.	
896	†10.50		Rosspport		8.30	2041
912	†11.37		Gravel River		7.52	2026
			Mazokama		7.07	2010
	NOON			6.29	1994	
	Lake Superior					
				Superb scenes		
928	12.26	Nepigon		5.53	1978	
946	†1.11	Wolf River		5.15	1960	
961	†1.54	Pearl River		4.40	1945	
970	†2.14	Loon Lake		4.20	1936	
979	†2.44	Mackenzie		4.00	1927	
	Trout fishing					
				EASTERN TIME (Pt. Arthur to Mont'l)		
993	ARRIVE 3.15 P.M.	Port Arthur—Terminus Eastern Division.		P. M.		
				3.30lv	1913	

Western Division—Port Arthur and Donald: 1,454 Miles,

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'vr
993	LEAVE 14.30* 2.30 P.M.	Port Arthur—Pop. 5,500. Formerly called Prince Arthur's Landing. A beautifully situated town on the west shore of Thunder Bay, an important arm of Lake Superior; together with <i>Fort William</i>, four miles distant, the lake-port of the western section of the Canadian Pacific Railway and the chief Canadian port on Lake Superior. Large numbers of steamers and other, lake-craft arrive and depart daily. The fine steamships of the Canadian Pacific Company ply between here and Owen Sound (see page 43). The town has a large grain elevator, extensive docks and a well established trade. It has substantial buildings and a number of hotels—one of them a very handsome structure. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Port Arthur has become a favorite resort for tourists. A long promontory		ARRIVE 14.30* 2.30 P.M.	1913
	CENTRAL TIME (Port Arthur to Brandon)			FIFTH DAY	
				Civic Wealth	
2104					
2095					
2084					
2076					
2060					

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

‡ Refreshment Station

† Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vance's
LEAVE				ARRIVE	
	The Harbor	of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.		Thunder Bay	
998	14.45	Fort William —Pop. 1700. A Hudson's Bay Co.'s post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur-house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world overshadow all. The Kaministiquia River, a broad, deep stream with firm banks, affords extraordinary advantages for lake traffic and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.		14.10	1908
	This train stops 25 minutes at Fort William			Train stops 25 minutes	
1011	15.50	Murillo	From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i> is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolesey led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 900) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product from which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters	13.00	1895
1022	16.20	Kaministiquia		12.35	1834
1031	16.42	Finmark		12.10 P.M.	1875
1051	17.45	Dexter		11.20	1855
1059	18.00	Linkoping		11.05	1847
1070	18.45	Savanne		10.40	1836
1080	19.10	Upsala		10.07	1826
1088	19.30	Carlstadt		9.50	1818
1098	19.55	Bridge River		9.25	1808
1110	20.30	English River		8.55	1796
1118	20.50	Martin		8.30	1788
1128	21.15	Bonheur		8.05	1778
1146	22.15	Ignace		7.00	1760
1163	22.57	Raleigh		6.10	1743
1174	23.25	Tache		5.45	1732
1196	24.20	Wabigoon		4.45	1710
1204	24.40mdt	Barclay		4.25	1702
1226	1.35	Eagle River		3.25	1680
1236	2.05	Vermillion Bay		2.55	1670
1244	2.30	Gilbert		2.30	1662
1250	2.50	Parrywood		2.05	1656
1267	3.45	Hawk Lake		1.15	1639
1283	4.30	Rossland		24.25	1623
	The Lake of the Woods			Rat Portage	
1291	5.15	Rat Portage		MIDN'T	
1295	5.35	Keewatin		23.45	1615
1310	6.25	Deception		23.25	1611
	§ Refreshment Station			22.35	1596
				† Flag Station	

Miles from Mont'l	W. bound Train
1314	6
1322	7
1333	7
1343	8
1363	9
1369	9
1379	9
1388	10
1403	11
1409	11
1416	11
1424	12
	13
	14
	15
	16
	17
	18
	19
	20
	21
	22
	23
	24
	25
	26
	27
	28
	29
	30
	31
	32
	33
	34
	35
	36
	37
	38
	39
	40
	41
	42
	43
	44
	45
	46
	47
	48
	49
	50
	51
	52
	53
	54
	55
	56
	57
	58
	59
	60
	61
	62
	63
	64
	65
	66
	67
	68
	69
	70
	71
	72
	73
	74
	75
	76
	77
	78
	79
	80
	81
	82
	83
	84
	85
	86
	87
	88
	89
	90
	91
	92
	93
	94
	95
	96
	97
	98
	99
	100

Miles from Montr ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montr ¹	West-bound Train	
1480	LEAVE 15.52	<p>Portage La Prairie—Alt. 800 ft. Pop. 3,600. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.</p> <p>Burnside Between Portage La Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is reached.</p> <p>Brandon—Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only six years old, has well made streets and many substantial buildings. A railway is being built north-westward towards the Saskatchewan country. The standard time changes here to "Mountain"—one hour slower.</p> <p>Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a "rolling" or undulating prairie, well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. <i>Virден</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i>, the Province of Assiniboia is entered. <i>Moosomin</i>, the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i>, the country northward is accessible by a bridge over the Qu'Appelle River. <i>Percival</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chickens" being especially abundant.</p> <p>Broadview—Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.</p>	ARRIVE 13.37	1426	1696	LEAVE 124.1	
	M. & N. W. railway			M. & N. W. Ry.		1704	24.
1486	16.12			13.21	1420	1711	24.
1502	16.47			12.49	1404	1719	1.
1509	17.04			12.35	1397	1728	11
1517	17.24			12.16	1389	1738	1.
1522	17.37			12.04	1384		
1530	17.57			11.46	1376		
1538	18.18			11.26	1368		
1546	18.37			11.10	1360		
1551	18.52		10.57	1355			
	The Assiniboine		CENTRAL TIME Brandon to Pt. Arthur		1748	2.	
1557	LEAVE 19.05		9.35	1349			
	LY 18.15		A great wheat market		1756	12.	
	MOUNTAIN TIME (Brandon to Donald)				1765	3.	
					1772	13	
1565	18.35		9.15	1341			
1573	18.52		8.56	1333			
1581	19.15		8.35	1325			
1589	19.32		8.17	1317			
1604	20.10		7.41	1302			
1621	21.00		6.50	1285			
1635	21.35		6.16	1271			
1643	21.55		5.57	1263			
1659	22.35		5.18	1247			
1673	23.10		4.45	1233			
1680	23.27		4.28	1226	1781	3.	
	Moose M't'n		Approaching Manitoba				
1688	23.55		4.00	1218			

⁵ Refreshment Station

¹ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r
		LEAVE	ARRIVE		
1696	24.16M	Oakshela	Westward the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the Qu'Appelle River, 8 or 10 miles away at the north. Here again, for a considerable distance, speculators, holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated Bell Farm, embracing 100 square miles, is entered; and from <i>Indian Head</i> , near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. "The work is done with an almost military organization, ploughing by brigades and reaping by divisions."	3.40	1210
1704	24.34	Grenfell		3.20	1202
1711	24.52	Summerberry		3.00	1195
1719	1.10	Wolseley		2.42	1187
1728	1.30	Sintaluta		2.20	1178
1738	1.55	Indian Head		1.55	1168
1748	2.20	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.28	1158	
1756	2.42	McLean	For eight miles beyond Qu'Appelle station, the country is somewhat wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 ft. higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	1.03	1150
1765	3.05	Balgonie		24.37	1141
1772	3.24	Pilot Butte		24.20	1134
1781	3.45	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton, on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together	23.55	1125	
1818		Capital of N.W. Terr's	Capital of N.W. Terr's		

