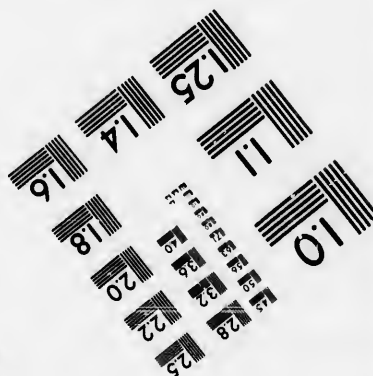
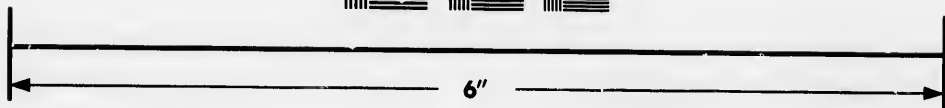
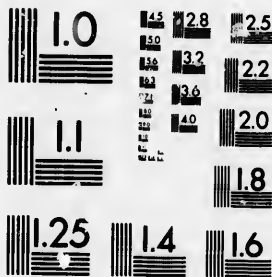


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

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

18
20
22
25
28
32
36

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10
57

© 1986

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.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input checked="" type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> 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 | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> 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 | <input type="checkbox"/> 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. |
| <input type="checkbox"/> Additional comments:/
Commentaires supplémentaires: | |

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

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

Séminaire de Québec
Bibliothèque

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.

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.

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.

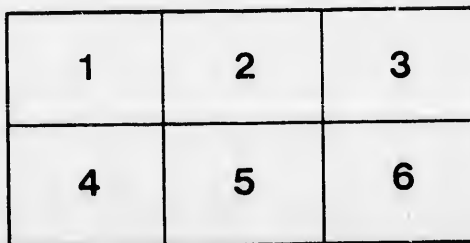
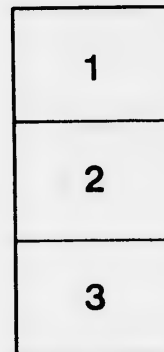
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier feuillet et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second feuillet, selon le cas. Tous les autres exemplaires originaux sont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

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

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".

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:

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 miles Can. E.U. no 3

CANADIAN PACIFIC RAILWAY

A

TIME-TABLE

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

WITH NOTES



OF THE

WESTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

AND THE

TORONTO AND CHICAGO LINE

MONTREAL,

NOVEMBER 1887.

5

3RD E

T

WE

BO

50 Guides. Chemin de fer No 3
Can. E. U.

3RD EDITION

TO THE WEST

CANADIAN PACIFIC RAILWAY

A

TIME-TABLE

WITH NOTES

OF THE

WESTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

AND THE

BOSTON AND TORONTO LINES

MONTREAL

NOVEMBER 1887

GENERAL OFFICERS

HEAD OFFICES: MONTREAL, CANADA

SIR GEO. STEPHEN, Bart..	President.....	Montreal
W. C. VAN HORNE.....	Vice-President	"
CHARLES DRINKWATER....	Secretary	"
T. G. SHAUGHNESSY.....	Assistant General Manager.	"
GEORGE OLDS.....	General Traffic Manager.....	"
LUCIUS TUTTLE.....	Passenger Traffic Manager.....	"
HENRY BEATTY....	Man. St'mship Lines & Lake Traffic..	Toronto
I. G. OGDEN.....	Comptroller	Montreal
W. SUTHERLAND TAYLOR..	Treasurer	"
J. H. MCTAVISH.....	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. Div....	Winnipeg
D. McNICOLL.....	Gen. Pass. Ag't, O. & A., and E. Divs..	Montreal
G. M. BOSWORTH.....	Asst. Frt. Traffic Man., O. & A. and E. Divs	"
E. TIFFIN.....	Gen. Freight Agent	Toronto
G. W. SWETT.....	Supt. Dining, Sleeping & Parlor Cars.	Montreal
E. S. ANDERSON.....	General Baggage Agent	"

J. C.

Adelai
 Boston
 Brockv
 Buffal
 Chicag
 Glasgo
 Halifa
 Hiogo,
 Hong
 Liverp
 Londo
 Londo
 Montr
 New Y
 Niagar
 Ottaw
 Portla
 Portla
 Quebe
 St. Joh
 St. Joh
 San F
 Seattl
 Shang
 Sydne
 Tacom
 Toron
 Vanc
 Victo
 Winn
 Yokoh
 A. S. L
 J. G. T
 W. D. S
 W. G.
 W. T. S
 J. W.
 G. M.
 J. J. M

J. E. De Vries
oper hede John De Vries
AGENCIES 1887

- Adelaide, ... S. Aus.** Agents Oceanic S.S.Co.
- Boston, Mass.** { C. E. McPherson, Dis. Pas. Agt..211 Washington St.
 H. J. Colvin, City Pas. Agt. ...211 Washington St.
 L. S. Dow, Agent B. & L. R. R. ...218 Washington St.
- Brockville,.....Ont.** A. Caswell, Ticket Agent....145 Main St.
- Buffalo, N. Y.** Messrs. Hurd & Hyde, Tkt. Agts., 15 Exchange St.
- Chicago,..... Ill.** J. Francis Lee, Com. Agt....232 Clarke St.
- Glasgow,..Scotland.** Russell & Pinkerton, Agents. 135 Buchanan St.
- Halifax,..... N.S.** C. R. Barry, Ticket Agent...126 Hollis St.
- Hogo,..... Japan.** Messrs. Frazar & Co.
- Hong Kong,China.** Adamson, Bell & Co., Agents for China.
- Liverpool,.... Eng.** A. Baker, European T. Agt..17 James St.
- London,..... Eng.** " " " .88 Cannon St.
- London,..... Ont.** T. R. Parker, Ticket Ag't, No. 1 Masonic Temple,
 Richmond St.
- Montreal, Que.** City Passenger Agent.....266 St. James St.
- New York,.... N.Y** { E. V. Skinner, Gen. Eastern A.337 Broadway.
 Ottenheimer & Macdonald...6 Bowling Green.
 Everett Frazar, China & Japan A., 124 Water St.
- Niagara Falls,..Ont.** D. Isaacs, Ticket Agent, Prospect House.
- Ottawa, Ont.** J. E. Parker, City Pass. Agt. .42 Sparks St.
- Portland, Me.** Agent Portland & Ogdensburg Railroad.
- Portland, Ore.** C. G. McCord, Frt. & Pass. Agt.6 Washington St.
- Quebec, Que.** J. McKenna, City Pass. Agt..St. Louis Hotel.
- St. John,..... N.B.** Chubb & Co., Ticket Agent.
- St. John's, Nfld.** Geo. Shea, Ticket Agent.
- San Francisco, Cal.** { Goodall, Perkins & Co, Agts. } 10 Market St.
 Pacific Coast S. S. Co. }
 D. B. Jackson, Pass. Agent...214 Montgomery St.
- Seattle, Wash. .Ter.** E. W. McGinnis.
- Shanghai, ... China.** Adamson, Bell & Co.
- Sydney,.... N. S. W.** Alex. Woods.
- Tacoma, Wash. Ter.** E. E. Ellis, Frt. & Pass. Agt.
- Toronto, Ont** { W. R. Callaway, District } 110 King St. W.
 Passenger Agent. }
- Vancouver,.... B.C.** D. E. Brown, Dist. Frt. & Pass. Agent.
- Victoria, B.C.** Geo. V. Heathcote, City Pass. Agent.
- Winnipeg,.... Man.** G. H. Campbell, City Tk't Agt.471 Main St.
- Yokohama, .Japan.** Frazar & Co., Agts. for Japan.

TRAVELLING AGENTS

- A. S. LALANDE.... Passenger Travelling Agent..... Montreal.
- J. G. THOMPSON.... " " " Chicago.
- W. D. HUGHES.... " " " Vancouver.
- W. G. McLEAN.... " " " Toronto.
- W. T. DOCKRILL... " " " Montreal.
- J. W. RYDER..... " " " "
- G. M. MILLS " " " Boston.
- J. J. MELAMPHY. . " " " "

§ Refreshment Station.

Miles from Mont ^l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
136	3.55	Portneuf —Pop. 2,200.	Factories of wood-pulp and paper.
133	P. M.	Deschambault	Stations for French agricultural parishes. Many rivers afford power for mills and factories, devoted principally to paper-making and wood-working. Churches and schools abound. Fishing and Fall shooting good toward the head of the streams.
129		Lachevrotiere	
126		Grondines	
119	4.22	Sto. Anne de la Perade	
114		Batiscan	
107		Champlain	
97	5.00	Piles Junction —Junction for branch line to GRAND PILES, 22 m. north, up the St. Maurice. Quantities of lumber and produce come down this river, which is noted for its fishing. At Shawanegan, (21 m.) the river falls 150 feet.	
94	5.05 } 5.10 }	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. The chief buildings are the Roman Catholic cathedral, the courthouse, the Ursuline convent, St. Joseph's college, and the Episcopal and Wesleyan churches. Besides the daily boats of the Richelieu line, several steamers ply to adjacent river villages. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving the navigation on the St. Maurice, and over \$1,000,000 has been invested in mills and booms above. There are large iron-works and machine-shops here, where stoves and car-wheels are made in great numbers from the bog-iron ore of the vicinity.	
86		Pointe du Lac	French villages. The St. Lawrence expands here into Lake St. Peter.
79	5.33	Yamachiche	
74	5.42	Louiseville	Getting out timber and fuel occupies people in the winter. <i>St. Leon Springs</i> , near Louiseville, is a popular watering place, and health resort.
70		Maskinonge	
64	6.00	St. Berthelemi	
61		St. Cuthbert	
56	6.10	Berthier Junction —Branch line to the port of BERTHIER.	
48		Lanoraie —A river landing two miles distant.	
48	6.26	Joliette Junction —Branch line to JOLIETTE, 7 m., and to ST. FELIX DE VALOIS, 17 m., northward.	
42		La Valtrie Road	Populous and prosperous French villages, cut up into small farms, and frequented in summer by sportsmen and city visitors. Artists would find sketching subjects plentiful.
39		L'Assomption	
35	6.48	L'Epiphanie	
27		St. Henri de Mascouche	
23	7.10	Terrebonne	Suburbs of Montreal. The "North Shore" line, or Quebec Division, unites with the main line of the Canadian Pacific at <i>St. Martin's Jc.</i> , and, curving around the rear of Mount Royal, enters the city along the water-front.
17		St. Vincent de Paul	
13	7.30	*St. Martin Junction	
10		Sault aux Recollets	
5	7.47	Mile-end	
2	7.55	Hochelaga	
	ARRIVE		
0	8.00	Montreal —Terminus at the Quebec Gate station, Dalhousie square, whence horse-cars lead to all parts of the city, and where cabs and omnibusses will be found waiting.	
	P.M.		