‡ Flag Station

Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc ^v r	Miles from Mont ¹	W bo Tr
	LEAVE			ARRIVE			LEA
1798	1.30	Pense	ther make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.	23.10	1108		
1814	15.13	Pasqua		22.26	1092		
1822	5.50	‡Moosejaw —Alt. 725 ft. Pop. 600. A railway divisional point, and a busy market town near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."		21.55	1084	2084	17
1839	16.30	Caron		21.16	1067		C
1857	7.15	Parkbeg	From Moosejaw, the line steadily rises on the eastern slope of the	20.32	1049		
1867	17.39	Secretan	<i>coteau</i> and winds through an irregular	20.07	1039		
1876	8.00	Chaplin	depression to the basin of the	19.45	1030	2092	17
1896	13.47	Morse	Old Wives' lakes.—extensive bodies	18.57	1010	2096	18
1913	9.30	Rush Lake	of water having no outlet and consequently alkaline. The northern-	18.15	993	2111	18
1921	9.47	Waldeck	most of these lakes is reached at	17.58	985	2119	19
1929	10.06	Aikins		17.38	977	2137	19
		<i>Chaplin.</i> The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere, and the experimental farms of the company, which occur at intervals of 30 miles all the way to the mountains, have proved the sufficiency of the rainfall. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen; and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water, and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads.				2157	20
		Game & wild fowl		The Buffalo plains		2174	21
		The Buffalo plains		Wild Fowl		2190	22
1935	10.30	‡Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity.		17.10	971	2209	23
1953	11.16	Goose Lake	From here to Medicine Hat, on the	16.21	953	2225	23
1963	11.42	Antelope	South Saskatchewan River, the line	15.56	943	2233	23
1970	12.03	Gull Lake	skirts the northern base of the	15.35	936		23
1979	12.25	Cypress	Cypress Hills, which gradually rise	15.13	927		23
1989	12.52	Sidewood	towards the west, until they reach	14.45	917		23
2000	13.20	Crane Lake	an altitude of 3,800 ft., and in many	14.17	906		23
2010	13.50	Colley	places are covered with valuable	13.50	896	2244	24
2021	14.18	Maple Creek	timber. Lakes and ponds, some fresh,	13.24	885	2254	24
2040	15.06	Forres	some alkaline, occur at intervals to	12.38	866		
2052	15.38	Walsh	<i>Maple Creek.</i> At this station are	12.08 N ⁿ	854		
2062	16.05	Irvine	extensive yards for the shipment of	11.43	844		
2077	16.42	Dunmore	cattle, many of which are driven	11.07	829		
		here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres</i> to <i>Dunmore</i> , rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Dunmore the Saskatchewan coal railway leads off westerly, 110 miles to LETHBRIDGE, the chief source of the present coal supply for the country east to and beyond Winnipeg.				2264	1
		Branch Line to Leth-bridge & Fort M ¹ Lead		THIRD DAY		2273	1
		Refreshment Station		‡ Flag Station		2287	2
						2297	2
						2306	3

		STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE	Miles from Vancouver	West-bound Train		ARRIVE	
			Lethbridge is an important town near the centre of the McLeod ranching district. From Dunmore the railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.		
10	1108				
26	1092				
55	1084	2084	17.30	10.25	822
			Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 900. A railway divisional point, with repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 25 minutes.		
			Coal		
16	1067				
32	1049				
07	1035				
45	1030	2092	17.48	10.09	814
57	1010	2096	18.08	9.52	817
15	993	2111	18.37	9.26	795
58	985	2119	19.00	9.07	787
38	977	2137	19.47	8.27	769
		2157	20.38	7.44	749
		2174	21.21	7.06	732
		2190	22.03	6.31	716
			Stair Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. There is a strong up-grade to <i>Bowell</i> , then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spreading over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.		
			Bowell		
			Suffield		
			Langevin		
			Tilley		
			Cassils		
			Lathom		
			Crowfoot		
		2209	23.00	5.40	697
		2225	23.37	5.03	681
		2233	23.55 M.D.N.'r.	4.45	673
		2244	24.20	4.22	672
		2254	24.47	3.58	652
			Gleichen		
			Strathmore		
			Cheadle		
			Langdon		
			Shepard		
			station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.		
			First sight of the Rockies		
				Last glimpse of the Rockies	
10	971				
21	953				
56	943				
35	936				
13	927				
45	917				
17	906				
50	896				
24	885	2264	1.20	3.25	642
38	866				
11	854				
43	844				
07	829				
			Calgary's advantages	Importance of Calgary	
			Calgary —Alt. 3,388 ft. Pop. 3,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.		
		2273	1.48	3.02	633
		2287	2.30	2.30	619
		2297	2.57	2.02	609
		2306	3.19	1.40	600
			Keith —Alt. 3,525 ft. By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. Extensive ranches are passed in rapid succession,—great herds		
			Cochrane —Alt. 3,700 ft.		
			Radnor —Alt. 3,800 ft.		
			Morley —Alt. 4,030 ft.		

g Station

† Flag Station

Miles from Mont ¹	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^v r	Miles from Mont ¹	W bo T
	LEAVE					LE
	The ranches of the foothills	of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, and lo! through an opening in the mist, made rosy with early sunlight, we see, far away up in the sky, its delicate pearly tip clear against the blue, a single snow-peak of the Rocky Mountains. . . . Our coarse natures cannot at first appreciate the exquisite aerial grace of that solitary peak that seems on its way to heaven; but, as we look, gauzy mist passes over, and it has vanished." (<i>Lady Macdonald</i>)	The foothills and their ranches		2331	4
2318	3.52	Kananaskis —Alt. 4,100 ft. | Approaching Kananaskis the	1.07	588		
2326	4.12	The Gap —Alt. 4,200 ft. | mountains suddenly appear close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always, on this slope, towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that	24.47	580	2339	15
	Kananaskis falls		Kananaskis falls		2341	15
	Entrance to the Rockies		Exit from the mountains through Bow River Gap			Be of P
	The Three Sisters		Peculiarities of mountain scenery		2344	5
	Geology of the mountains					5.20

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE		ARRIVE	
			Their grandeur	hold the snow after it has disappeared elsewhere, or by long lines of trees which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	Cascade Mt	
		2331	4.40	Canmore—Alt. 4,230 ft. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	24.25	575
			Canmore		The Three Sisters	
		2339	15.00	Duthil—Alt. 4,275 ft	MIDN T	
		2341	15.08	Anthracite—Alt. 4,350 ft. " Here the pass we are travelling through has narrowed suddenly to four miles, and as mists float upwards and away, we see great masses of scarred rock rising on each side—ranges towering one above the other. Very striking and magnificent grows the prospect as we penetrate into the mountains at last, each curve of the line bringing fresh vistas of endless peaks rolling away before and around us, all tinted rose, blush-pink and silver, as the sun lights their snowy tips. Every turn becomes a fresh mystery, for some huge mountain seems to stand right across our way, barring it for miles, with a stern face frowning down upon us; and yet a few minutes later we find the giant has been encircled and conquered, and soon lies far away in another direction." (Lady Macdonald.) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.	24.05 23.57	567 565
			Beauty of the Pass		Beauty of scenery along the Bow	
			Anthracite coal		Anthracite coal	
		2344	5.20 5.20 a m	Banff—Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure-resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridlepaths have been made.—The railway	23.45 11.45pm	562
			Rocky M'tain Park		Rocky M'tain Park	