* Passengers for the westbound transcontinental train change cars at this station.

M'TREAL & BOSTON AIR-LINE

Boston to Montreal : 346 miles.

Miles from Mont'l	Western Express.	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
346	8.30 A.M.	Boston —Boston & Lowell R.R. station, Causeway street. Morning trains and boats from east and south connect.	
320	9.18	Lowell —Train leaving Lawrence at 8.15 connects with this.	
306	9.45	Nashua —Connects with trains from Worcester & Rochester.	
289	10.15	Manchester —A celebrated cotton-spinning city at the falls of the Merrimac.	
271	10.55	Concord —The capital of New Hampshire.	
238	12.00	Wiers —A favorite summer resort on Lake Winnepesaukee; Mount Washington and the lower White Mountains are in fine view along this part of the line.	
220	1.10 P.M.	Plymouth —At the southern base of the White Mountains. The prominent peak skirted soon after leaving the station is Moosilauke. There is a railway from Plymouth to Woodstock, whence Franconia notch, the Flume and the Profile House are reached by stages.	
179	2.25	Wells River —Junction with the Connecticut River R.R., bringing passengers from New York and southern New England.	
157	3.14	St. Johnsbury —Large manufacturing town in Vermont.	
115	4.45	Newport —Foot of Lake Memphremagog; a favorite summer resort; terminus of Southeastern Division C.P.R.	
100	5.15	North Troy	The railway follows the western shore of Lake Memphremagog, rising to a considerable height above it, and bringing into view the fine mountains with which the lake is surrounded. Then it passes into a hilly and pleasant agricultural and wood-cutting region.
98	5.20	Mansonville	
84	5.49	Richford	
75	6.05	Sutton	
72	6.12	Sutton Junction	
63	6.32	Cowansville	
49	7.05	Farnham —A flourishing village on the Yamaska.	
36	7.35	St. Johns —Convergence of several railways at the crossing of the Richelieu river. From here to Montreal there is a dense French-Canadian population, occupying quaint villages that date back to the stirring times of Champlain and the Indian wars.	
	EASTERN STANDARD TIME		
15		Caughnawaga —A village of civilized Iroquois on the southern bank of the St. Lawrence.	
13		Lachine —An ancient settlement at the foot of the famous Lachine rapids. From Caughnawaga to Lachine the train crosses the St. Lawrence on the magnificent new cantilever bridge, which, with its approaches, is nearly two miles long, and cost \$2,500,000. The view from this bridge is one of the finest pictures in America, and should not be missed.	
10	8.25	Montreal Junction —Connects with Canadian Pacific train to Toronto, Detroit and the West.	
5	8.35	Mill End Junction —Connects with transcontinental train westward; and with C.P.R. train to Quebec.	
0	8.50	Montreal —Quebec Gate station.	

TR
E

Miles from Mont'l

0

2
5
9
12
17
20
27
32
37
44

LINE

TRANSCONTINENTAL ROUTE

Eastern Division—Montreal to Port Arthur: 993 miles.