§ Refreshment Station

1 Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr	
	LEAVE		ARRIVE		
	Cascade Mt'n	<p>station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.</p> <p>—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, nearby, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.</p>	Devil's Lake		
	Names of mountains seen at Banff station		Names of mountains visible from the station		
	The village		Banff village		
	C.P.R. hotel		C.P.R. hotel		
	Banff Hot Springs		Banff Hot Springs		
2352	‡ 5.35	Cascade—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	23.29	554	
	FIFTH DAY		Entering Rocky Mt. Park.		
	Pilot and Castle Mts				
2363	6.01	Castle Mountain—Alt. 4,570 ft. <i>Castle Mountain station is</i>	23.02	543	
2370	‡ 6.20	Eldon—Alt. 4,720 ft. <i>at the base of the great</i>	22.42	536	

‡ Flag Station

Miles from Mont'l	West-bound Train	ARRIVE
	LEAVE	
	Savach Bow range	
	Vermilion pass	
	Mou Lefr	
2380	6.4	
	The first glaci.	
	Nearing the summit	
2387	‡ 7.1	
2389	7.2	
	Summit of the Rockies	

East-bound Train	Miles from Vanc'vr	Miles from Vanc'vr	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
ARRIVE			LEAVE		ARRIVE	
Devil's Lake			Saw-back & Bow ranges	peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Saw-back range	
ames of mountains visible from the station			Vermilion pass		Pilot and Copper Mts.	
Sanff Village			Mount Lefroy		Bow River and Mt. Lefroy	
P.R. Hotel		2380	6.45	Laggan —Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the "summit from Laggan," writes Lady Macdonald, "the "railway's grade gets steeper, tall forests gather round "us, and a curious effect is produced by glimpses of "snowy spurs and crests peeping through the trees, and "of which, though apparently near us, we see no base. "This conveyed to me an idea of our elevation."	22.15	526
Sanff Hot Springs			The first glac.cr		Descent of the Atlantic slope	
3.29	554		Nearing the summit			
		2387	7.14	Stephen —Alt. 5,296 ft. The station at the summit of the	21.58	519
		2389	7.25	Hector —Alt. 5,190 ft. Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is	21.50	517
atering rocky Mt. Ark.			Summit of the Rockies		Summit of the Rockies	
.02	543					
.42	536					

1 Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Sublime scenery	seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	Wapta Lake	
	Mt. Stephen and its glaciers		In front of Mt. Stephen	
2397	8.35 BREAKFAST at the Mt. Stephen House	Field —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	LV21.25 AR20.55 SUPPER at the Mt. Stephen House	509
2404	†9.00	Otter-tail —Alt. 3,700 ft. Two miles beyond Field, very	20.28	502
2410	†9.18	Leancoil —Alt. 3,570 ft. lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottertail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.	20.07	496
	West'n slope of the Kicking Horse Pass		Van Horne range	
			Beaverfoot and Otter-tail Mts.	
2418	9.44	Palliser —Alt. 3,250 ft.—The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	19.40	488
	Lower canyon of the Wapta		Lower canyon of the Wapta	

‡ Refreshment Station

† Flag Station

Miles from Mont'l	West-bound Train	ARRIVE
2431	LEA	10
2437	10	
	The lum and S kin	
	Go	
	Na gat of Up Co um	
	M be	
2448	ARR	11
	Miles from Mont'l	West-bound Train
2448	LEA	10.
2459	10.	
	PACIFIC TIME	

ast-und
rain
IVE

Wapta
lake

Front
Mt.
oph'n

21.25
20.55
PPER
at
e Mt.
oph'n
ouse

0.28
0.07

Van
orne
ange

aver-
oot
and
tter-
tail
Mts.

9.40

lower
anyon
f the
Wapta

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Vanc'v'r
2431	LEAVE 10.28	Golden —Alt. 2,550 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About Golden, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly House</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.	ARRIVE 18.55	475
2437	10.45		ARRIVE 18.30	469
	The Columbia and the Selkirks		At the foot of the Rockies	
	Golden		Agriculture, Sport and Mines in the Kootenay Valley	
	Navigation of the Upper Columbia		MOUNTAIN TIME (Donald to Brandon)	
	Moberly		17.55	
2448	ARRIVE 11.10	Donald —Terminus of the Western Division.	LEAVE	458

Pacific Division—Donald and Vancouver: 459 miles

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Vanc'v'r
2448	LEAVE 10.20	Donald —Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. Leaving Donald, the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	ARRIVE 16.45	458
2459	10.56		ARRIVE 16.08	447
	PACIFIC TIME (Donald to the Coast)		Second crossing of the Columbia	

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
2465	LEAVE 11.17	<p>Six-Mile Creek—Alt. 2,900 ft. A little way up the Beaver, Bear Creek—Alt. 3,500 ft. the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i>, culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i>. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but</p>	ARRIVE 15.47	441
2474	11.53		15.11	432
	Beaver Valley	Beaver-mouth		
	Big trees	Descent of the Beaver valley		2479
	Superb view of the Selkirks	Superb Views Westward.		
	Torrents & cascades			
	Stony Creek bridge	Stony Creek bridge		2481
	The snow-sheds	The snow sheds		
	Bear Creek			
	Mount Macdonald	Descent through Bear Creek gorge		2483

Miles from Mont'l	West-bound Train
LEAVE	12.30
2479	12.30
	NOV
	Peak and glacier in Roger's Pass
	A National reserve
2481	.....
	Source of the Illice River
	The Great Glacier
2483	12.30
	Arrive 13.00
	\$ Refreshment

Miles from Vancouver	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
ARRIVE 11.47 11.11	441 432	LEAVE		ARRIVE	
over- outh		The Hermit	a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.	Exit from Roger's Pass.	
cent the aver lley		2479 12.15 NOON	Roger's Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	14.50	427
perb ews est- ard.		Peaks and glaciers in Roger's Pass		Mts. Carroll and Hermit	
ony reek idge		A National reserve		SECOND DAY	
The now eds		2481	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illecilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illecilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain-monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost,) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	.....	425
cent ough car reek orge		Source of the Illecilliwaet		The summit of the Selkirks	
		The Great Glacier		Over-looking the gorge of the Illecilliwaet	
		DINNER Leave 12.35		DINNER	
		2483 Arrive, 13.05	Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyra-	14.30	423
				Arrive 14.00	

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Mont'l	West-bound Train
	LEAVE		ARRIVE		2505	14.2
	Sir Donald	mid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat to the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains and glaciers. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can always be obtained. No tourist should fail to stop here for a day at least.	Sir Donald and other peaks			
	Names of the peaks		The great glacier of the Selkirks		2515	15.0
	The Great Glacier		Game		2527	15.1
	Game	Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed, the summit range, near Roger's Pass, is yet visible with Sir Donald overlooking all.	Climbing the Loops			
	The Loop				2536	16.2
2490	13.30	Ross Peak —Alt. 3,600 ft.	13.30	416	2544	16.4
2499	14.00	Illicillewaet —Alt. 3,593 ft. The Illicillewaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicillewaet</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	13.00	407	2555	17.2
	Silver mines		Game, lumber and silver mines			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE		LEAVE			ARRIVE	
		2505	14.27	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	12.33	401
Sir Donald and other peaks			Canyons of the Illecilliwaet		Gorge of the Illecilliwaet	
		2515	15.00	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up upon the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	NOON 12.00	391
The great glacier of the Selkirks			Base of the Selkirks		Entering the Selkirks	
		2527	15.50	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1050 ft. It is navigable southward to the International boundary, 200 miles distant and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking str. Marion from here down the Columbia river to Sproat's Landing, a run of 165 miles through lovely scenery. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie,—imposing and glacier-studded.	11.10	379
Game			The Columbia		First crossing of the Columbia	
			Gold range			
		2536	16.20	Clanwilliam —Alt. 1,996 ft. The Columbia is crossed upon	10.40	370
	416	2544	16.45	Griffin Lake —Alt. 1,900 ft. a bridge half a mile long,	10.15	362
	407	2555	17.15	Craigellachie —Alt. 1,450 ft. and the Gold range is at once entered by Eagle Pass, which is so deep-cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir,	9.42	351
			In the Eagle Pass		The ascent of the Eagle Pass	

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r	Miles from Mont'l	West-bound Train
	LEAVE			ARRIVE			LEAVE
	The last spike	hemlock, cedar, balsam and many other varieties—giants, all of them. Saw mills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.		Base of the gold range			Old-time settlement
2571	18.00	Sicamous —Alt. 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward	8.57	335		
2590	18.57	Salmon Arm		8.00	316		
2597	19.17	Tappen Siding	within a day caribou are abundant; the deer sheeting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trotting for trout. The <i>London Times</i> has well described this part of the line:— "The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian "tribe that lived on its banks and who still have a " 'reserve' there. This is a most remarkable body of " water. It lies among the mountain ridges, and conse- " quently extends its long narrow arms along the inter- " vening valleys like a huge octopus in half-a-dozen " directions. These arms are many miles long, and vary " from a few hundred yards to two or three miles in " breadth, and their high, bold shores, fringed by the " little narrow beach of sand and pebbles, with alter- " nating bays and capes, give beautiful views. The rail- " way crosses one of these arms by a drawbridge at " Sicamous Narrows, and then goes for a long distance " along the southern shores of the lake, running entirely " around the end of the Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river and around Okinagan Lake, where there is a large settlement; steamboats ascend the river thirty miles, and a railway is proposed. "For fifty " miles the line winds in and out the bending shores, " and shadow play upon the opposite banks. This lake, " with its bordering slopes, gives a fine reminder of " Scottish scenery. The railway in getting around it " leads at different, and many, times towards every one " of the thirty-two points of the compass. Leaving the " Salmon arm of the lake rather than go a circuitous " course around the mountains to reach the Southwest- " ern arm, the line strikes through the west over the top " of the intervening ridge [<i>Notch Hill</i>]. We come out at	7.40	309		
	Game and fish			Great Shuswap Lake and its sports		2655	22.0
	Sicamous and Okinagan			View from Notch Hill			The North Thompson
	The Shuswap lakes			Little Shuswap Lake			Indus-tries of the region
		Notch Hill —Alt. 1,708 ft.	"some 600 feet elevation above			2664	22.3
		Shuswap	"this 'arm,' and get a magnifi-			2670	22.5
		Ducks	"cent view across the lake, its				Ram- loops Lake
2607	19.47		"winding shores on both sides of the long and narrow	7.13	299		
2622	20.37		"sheet of water stretching far on either hand, with high	6.23	284		
2638	21.15		"mountain ridges for the opposite background. The line	5.45	268		
			"gradually runs down hill until it reaches the level of				
			"the water, but here it has passed the lake, which has				
			"narrowed into the [south branch of the] Thompson				
			"River. Then the valley broadens, and the eye that				
			"has been so accustomed to rocks and roughness and				
			"the uninhabited desolation of the mountains is glad-				
			"dened by the sight of grass, fenced fields, growing				
			"crops, hay-stacks, and good farmhouses on the level				
			"surface, while herds of cattle, sheep, and horses roam				
			"over the valley and bordering hills in large numbers.				
			"This is a ranching country extending far into the				
	Ranches of the Thompson Valley			Farms and cattle herds			
						2728	3.05
						2734	3.35
							Cariboo District
							The Black Canyon
							MIDN'
						2702	24.45
						2716	2.05

‡ Flag Station.

‡ Flag Station.

East-bound Train	Miles from Vanc'vr	Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
ARRIVE			LEAVE		ARRIVE	
Base of the gold range			Old-time settlements	"mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around."	Old-time settlements	
8.57	335					
8.00	316					
7.40	309					
		2655	22.03	Kamloops —Alt. 1,500 ft. Pop. 2,000. Divisional point, and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning a river-confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes, wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the Okinagan and Nicola valleys, reached by stage-lines.	4.55	251
Great Shuswap Lake and its sports			The North Thompson		Forks of the Thompson	
			Industries of the region		The "bunch grass" country	
View from Notch Hill		2664	†22.30	Tranquille Just below Kamloops the Thompson	4.30	242
		2670	22.54	Cherry Creek widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some 20 miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i> , the lake ends, the mountains draw near,	4.06	236
Little Shuswap Lake			Kamloops Lake			
		2680	23.31	Savona's Ferry and the series of Thompson River	3.27	226
		2687	23.53	Penny's canyons is entered, leading westward to the Fraser through marvellous scenery. From here to Port Moody, the nearest point on Pacific tide-water, the railway was built by the Dominion government and transferred to the company in 1886. <i>Penny's</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	3.03	219
			MIDN'T			
7.13	299	2702	24.45	Ashcroft —Alt. 1,075 ft. ing settlement. <i>Ashcroft</i> has de-	2.07	204
6.23	284	2716	2.05	Spatsum [ft. | veloped into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	24.54	190
5.45	268				MIDN'T	
			Cariboo District		Ashcroft and the Cariboo trade	
Farms and cattle herds			The Black Canyon			
		2728	3.05	Spence's Bridge hills. At <i>Spence's Bridge</i> the old	23.56	178
		2734	3.35	Drynock —Alt. 700 ft. | waggon road up this valley to the Cariboo gold country crosses the river; and the rail-	23.26	172

g Station.

† Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	The Nicola river	way crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass-slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.	Nicola and Similkameen	2777 2792
	Grotesque forms of rocks		Fantastic canyon scenery	
	Thompson Canyon		Ascending the Thompson River	2803 2817
2750	4.55	Lytton —Alt. 675 ft. | At <i>Lytton</i> , a small trading town	22.06	156
2757	15.25	Cisco | where ranchmen and Indians appear	21.36	149
2766	6.15	Keefers | in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i> , where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny	20.46	140
	The cantilever bridge		Upper valley and crossing of the Fraser	
	The Cariboo road			2824 2835

‡ Flag Station

Miles from Mont'l	West-bound Train
	LEAVE
	Indian and Chinme
	B'K.P.
	SIX DA
	Thre cany
	Ho Per
	En of t cany
	Har so Spri

‡ Flag Station

East-bound Train
Miles from Vanc'v'r

ARRIVE

Nicola and Similkameen

Fraser Canyon

seending the Thompson River

22.06
21.36
20.46

156
149
140

Upper valley and crossing of the Fraser

Flag Station

Miles from Mont'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Indians and Chinamen	spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel-bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.	Salmon and gold dust	
2777	B'KFAST 7.35	North Bend —Alt. 425 ft. A charming little hotel makes <i>North Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	SUPPER 19.26	129
2792	†8.35		Spuzzum	18.26	114
	SIXTH DAY		Entrance to the Fraser canyon	
	The great canyon		Cariboo Wagon road	
2803	9.23	Yale —Alt. 200 ft. <i>Yale</i> (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen <i>Hope Peaks</i> , where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below <i>Hope</i> the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	17.38	103
2817	†10.15		Hope —Alt. 200 ft.	16.46	89
	Hope Peak		Hope and Yale	
	End of the cany'ns		Approaching the Cascade Mountains	
2824	†10.45	Ruby Creek <i>Ruby Creek</i> is named from the garnets found in the vicinity. <i>Agassiz</i> , overlooked by Mt. Che-am, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near	16.16	82
2835	†11.09		Agassiz	15.52	71
	Harrison Springs		Harrison Springs	