Miles from Montreal	Trans-Continental Train	STATIONS—DESCRIPTIVE NOTES
0	LEAVE 8. 20 P. M.	Montreal —Population (with suburbs) 250,000. The city stands upon an island formed by mouths of the Ottawa. It was visited in 1634 by Jacques Cartier, who found the Indian village of Hochelaga on its site, at the base of Mount Royal, now the city's park. A fortified trading post was established here a century later, called <i>Ville Marie</i> , and was the last point yielded by the French in 1763. Settlements accumulated about this post, and a city rapidly grew up; about three fourths of the population at present are of French descent. The building of the canal about the Lachine rapids, just above the city, and the growth of railways and commerce, caused Montreal to increase, until it became the metropolis of the Dominion. Here resided the governors of the old fur companies, and the fur trade has always occupied a prominent place in the city's commerce. In summer, great numbers of steamships and sailing vessels ascend to Montreal, which is one of the best harbors, as well as most thoroughly furnished warehouse-ports, in the world. The city is built almost entirely of stone, possesses imposing public buildings, churches and institutions, and many handsome residences, and is provided with superior hotels. Its suburbs are quaint and beautiful, and the neighborhood abounds in objects of interest. Steamships of the Allan, Dominion, Beaver and other lines run to Europe; and steamers connect Montreal with all the river and lake towns. The new cantilever bridge of the Canadian Pacific at Lachine, 10 miles above Montreal, gives an independent outlet for its trains to Boston, the White Mountains, Portland and all parts of New England. Over the Victoria bridge, the trains of the Central Vermont and Delaware and Hudson Canal Co's railroads connect Montreal with southern New England and New York.
2	8. 27	Hochelaga —Suburban station, near large factories.
5	8. 35	Mile-end —Divergence of Can. Pac. R'y lines to Boston, and to Toronto and the western United States.
9		Sault aux Recollets —Rapids of the Riviere des Prairies, where a Recollet priest was drowned in 1826.
12	8. 52	‡ St. Martin's Junction —Divergence of Quebec Division.
17		Ste. Rose —French village, frequented in summer by suburban visitors. Crossing of Isle Jesus river.
20		Ste. Therese —Branch lines diverge here for ST. JEROME, ST. LIN and ST. EUSTACHE.
27		Ste. Augustin
32		St. Scholastique
37		St. Hermas
44	9. 42	‡ Lachute —Pop. 2,000. Fine waterpower, running a variety of factories, especially paper-mills and wood-working industries. Beautiful building-stone quarried here; and a dairy-country in the neighborhood. An interesting sporting region in the Laurentian hills northward.

EASTERN STANDARD TIME
(Quebec to Port Arthur)

Where no time is given, this train does not stop.

Miles from Mont'l	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES		Miles from Mont'l
	LEAVE			
49		St. Philippe	A dairying and quarrying region;	183
57		Grenville	population largely English-speaking.	186
59	10.12 P.M.	‡ Calumet —Refreshment rooms.	The hills near here are rugged, and afford good shooting and trout-fishing. Charming views of the rapids of the Ottawa and Calumet rivers are gained from their summits. Station for CALDONIA SPRINGS, eight miles south of L'Orignal, Ont.	189
65		Pointe au Chene	Ottawa valley. Farming and dairying between the line and the river.	211
74		Montebello	Phosphate and mica mines at various points; also iron ore, building stone and good clays. Excellent shooting in spring along the rivers, and in the fall in the hill regions, which are wooded and rugged. Fishing abundant. The city of Ottawa is seen in the distance as the great lumber-yards of <i>Hull</i> are approached.	215
79		Papineauville		219
84		North Nation Mills		224
90		Thurso		234
94		Rockland		246
100		Buckingham		251
104		L'Ange Gardien		255
109		East Terapleton		262
114		Gatineau		270
118		Hull		274
120	11.55 MIDN'T.	‡ Ottawa —Pop. 40,000.	Capital of the Dominion, and in ONTARIO, through which the railway extends until Manitoba is reached.—Ottawa is picturesquely situated at the junction of the Rideau river with the Ottawa. Navigation is interrupted here by the falls of the Chaudiere, whose remarkable cataracts are seen in crossing the river. This gigantic waterpower is utilized, and some of the largest lumber manufactories in the Dominion, are here visible from the bridge; and also the timber-slides, by which the lumber from the upper river passes down without damage into the navigable water below. Close to the city, are the pretty Rideau falls. The city itself stands upon high ground overlooking the falls and the lumber-yards.—The principal places of interest within it are the public buildings, some of which, most prominently the octagonal and buttressed Library, can be plainly seen from the railway. These are of magnificent proportions, and ornate architecture. Rideau Hall, the residence of the governor-general, is two miles distant.—Ottawa is becoming not only the residence of many public men, and attracting a brilliant social circle, but factories of various kinds are accumulating.	284
	Capital of Canada.			297
				307
				318
				330
				340
				344
				348
				358
				364
122		† Skead's	An agricultural and wood-cutting region, settled by English speaking communities. Bass, pickerel, and pike fishing is always good.	374
124		† Britannia		378
128		Bell's Corners		387
134		Stittsville		397
143		Ashton		408
148	1.10	‡ Carleton Junction —	Divergence of the Ontario Division to Smith's Falls, Toronto, and Ontario generally. Refreshment rooms. Station for CARLETON PLACE, pop. 3,600.	419
155	1.26	Almonte	From Carleton the main line turns northwest and afterwards west, and again seeks the banks of the Ottawa. This is a region cultivated in isolated spots, especially for barley and hay; but chiefly devoted to timber cutting and saw-mills, for which the frequent	422
158		Snedden's		431
163	1.46	† Pakenham		436
171	2.05	† Arnprior		443
174		Braeside		
177	2.19	Sand Point		

Station.