† Flag Station

§ Refreshment Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^r
	LEAVE		ARRIVE	
2844	11.31	Harrison	15.29	62
2853	11.53	Nicomen	15.06	53
	Mount Baker	<i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomen</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level. At <i>Mission</i> is an important Roman Catholic Indian school. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth but mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	R. C. Mission	
	NOON			
2863	12.16	Mission	14.43	43
2873	12.40	Wharneck	14.19	33
2882	13.03	Hammond	13.57	24
	Big trees		Mount Baker	
2887	13.30	New Westminster Junc.	13.30	19
(2897)	(14.10)	(New Westminster)	(13.00)	(9)
	New Westminster	Divergence of branch line to the important town of New WESTMINSTER (pop. 5,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	Fraser River	
2893	13.43	Port Moody	13.18	13
2902	14.03	Hastings	12.57	4
	Along Burrard Inlet	<i>Port Moody</i> , at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	FIRST DAY	
	ARRIVE		12.45pm	
2906	14.15	‡Vancouver —Pop. 15,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electric-	12.45 LEAVE	0
	Five days and 18 hours from Montr ^l		Vancouver: its site and commercial advantages.	

† Flag Station

‡ Refreshment Station

Miles from Mont^l W. Bo. Tr. LEA
 From Vancouver to Yokohama, 4224; to Hong Kong, 5896; to San Francisco, 830.
 R. sou
 ARR 19. 7.30
 Sea an spo
 SIX DA
 Victoria is 3250 miles, via C.P.R. from New York or Boston, and 3700 from Liverpool, via Montreal.
 Beauful surrounding
 Steamship connection
 Steamship for Japan

East-bound Train	Miles from Vanc'vr	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
ARRIVE 5.29	62		LEAVE	ity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain-streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A new Clyde built steamer connects with Victoria, daily, except Mondays, when connection is made via New Westminster—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and other Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart about every fifteen days.	Commercial advantages	
5.06	53				Commercial advantages	
T. C.ession						
4.43	43	From Vancouver to Yokohama, 4234;	Commercial advantages			
4.19	33	to Hong Kong, 5836;				
3.57	24	to San Francisco, 830.	Resources		Crossing the Gulf of Georgia	
ountaker						
3.30	19	ARRIVE 19.30		Victoria— Pop. 14,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, where connection is made via New Westminster, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs about every ten days in summer for Alaska, visiting the wonderful fords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.		
3.00	(9)	2990 7.30 p.m.				A.M. 4.00	84
useriver					LEAVE	
1.18	13		Scen'ry and sport			
1.57	4					
5pm						
AVE	0	Victoria is 3250 miles, via C.P.R. from New York or Boston, and 570 from Liverpool, via Montreal.	Beautiful surroundings		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a.m. Passengers may occupy their state-rooms as early as they please	
an-ver: site and m-mercial Vanc'vr.			Steamship connections			

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line sail about every fifteen days from Vancouver for Japan and China. These are fast steamers heretofore in the service of the Cunard

line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned on page 3.

ONTARIO ROUTE

Toronto and North Bay, via Northern and Northwestern Division of the Grand Trunk Ry.—228 miles.

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES	Express Southward	Miles from North Bay
0	LEAVE 11.00pm	Toronto —Union Station. See page p. 42.	ARRIVE 4.30	228
30	12.20	Aurora	A.M.	198
35	12.31	Newmarket	3.15	193
38		Holland Landing		190
63	1.50 A.M.	Allandale and <i>Newmarket</i> are farming centres of much importance. <i>Holland Landing</i> , on Lake Simcoe, was where, in old days, the navigation of the lake began. At <i>Allandale</i> the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as <i>Orillia</i> . Between <i>Orillia</i> and <i>Gravenhurst</i> , Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. <i>Bracebridge</i> and <i>Huntsville</i> are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond <i>Callandar</i> , and its tracks are followed into North Bay.	1.50	165
87	2.38	Orillia	1.00	142
112	4.00	Gravenhurst	11.50mdt	116
122	4.23	Bracebridge	11.12	106
146	5.18	Huntsville	10.15	82
171	6.18	Burk's Falls	9.20	57
183	6.47	Sundridge	8.52	45
189	7.00	South River	8.38	39
220	8.10	Callandar	7.35	8
228	ARRIVE 8.35 A.M.	North Bay —See p. 14. This train from Toronto makes close connection with the Canadian Pacific Transcontinental express for Winnipeg and Vancouver.	F.M. 7.00 LEAVE	0

Refreshment Station.

By Rai
Miles from Mont'l
Wes b-u Trai
LEAV *8.45
5 8.
EASTERN STANDARD
The St La reno Brid
Ottaw River
No stoppage
128 12.35
* Addition
t Flag Sta

LAKE AND RAIL ROUTE

By Rail between Montreal and Owen Sound; and by Canadian Pacific Steamship Line between Owen Sound and Port Arthur.

cisco. The Kong. At and Corea; Calcutta and dates, rates mentioned

the Grand

Express Southward

ARRIVE
A.M.
3.15

1.50

1.00
50 mdt

1.12
0.15

among the
lakes

0.20
3.52
3.38
7.35

A.M.
7.00
AVE

ent Station.

Miles from Mont ^l	West- b- and Train	STATIONS—DESCRIPTIVE NOTES		East- bound Train	Miles from Toronto
0	LEAVE	Montreal	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to Boston and New England points via the St. Lawrence Bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left, a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	ARRIVE	
5	*8.45pm 8.57	Montreal Jc.		*7.45am 7.35	344 339
	EASTERN STANDARD TIME.			Change for Boston	To Boston, 336 miles
		Lachine Bank			337
		Dorval			334
		Valois			331
		Beaconsfield			329
		Ste. Anne's	One of the five mouths of the Ottawa River is crossed by a fine steel bridge at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa-mouth is bridged at <i>Vaudreuil</i> .	7.10 7.03	324 320
		Vaudreuil			
		St. Clet	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junc</i> the Canada Atlantic Railway is crossed, and at <i>Kemptville Junc</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.	6.45	309 304 298 290 281 276 271 265
		St. Polycarpe Junc			
		Dalhousie Mills			Farms
	Green Valley			281	
	Apple Hill			276	
	Monklands			271	
	Avonmore			265	
	South Finch			5.12	
	Chesterville			5.02	
	Winchester			251	
	Mountain			243	
	Kemptville Junc			4.37	
	Merrickville			4.19	
				225	
128	12.35	Smith's Falls —Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific	3.55 A.M.	216	

* Additional trains leave Montreal for Toronto at 9.20 a.m., and Toronto for Montreal at 8.45 p.m.
† Flag Station.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto
	LEAVE			ARRIVE	
	A.M.				
140	12.58	Perth —Pop. 4,000. A prosperous town, with a number of mills, and an extensive manufactory of railway-cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.		3.32	204
148		Bathurst	For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston, on the St. Lawrence, to Renfrew, on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton, on Lake Ontario, northward to a number of large and extensively worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.		196
155		Maberly		189	
166	1.48	Sharbot Lake Junc		2.45	178
175		Mountain Grove			169
180	2.17	Arden		2.17	164
191		Kaladar			153
199		Sheffield			145
207	3.06	Tweed		1.28	137
216		Ivanhoe			128
225	3.40	Central Ont. Junc.		12.55	119
234		Blairton		110	
			MIDN'T		
238	4.10	Havelock	12.25	106	
244	4.20	Norwood	12.14	100	
252		Indian River		92	
262	4.56	Peterboro' —Pop. 9,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The <i>Peterboro'</i> or <i>Rice Lake</i> canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half a dozen directions.	11.40	82	
	Rice Lake canoes and sport		Fishing resorts		
271		Cavanville		73	
280		Manvers		64	
283		Pontypool		61	
292		Burketon		52	
301	6.08	Myrtle	10.27	43	
310		Claremont		34	
318		Green River		26	
326		Agincourt		18	
335	7.10	North Toronto —Station for the northern part of Toronto. Street cars connect with all parts of the city, and cabs may be had at the station.	9.22	9	
339	7.25	Toronto Junction —Divergence of Credit Valley, and Toronto, Grey and Bruce sections of the Canadian Pacific Railway, the former extending to London and St. Thomas, connecting at the latter point with the Michigan Central Railroad for Detroit, Chicago and	9.05 P.M.	5	