Refreshment Station.

region; speaking. here are t-fishing. Calumet for CALIF-Ont. and dairy-the river. at various ing stone shooting and in the which are ing abun- is seen in t lumbered. and in until Man- ated at the Naviga- Chaudiere, ossing the and some Dominion, e timber- ver passes ter below. The city the falls of interest hich, most brary, can of magni- deau Hall, two miles residence ant social umulating. ood-cutting n speaking kerel, and d. Division to Refresh- p. 3,600. line turns s west, and he Ottawa. d in isolated y and hay; ber cutting he frequent

STATIONS—DESCRIPTIVE NOTES.

Miles from Montreal	Trans-Contin'l Train		
		LEAVE	
183			Castleford
186	A.M.		Russell's
189	2.50		Renfrew
198	3.12	†	Haley's
205	3.29		Cobden
211			Snake River
215			Graham's
219			Government Road
224	4.12		Pembroke
234		†	Petewawa
246	5.00	‡	Chalk River
251	5.13	†	Wylie
255	5.25		Bass Lake
262	5.44	†	Moor Lake
270	6.04		Mackey
274	6.14		Rockliffe
284	6.38	†	Bissett
297	7.08		Deux Rivieres
307	7.33	†	Klock
318	8.01		Mattawa
330	8.33	†	Eau Claire
340	8.59	†	Rutherglen
344	9.07		Callander
348	9.15	†	Nasbonsing
358	9.32	†	Thornccliffe
364	9.55	‡	North Bay. —Railway divisional-point; and terminus of Northern & Northwestern Ry's from Hamilton, Toronto, and the Muskoka Lake country. A port (pop. 1,000) on Lake Nipissing, noted for its fishing (in great variety) and shooting; good hotels and stores exist in the village, and it is a favorite sportsmen's resort. Choice lands and timber border the lake shore, which the railway skirts.
	A.M.		
		FIRST DAY	
374	10.20	†	Beaucage
378	10.32	†	Meadowside
387	10.52	†	Sturgeon Falls
397	11.17	†	Verner
408		†	Veuve River
419	12.07 pm	†	Markstay
422	12.15	†	Hillcrest
431	12.36	†	Wahnapiatae
436	12.50	†	Romford
443	1.12	‡	Sudbury. —Small station, whence the Algoma branch proceeds westward to Sault Ste. Marie, where it will connect

rapids of the river give excellent waterpower. At *Almonte* are woollen mills; and at *Arnprior* large marble quarries. Opportunities for sport both with gun and rod are excellent. The fishing is best in the many small lakes and in the Ottawa, where maskinonge, pickerel, bass, whitefish and perch are common. The largest villages are *Renfrew* (a brisk place, pop. 2,000, at the terminus of the Kingston & Pembroke R'y), and *Pembroke* (pop. 4,000) on the historic Allumette lake. The Ottawa is followed westward as far as *Mattawa*, where the river diverges as it comes down from northward, and then the line strikes westward towards L. Nipissing, north of Georgian bay. The Laurentian hills stand on the opposite bank of the Ottawa, and many rapids and romantic brooks, suggesting good fishing, please the eye. As *Mattawa* is approached the land becomes rough and strewn with ledges and boulders, which continues for some distance further: the valleys and borders of the many lakes are tillable and fertile, but farmers are few. *Mattawa* has 1,000 pop. and is the principal distributing point for lumbering supplies. Guides for hunting moose, caribou, etc., can be got here. At *Callander* the old government lines, which were taken by the Company, terminated, and here the construction of the Canadian Pacific Railway began in 1884.

Quantities of good land await cultivation, but at present getting logs, ties and cordwood is the chief industry. *Meadowside* is on a reservation of the Nipissing Indians, after whose chief *Beaucage* was named. *Wahnapiatae* is near an excellent fishing lake of the same name; and here the country becomes broken and rocky.

Station.

Western Division—Port Arthur to Donald: 1,452 Miles

Miles from Montreal	Trans-Continental Train	STATES—DESCRIPTIVE NOTES
993	LEAVE 14. 25* 2. 25 P.M	Port Arthur —Pop. 3,500. Formerly known as Prince Arthur's Landing; on the shore of Thunder bay, and first settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor, and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, it has assumed particular importance as the connecting point between the railway system of the Northwest and the inland water-route of Canada <i>via</i> the great lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, and terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are adapted to yachting and picnic excursions. A remarkable variety of minerals occurs in the neighborhood, and some valuable silver mines are being developed.—Here come the steamers of the Canadian Pacific line from Owen Sound, while most of the other Lake Superior lines call here, in passing, affording opportunities for voyaging to ports around the whole circuit of the lake.—Passengers may set their watches one hour back, to conform to Central Standard time.
	CENTRAL TIME (Port Arthur to Brandon)	
1000	15. 10	Fort William —Site of the oldest trading post on L. Superior. Situated at the mouth of the Kaministiquia river, which affords a good harbor. Ft. William is used to a large extent by the Canadian Pacific Railway Company as a distributing point for the immense quantities of coal, lumber and heavy supplies passing over the road or across the lake; and here will probably grow up a large town. The crag near by is McKay's mountain.
1011	15. 40	Murillo
1021	16. 10	Kaministiquia
1030	16. 35	Finmark
1052	17. 35	Dexter
1058	17. 50	† Linkoooping
1069	18. 15	Savanne
1079	18. 40	† Upsala
1089	18. 56	Carlstadt
1097	19. 20	† Bridge River
1109	19. 50	English River
1117	20. 10	Martin
1127	20. 35	Bonheur
1145	21. 35	‡ Ignace
1163	22. 18	† Raleigh
1173	22. 45	Tache
1196	23. 40	† Wabigoon
1203	24. 01	Barclay
1225	24. 55	Eagle River
1235	1. 20	Vermillion Bay
1243	1. 40	Gilbert
1249	1. 58	Parry Wood
1266	2. 50	Hawk Lake
1282	3. 35	Rossland

In the lower valley of the Kaministiquia the land is good, cultivation extensive, and new settlements are increasing. Near *Murillo* is the famous Rabbit silver-mining district (daily stages.) The railway then ascends the Mattawan, and strikes westward through a wild and marshy region, uninviting to the farmer, but with large resources for ties, firewood and certain kinds of timber. Minerals abound and near *Savanne* are profitable gold mines. The rivers are rich in romantic scenery, and invite connoisseurs, who can find Indian guides and helpers, and can buy provisions from traders. Ducks throng about the lakes. *Ignace* is a railway divisional point, and *Eagle River* a good centre for fishing, in a labyrinth of lakes and rivers draining northward and westward into Lake Winnipeg.

* The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway. 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.

next page.

Miles from Mont ^l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	Miles from Mont ^l
LEAVE			
1290	4.10	Rat Portage —A large town at the north end of the island-studded Lake of the Woods, where the scenery is enchanting; the unlimited boating, camping, and fishing opportunities will soon make this a noted pleasure resort, and good hotels are forthcoming.	1486 1494 1497 1516 1521 1529
1294	4.25	Keewatin	1537
1306	5.00	† Deception	1545
1313	5.20	Kalmar	1550
1321	5.40	† Ingolf	1555
1327	5.58	† Cross Lake	
1332	6.08	† Telford	
1342	6.31	Rennie	
1362	7.15	Whitemouth	
1368	7.29	† Shelly	
1378	7.50	Monmouth	
1387	8.10	Beausejour	
		lage is springing up. At <i>Rennie</i> , near Cross lake, MANITOBA is entered. <i>Whitemouth</i> is an important station supplying the prairies with lumber, cord-wood and railway ties.	1564 1572
1402	8.43	Selkirk, East	1581
1408	8.55	† Gonor	1588
1415	9.10	Bird's Hill	1603
1423	9.30	‡ Winnipeg —Pop. 25,000. A magic city of a few years' growth, only a little while ago a trading post of the Hudson's Bay Co. (Ft. Garry). "This is the focal point of the Canadian Northwest, a fertile region extending from the Red river for a thousand miles west and fifteen hundred miles northwest, to the mountains of British Columbia,—a region already producing grain and cattle to an enormous extent, and having possibilities beyond the grasp of the most sanguine mind. Interest must give place to amazement on seeing the change that has been wrought in six short years. The massive grain elevators and flouring mills, the well-tilled farms and the numberless herds of cattle, would elsewhere indicate a growth of decades. The many railway lines radiating from Winnipeg, and the twenty miles of well-filled sidings at that point, give evidence of the immensity of the traffic of the country beyond." Five branch lines connect Winnipeg with the United States and with southern and eastern Manitoba. The offices and plant of the Western Division of the Can. Pacific R'y Co. are situated here, including immigrant quarters, stock-yards and shops.	1620 1634 1642 1658 1672 1679 1687
	10.25		
THIRD DAY			
			1694 1702 1709 1717 1726 1735 1746
1430	10.47	† Bergen	
1438	11.06	Rosser	
1445	11.22	† Meadows	
1452	11.37	Marquette	1755
1458	11.53	Reaburn	1764
1463	12.05	Poplar Point	1771
1472	12.25	High Bluff	1779
		Valley of the Assiniboine—vast meadows, more thinly settled than the cheaper districts westward; but the farms within sight of the line are few compared with those from two to ten miles distant, because at first lands adjacent to the railway were withheld from settlement.	
1479	12.50 NOON	Portage La Prairie —Pop. 4,000. Market-town of richest part of Manitoba, and junction of the C. P. R. with the Manitoba and N'western R'y. Several industries have been started, viz: paper mills, biscuit factory, flour and oatmeal mills, etc., besides a heavy grain trade.	

Station.

§ Refreshment Station.