§ Refreshment Station

‡ Flag Station

Miles from Mont'l	West-bound Train	ARRIVE	Miles from Toronto
342	7.3		
344	7.4		
	A.M.		
	LEAVE		
	ARRIVE		
	A.M.		
	Com merce impo anc		
	Railw outle		
	Toro		
	Mile from Mont'l	Ste'ms Exp West	
344	11.0		
	A.M.		
	Wedsday and Satursday only		
	P.M.		
	AR 12.3		
	LV 12.3		
	DINN		
	390		
	393		
	397		
	400		
	404		
	409		
	412		
	416		
	420		
	§ Refreshment		

East-bound Train
Miles from Toronto
ARRIVE
3.32 204
196
189
2.45 178
169
2.17 164
153
145
1.28 137
128
2.55 119
110
IDN'T
2.25 106
2.14 100
92
1.40 82
Fishing Resorts
73
64
61
52
0.27 43
34
26
18
9.22 9
400
404
9.05 5
409
412
P.M. 416
420
Flag Station

Miles from Mont'l.	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Toronto
	LEAVE	other western points; the other connecting at Owen Sound with the C. P. Ry. Co's steamships for Sault Ste. Marie, Port Arthur and Fort William.	ARRIVE	
342	7.35 ARRIVE	Parkdale —Formerly a suburb of Toronto. The company's workshops for its Ontario lines are located here.	P.M. 8.55	2
344	7.45 A.M.	Toronto —Pop. 175,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence river eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern and North Western Division of the G. T. Ry. (see p. 39) extends northward, past Lake Simcoe, to North Bay, on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.	8.45	0
	Com- mercial import- ance		BASTERN TIME	
	Railw'y outlets		LEAVE	

Toronto, Owen Sound and Port Arthur by the Rail and Lake Route
 TWICE A WEEK, DURING SEASON OF NAVIGATION ONLY.

Mile from Mont'l.	Ste'mship Express West'b'd	STATIONS—DESCRIPTIVE NOTES	Ste'mship Express East'b'd	Miles from Vanc'v'r
	LEAVE		ARRIVE	
344	11.05 A.M. Wednesday and Saturday only.	Toronto —Trains depart from Union Station, passing through Parkdale (11.15 a.m.) and Toronto Junction (11.25 a.m.), and thence by way of Weston, Woodbridge, Bolton and Car. well to Melville Junction, the first point at which the steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.40 a.m. and 4.45 p.m., and Owen Sound for Toronto at 5.50 a.m. and 3.35 p.m. These trains run daily except Sundays, and stop at all stations.	ABOUT NOON	2535
390	12.35 P.M.	Melville Junction		2489
393	AR 12.40 LV 12.55 DINNER	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.		2486
397	1.02	Orangeville Junction —Branch line to TEESWATER.	Monday & Thursday.	2482
400		Laurel		2479
404		Crombies		2475
409		Shelburne		2470
412		Melancthon		2467
416		Corbetton		2463
420		Dundalk —The road is here 1,300 ft. above L. Ontario.		2459

§ Refreshment Station

Miles from Mont'l	Ste'mship Express	STATIONS—DESCRIPTIVE NOTES	Ste'mship Express	Miles from Vanc'v'r	
430		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Pricville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		2449	
437		Markdale | A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tan-bark are exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		2442	
442				2437	
446				2433	
450				2429	
453				2426	
458				2421	
466	P.M. At 3.00 Lv 3.30	Owen Sound —Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for <i>Port Arthur</i> (see below), steamers depart regularly for <i>Manitoulin Island</i> and all ports on <i>Georgian Bay</i> .	As the time of starting from Owen Sound varies with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m. The C. P. steamer leaves <i>Port Arthur</i> each Tuesday and Saturday, and the connecting trains for <i>Toronto</i> leave <i>Owen Sound</i> following Thursday and Monday. NOON P.M. 3.00 LEAVE	2413	
	Port of embarkation for the Upper Lakes				
	A.M. At 11.00 Lv 11.30	Sault Ste. Marie —Thursday and Sunday going West, and Sunday and Wednesday going East. Passengers can go ashore for a few minutes while the vessel is passing through the lock. Connection is here made with the <i>Minneapolis, St. Paul & Sault Ste. Marie R'y.</i> for <i>St. Paul</i> and <i>Minneapolis</i> , the <i>Duluth, South Shore & Atlantic R'y</i> for <i>Duluth</i> and points on the <i>South Shore of Lake Superior</i> , and steamers for <i>Lakes Superior (South Shore), Michigan, Huron, and Erie</i> . The <i>Canadian Pacific "Soo Line"</i> which leaves the <i>transcontinental Line</i> at <i>Sudbury</i> , here crosses the <i>Rapids</i> on a magnificent iron bridge, and by rail to <i>Sault Ste. Marie</i> , thence <i>Lake Steamships</i> form a pleasant summer route.			2163
743					456
					568
					854
993	ARRIVE 8.30 A. M.	Port Arthur —(See p. 16.) Arrive, Friday and Monday, going West. Leave, Tuesday and Saturday, going East.			1913

Canadian Pacific Steamships

The ALBERTA and ATHABASCA, of this line, are elegant, Clyde-built steel steamships, surpassing in speed, safety and comfort, all others on the Great Lakes. They are each 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the best ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted by electricity, furnished with steam steering-gear, and provided with every appliance for safety. To these have been added this year the "Manitoba," recently launched at Owen Sound, and which is rapidly nearing completion. It is built of Scotch steel, is 300 feet in length, and the finest steamship afloat in the upper Lakes.

Miles from Mont'l	Wes hour Tra	Mon
		LEA
	0	8.45p
344	7.30a	
339	8.	
343	18.	
349	8.	
355	8.	
356	8.	
367	9.	
374	9.	
380	9.	
391	10.	
402	10.	
409	10.	
422	11.	
432	11.	
456	12.	
	P.M.	
568	4.	
	Cent	
	Tim	
854	ARRI	
	7.0	
	A.M.	
	Another	
	Thomas at	
	train has th	
	Another	
	at 4.35 p.m.	
	Express for	