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
1486	13.17	Burnside
1494	13.38	‡ Bagot
1497	14.12	Austin
1516	14.36	Sydney
1521	14.50	‡ Melbourne
1529	15.07	Carberry
1537	15.29	Sewell
1545	15.45	‡ Douglas
1550	15.57	Chater
1555	15.20	Brandon —Pop. 4,000. At the crossing of the Assiniboine river. It is the market-town for the country northward nearly to Minnedosa, and southward to the Souris river. The huge grain elevators and warehouse accommodation will be noticed at the station. The town has abundant churches, schools, and well-furnished shops agencies for agricultural machinery, and factories of local supplies. Watches go back one hour, conforming M'tn. Sta'd. time.
	M'TN TIME (Brandon to Donald.)	
1564	15.40	‡ Kemnay
1572	16.00	Alexander
1581	16.22	Griswold
1588	16.42	Oak Lake
1603	17.22	Virden
1620	18.14	Elkhorn
1634	18.47	Fleming
1642	19.09	Moosomin
1658	19.46	Wapella
1672	20.17	Whitewood
1679	20.34	‡ Percival
1687	21.10	§ Broadview —Pop. 600. Divisional station. Refreshment rooms. Prettily situated at the head of Weed lake. The repair shops of the railway give the place a standing, and it advances rapidly under the patronage of several flourishing colonies.
1694	21.32	‡ Oakshela
1702	21.53	Grenfell
1709	22.12	Summerberry
1717	22.31	Wolesey
1726	22.55	‡ Sintaluta
1735	23.25	Indian Head
1746	23.51	Qu'Appelle —Pop. 700. Station for Fort Qu'Appelle (22 m.), the Touchwood hills and towns northward, reached by stages. The rolling prairie is dotted with copses or "bluffs," and the streets are lined with poplar trees, adding to the beauty of this flourishing business point. The "Tanner" colony is located near here.
	MIDN'T	
	Fort Qu'Appelle	
1755	24.16	‡ McLean
1764	24.44	Balgon
1771	1.05	‡ Pilot Butte
1779	1.30	Regina —Pop. 800. Capital of the Northwest Territories; headquarters of the Indian service, and of the Mounted Police. The government buildings and police barracks are two miles northward. The Mounted Police form an uniformed force, about 1,000 strong, stationed throughout the Northwest, at the expense of the Dominion, to keep order among the Indians, and to prevent the selling of

Miles from Mont'	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES		Miles from Mont'
	LEAVE MIDN'T.		liquor, forbidden by law in the territories. These officers board the train at frequent intervals, in order to guard against the importation of contraband liquors.—Regina is in the centre of the largest block of wheat-growing land in the Northwest. It has miles of graded streets, a large reservoir, elevators, warehouses, and a flourishing trade. A railway, projected from here to the populous Upper Saskatchewan valley has already been built 22 miles northward to Longlake, upon which a steamer will soon be running.	2091
	Capital of N.W. Terr's.			2098
1796	2.18	‡Pense		2118
1813	3.00	‡Pasqua		2136
1821	3.30	‡Moosejaw—Pop. 600.	A divisional station; and an important terminus during the construction of the line. Station for Wood Mountain and other cattle districts southward. The Indians of this region are principally Sioux—refugees from the United States who took part in the Custer massacre of 1875. They are self-supporting and peaceful.	2156
				2173
1837	4.10	‡Caron	Settlements scarce, and the prairie (Coteau de Missouri) almost in its original state. The many lakes (especially Rush lake) are the resort of waterfowl and feathered game and antelope and deer are abundant at the proper seasons. Near <i>Chaplin</i> the Old Wives lakes are skirted.	2189
1855	4.55	‡Farkbeg		2208
1866	5.30	‡Secretan		2224
1875	5.52	‡Chaplin		2242
1894	6.43	‡Morse		2262
1912	7.28	‡Rush Lake		
1919	7.45	‡Waldec		
1927	8.05	‡Aiken's		2285
1933	8.30	‡Swift Current—	Divisional point; on Swift Current creek, which rises in the Cypress hills and empties into the Saskatchewan. Stage to <i>Battleford</i> (200 m. northward), Ft. Pitt and North Saskatchewan valley, weekly.	2295
	FOURTH DAY			2303
1951	9.20	‡Goose Lake	Water-tanks, and stations for stock-raisers. "The prairie rolls in beautiful low swelling undulations, touching the skyline in graceful curves in one place, and falling gently down to the horizon in another."	2316
1969	10.05	‡Gull Lake		
1977	10.30	‡Cypress		
1988	11.00	‡Sidewood		
2008	12.00	‡Colley		
2019	12.30 NOON.	‡Maple Creek—	Post of the Mounted Police, Blackfoot agency, and shipping station for the extensive cattle and horse ranges in the Cypress hills, 15 m. southward.	
2038	13.25	‡Forres	Stopping places opposite Cypress hills.	
2051	14.00	‡Walsh	Formerly noted for buffalo and now a successful cattle-region.	
2061	14.30	‡Irvine		
2074	15.10	‡Dunmore—	Starting-point of the Northwest Coal & Navigation Company's railway westward up the Belly river to Lethbridge and (by stage) to Ft. McLeod. At <i>Lethbridge</i> (109 m.) are extensive mines of soft coal, and a large colliery village. <i>Fort McLeod</i> is a hill-station of the Mounted Police, and the centre of very valuable cattle interests. The river seen here is the South Saskatchewan.	
	Station for Leth-bridge.			
2083	16.00	‡Medicine Hat—	Pop. 700. At the crossing of the South Saskatchewan (steel bridge, 1010 ft. long). Coal and iron are abundant in the neighborhood; water, inexhaustible; wood, plentiful in Cypress hills, 36 m. southward, and climate most healthful. An active business place supplying cattle-ranches and collieries. Divisional point, and repairing shops of the railway. From this point the	