MONTREAL & CHICAGO LINE

Montreal and Toronto, 344 miles; Montreal and Chicago, 854 miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Chicago
2449				
	LEAVE		ARRIVE	
2442	0 8.45 p. m.	Montreal —See pages 11 and 12.	7.55 p. m.	854
2437	344 7.30 a. m.	Toronto	A. M.	
2433	339 8.00	Toronto Jc. From Toronto to St. Thomas, where the Canadian Pacific Railway line	8.50	520
2429	343 8.10	Islington joins the Michigan Central Railroad,	8.30	515
2426	349 8.23	Cooksville one of the most beautiful and thorough	8.10	511
2421	355 8.37	Streetsville oughly cultivated districts in Canada	7.55	505
	356 8.45	Streetsville Jc. is traversed, and many famous stock	7.37	499
2413		and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.	7.30	493
	367 9.14	Milton (<i>Milton</i> (pop. 1,200), at <i>Guelph</i> Junction	7.00	487
	374 9.32	Guelph Junc. diverges a new branch line for the	6.38	480
	380 9.44	Schaw Royal City of <i>Guelph</i> (pop. 10,500)	6.28	474
	391 10.10	Galt 15 miles distant, <i>Galt</i> (pop. 7,500),	6.07	463
	402 10.33	Ayr (<i>Ayr</i> (pop. 5,000), <i>Woodstock</i> (pop.	5.43	452
	409 10.46	Drumbo 5,000) end <i>Ingersoll</i> (pop. 4,000) are	5.30	445
	422 11.17	Woodstock all important manufacturing places,	5.05	432
	432 11.38	Ingersoll as well as market towns for the rich	4.46	422
		districts surrounding them. At <i>Woodstock</i> , a new branch line of the C.P.R. diverges for <i>LONDON</i> (pop. 30,000), 27 miles distant, which branch is now being extended to <i>Windsor</i> , opposite the city of <i>Detroit</i> , and will shortly be opened for passenger travel.	A. M.	
2163	456 12.30 P. M.	St. Thomas —Pop. 10,000. A manufacturing town and railway centre. From here the train takes the Michigan Central line to <i>Detroit</i> and <i>Chicago</i> .	4.00	398
	568 4.20	Detroit (Michigan) —Connection is made here with the railways of the <i>Wabash</i> and <i>Michigan Central</i> systems for <i>Toledo</i> , <i>Indianapolis</i> and the southwest; for <i>Lansing</i> and <i>Grand Rapids</i> ; and for <i>Saginaw</i> and northward. The direct route to <i>Chicago</i> is by the <i>Michigan Central</i> .	10.45 P. M.	286
	Central Time		Central Time	
	ARRIVE		P. M.	
	854 7.00 A. M.	Chicago —Station foot of <i>Lake street</i> .	3.10	0
			LEAVE	

Another Westbound train, the "Chicago Express," leaves Toronto at 2.00 p.m. daily, arrives in St. Thomas at 6.30 p.m., Detroit at 9.40 p.m., and arrives in Chicago at 7.45 a.m. the following morning. This train has through sleeping car Toronto to Chicago.

Another Eastbound train leaves Chicago at 10.10 p.m.; Detroit at 12.05 noon, Central time; St. Thomas at 4.35 p.m. Eastern time, and arrives in Toronto at 9 p.m., connecting at Toronto Junc. with the Night Express for Ottawa, Montreal and the east.

steamships, They are as equal in with that furnished these have and which h, and the

of the steamships with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m. Sound not given; it is usually 8 a.m. Sound following Thursday and Monday. 1913

TRANSCONTINENTAL ROUTE—WESTBOUND—CONDENSED TIME TABLE.

STATIONS.	Pac. Ex.	DAYS OF WEEK.						
NEW YORK, via Montreal, Leave.								
N. Y. C. & H. R. Rd.	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	5.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
NEW YORK, via Toronto, Leave.								
N. Y. C. & H. R. Rd.	6.01 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	8.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
N. Y., L. E. & W. Rd.	8.25 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
Lehigh Valley Rd.	7.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
NEW YORK, via Brockville, Leave								
N. Y. Ont. & W. Rd.	6.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
D. L. & W. Rd.	9.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
N. Y. C. & H. R. Rd.	9.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
West Shore Rd.	8.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	.....
BOSTON, via Montreal. Lv	9.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Portland, Me., via Montreal. Lv	8.45 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
HALIFAX, N.S. Lv	5.50 a.m.	Fri.	Sat.	Mo.	Tu.	We.	Th.	.....
St. John. N.B.	3.00 p.m.	Fri.	Sat.	Mo.	Tu.	We.	Th.	.....
Quebec Lv	1.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
MONTREAL, Dalhousie Square.	8.40 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Ottawa Tu	12.20 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Carleton Place Tu	1.20 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Niagara Falls Lv	4.50 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Toronto Mo	11.00 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
North Bay Lv	9.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Sudbury Tu	1.12 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Port Arthur. } Ar	3.15 p.m.	We.	Th.	Fri.	Sat.	Sun.	Mo.	.....
..... } Lv	14.30	We.	Th.	Fri.	Sat.	Sun.	Mo.	.....
..... } Ar	12.00	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	.....
..... } Lv	13.20	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	.....
WINNIPEG. } Ar	15.52	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
..... } Lv	19.05	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.
Portage la Prairie Fri	2.20	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Brandon Fri	3.45	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Qu'Appelle Fri	17.00	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.
Regina Sat	1.10	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Medicine Hat. Sat	5.20	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Banff Hot Springs. Sat	8.05	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Field Sat	12.35	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.
Glacier Sun	7.10	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
North Bend. Sun	14.10	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
New Westminster Ar	14.15	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
VANCOUVER Ar	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Victoria, via Can. Pac. Nav. Co Ar		Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.
Vancouver B-C, Str. Premier. Lv	2.15 p.m.	.....	Mo.	.....	.....	Th.	.....	.....
Seattle Wash., B.C. Str. Premier. Ar	2.00 a.m.	.....	Tu.	.....	.....	Fri.	.....	.....
Tacoma Wash., B.C. Str. Premier. Ar	19.00 a.m.	.....	Tu.	.....	.....	Fri.	.....	.....
Victoria, B. C. O. R. & N. Co. Lv	6.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Seattle, Wash., O.R. & N. Co. Ar	1.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Tacoma, Wash., O.R. & N. Co. Ar	8.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Tacoma, Wash., N. P. Rd. Lv	9.40 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	.....
Portland, Ore., N. P. Rd. Ar	6.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	.....
Victoria for San Francisco } Lv	1.00 p.m.	Oct. 16,	21,26,31,	Nov. 5,	10,15,20,	25, 30,	Dec.5,10	15,20,25,
via Pac. Coast S. S. Line } Ar	6.00 a.m.	Oct. 19,	24, 29,	Nov. 3,8,	13,18,23,	28, Dec. 3, 8, 13,	18,23,28,	
San Francisco via Pacific } Ar	6.00 a.m.	Oct. 19,	24, 29,	Nov. 3,8,	13,18,23,	28, Dec. 3, 8, 13,	18,23,28,	
Coast S. S. Line. } Ar	6.00 a.m.	Oct. 19,	24, 29,	Nov. 3,8,	13,18,23,	28, Dec. 3, 8, 13,	18,23,28,	
Tacoma, Wash., N. P. Rd. Lv	7.30 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
Portland, Ore., N. P. Rd. Ar	3.15 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
Portland, Ore., So. Pac. Rd. Lv	4.0 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.
San Francisco So Pac. Rd. Ar	7.45 a.m.	Th.	Fri.	Sat.	Sat.	Mo.	Tu.	We.

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

CANADIAN PACIFIC LINE TRANSPACIFIC STEAMSHIPS. BETWEEN VANCOUVER AND CHINA AND JAPAN.

INTENDED SAILINGS—WESTBOUND.

NAME OF STEAMSHIP.	Leave Vancouver.	Arrive Yokohama.	Arrive Hong Kong.
	1889.	1889.	1889.
ABYSSINIA.	Oct. 4	Oct. 20	Oct. 29
P'TAUGUSTA.	Nov. 1	Nov. 17	Nov. 26
PARTHIA.	Nov. 15	Dec. 1	Dec. 10
BATAVIA.	Nov. 29	Dec. 15	Dec. 24

TRANSPORT
 San Fran
 Portland
 Tacoma,
 Portland
 Tacoma,
 Tacoma,
 Tacoma,
 Seattle,
 Victoria,
 Portland
 Tacoma,
 Tacoma,
 Seattle,
 Vancouver
 San Fran
 via Pac
 Victoria,
 Line.
 Victoria,
 VANCOU
 New We
 North Be
 Glacier
 Field
 Banff Ho
 Calgary,
 Medicine
 Regina
 Qu'Appel
 Brandon,
 Portage I
 WINNIEP
 Port Art
 Sudbury,
 North Ba
 North Ba
 Toronto
 Niagara L
 Carleton
 Ottawa
 MONTRE
 Quebec
 St. John
 HALIFA
 Portland,
 Boston, M
 NEW YC
 N. Y.
 D. L.
 N. Y.
 West
 NEW YO
 N. Y.
 West
 N. Y.
 Lehigh
 NEW YO
 N. Y.
 West
 Colum
 from start
 BATAVI
 P'TAUGH
 PARTHI
 ABYSSIN

TRANSCONTINENTAL ROUTE—EASTBOUND—CONDENSED TIME TABLE.

STATIONS.	Arl. Ex.	DAYS OF WEEK.							
		Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
San Francisco, So. Pac. Rd. ... Lv	7.00 p.m.								
Portland, Ore., So. Pac. Rd. ... Ar	10.40 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Portland, Ore., Nor. Pac. Rd. ... Lv	11.45 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Wash., Nor. Pac. Rd. ... Ar	7.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Portland Ore., Nor. Pac. Rd. ... Lv	10.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Ore., Nor. Pac. Rd. ... Ar	6.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Tacoma, Wash., O. R. & N. Co. Lv	7.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Seattle, Wash., O. R. & N. Co. ... Lv	9.45 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Victoria, B. C., O. R. & N. Co. ... Ar	5.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Portland, Ore., Nor. Pac. Rd. ... Lv	10.00 p.m.	Fri.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Tacoma, Wash., Nor. Pac. Rd. ... Ar	6.10 a.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Tacoma, Wash., Str. Premier. ... Lv	3.00 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Seattle, Wash., Str. Premier. ... Ar	12.00 mid't	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Vancouver, B. C., Str. Premier. Ar	6.00 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
San Francisco for Victoria, } via Pac. Coast S.S. Line } Lv	9.00 a.m.	Oct. 17,	22, 27	Nov. 1, 6	11, 16, 21,	26	Dec. 1, 6, 11,	16, 21, 26.	
Victoria, via Pac. Coast S.S. } Line } Ar	6.00 a.m.	Oct. 20,	25, 30	Nov. 4, 9	14, 19, 24,	29	Dec. 4, 9, 14,	19, 24, 29.	
Victoria, B. C., C. P. Nav. Co. ... Lv	4.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
VANCOUVER, B. C. ... } Ar	9.40	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
VANCOUVER, B. C. ... } Lv	12.45	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
New Westminster ... Lv	13.00	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
North Bend ... Lv	19.51	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Glacier ... Lv	14.30	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Field ... Lv	21.25	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Banff Hot Springs ... Lv	23.45	We.	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	
Calgary ... Lv	3.35	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Medicine Hat ... Lv	10.50	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Regina ... Lv	23.55	Th.	Fri.	Sat.	Sun.	Mo.	Tu.	We.	
Qu'Appelle ... Lv	1.28	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Brandon ... Lv	10.45	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Portage La Prairie ... Lv	13.37	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
WINNIPEG ... } Ar	16.40	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
WINNIPEG ... } Lv	17.00	Fri.	Sat.	Sun.	Mo.	Tu.	We.	Th.	
Port Arthur ... } Ar	14.30	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Port Arthur ... } Lv	3.30 p.m.	Sat.	Sun.	Mo.	Tu.	We.	Th.	Fri.	
Sudbury ... Lv	3.13 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
North Bay ... Lv	6.30 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
North Bay for Toronto ... Lv	7.00 p.m.	Sun.	Mo.	Tu.	We.	Th.	Fri.	Sat.	
Toronto ... Ar	4.30 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Niagara Falls ... Ar	11.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Carleton Place ... Lv	3.10 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Ottawa ... Lv	4.30	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
MONTREAL, Dalhousie Sq. ... Ar	8.00 a.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Quebec ... Ar	2.30 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
St. John, N.B. ... Lv	2.10 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
HALIFAX, N.S. ... Lv	11.30 p.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Portland, Me ... Lv	8.05 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
Boston, Mass. ... Lv	8.50 p.m.	Mo.	Tu.	We.	Th.	Fri.	Sat.	Sun.	
NEW YORK, via Brockville ... Ar	9.40 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	Mo.	
N. Y. O. & W. Rd. ... Ar	6.00 p.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	Mo.	
D. L. & W. Rd. ... Ar	6.45 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	Mo.	
N. Y. C. & H. R. Rd. ... Ar	7.55 a.m.	We.	Th.	Fri.	Sat.	Sun.	Tu.	Mo.	
West Shore Rd. ... Ar	7.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
NEW YORK, via Toronto ... Ar	6.45 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
N. Y. C. & H. R. Rd. ... Ar	7.55 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
West Shore Rd. ... Ar	7.15 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
N. Y. L. E. & W. Rd. ... Ar	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
Lehigh Valley Rd. ... Ar	7.50 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
NEW YORK, via Montreal ... Ar	7.00 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
N. Y. C. & H. R. Rd. ... Ar	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	
West Shore Rd. ... Ar	7.40 a.m.	Tu.	We.	Th.	Fri.	Sat.	Sun.	Mo.	

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

**CANADIAN PACIFIC LINE TRANSPACIFIC STEAMSHIPS.
BETWEEN CHINA AND JAPAN AND VANCOUVER.**

INTENDED SAILINGS—EASTBOUND.

NAME OF STEAMSHIP.	Leave Hong Kong.	Leave Yokohama.	Arrive Vancouver.
BATAVIA	1889. Sept. 12	1889. Sept. 26	1889. Oct. 11
P'TAUGUSTA	Sept. 26	Oct. 10	Oct. 25
PARTHIA	Oct. 10	Oct. 24	Nov. 8
ABYSSINIA	Nov. 7	Nov. 21	Dec. 6

CALENDAR

1889.

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	...	1	2	3	4	5	...	...	...	...	1	2	1	2	3	4	5	6	7		
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28
29	30	...	...	...	...	...	27	28	29	30	31	...	...	24	25	26	27	28	29	30	29	30	31	...	...	...	...

1890.

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
...	...	...	1	2	3	4	...	...	...	...	...	1	...	...	...	...	...	1	...	...	1	2	3	4	5		
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	..	23	24	25	26	27	28	..	23	24	25	26	27	28	29	27	28	29	30	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	31	...	...	...	...	...	...	...	...	...	...	...
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
...	...	...	...	1	2	3	1	2	3	4	5	6	7	...	...	1	2	3	4	5	...	...	...	...	...	1	2
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
25	26	27	28	29	30	31	29	30	...	...	...	...	...	27	28	29	30	31	...	...	24	25	26	27	28	29	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...

*** TIME ***

The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway (all stations Port Arthur and west thereof). By this system the A.M. and P.M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

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

Eastern Time.—East of Port Arthur.

Central Time.—Port Arthur to Brandon, including branches.

Mountain Time.—Brandon to Donald.

Pacific Time.—Donald to Vancouver.

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