§ Refreshment Station.

STATIONS—DESCRIPTIVE NOTES

Miles from Mont'l	Trans-Contin'l Train	LEAVE	STATIONS—DESCRIPTIVE NOTES
			railway trends northwesterly, following the north slope of Bow river, a tributary of the Saskatchewan.
2091	16.20	‡	Stair
2098	16.43	‡	Bowell
2118	17.40	‡	Langevin
2136	18.33	‡	Tilley
2156	19.30	‡	Cassils
2173	20.17	‡	Lathom
2189	21.05	‡	Crowfoot
2208	22.05	‡	Gleichen
2224	22.55	‡	Strathmore
2242	23.50	‡	Langdon
2262	1.00		Calgary —Pop. 2,000, altitude 3,388 feet above sea level. Beautifully situated near the junction of the Bow and Elbow rivers, within fine view of the Rockies, and just outside the foothills. Capital of Alberta, post of the Mounted Police, land agencies, etc. Headquarters of the grazing industries and containing the most wealth and finest shops, for its size, of any town in Canada. Some farming, for hay, oats, flax, etc.; roots and vegetables do exceedingly well. Good water-power, little utilized as yet. Some cattle and horse-ranches northward and westward, while southward sheep are pastured as far as High river.
		MIDN'T.	
			Capital of Alberta
2285	2.20	‡	Cochrane
2295	2.55	‡	Radnor
2303	3.25	‡	Morley
2316	4.05	‡	Kananaskis
			the horizon, or evenly serrated chain of peaks; but the sky rests upon a jagged wall, every elevation having some angular and abrupt form quite unlike its neighbor, and the whole seeming a long stretch of ruins rather than a mountain range. By the time <i>Cochrane</i> station is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. After leaving <i>Cochrane</i> , and crossing the Bow, the line ascends a grade to the top of the first terrace, whence a magnificent outlook is obtained into the foothills, especially toward the left hand, rising 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." An open, lightly timbered region succeeds. Here is the <i>Stony Indians'</i> reservation; and a glimpse is caught of <i>Morleyville</i> , their agency village, and of some of their farms. "On again we go, now through long stretches of park-like country, now near great mountain-shoulders, half misty, half defined, with occasional gleams of snowy peaks far away before us like kisses on the morning sky." (<i>Lady Macdonald.</i>)
			Bow River Valley.
			Foot-hills of the Rockies

Miles from Mont'	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
2324	4.30	‡ The Gap —A rocky gateway, letting the Bow river issue from the hills, beyond which the track turns northward, and ascends the long valley between the Fairholme range (eastward) and the Three Sisters. The remarkable contrast between these ranges will be noticed. 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. Five ranges of prodigious mountains are to be crossed before the Pacific coast is reached, and grandeur and beauty now 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. Carboniferous and Devonian limestones.
	En- trance to the Rockies	
2329	5.05	‡ Canmore —Altitude (of station) 4,230 ft. Divisional point. The three lofty peaks on the left, seen as the station is approached, are the Three Sisters. On a hill behind the station stands a group of isolated monumental rocks (conglomerate) curiously weathered out of the softer soil, and widely renowned. Looking backward, the "Bull's Head" is plain upon the bluff-side just beyond the Three Sisters. Westward the great bulk of Cascade mountain closes the view. Five miles beyond Canmore the National Park is entered.
	The Three Sisters	
2336	5.32	‡ Duthil —"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." The peak on the left is Rundle, behind which lie the hot springs of Banff. The stream followed from here nearly to Banff is Cascade river.
	In the National Park.	
2339	5.40	Anthracite —Station for the anthracite coal mines which penetrate Anthracite mt., a spur of the Fairholme range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.
2342	5.50	Banff —Station for the National Park, and the Hot Springs of Banff—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, Lake Minnewanka (or 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

234
236
236
237

Refreshment Station.

Miles from Mont'l Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

Banff village

C.P.R. hotel

The Springs

Names of mountains

view and features of interest so accessible, since many good roads and bridle-paths already exist, and others are building. The railway follows the Bow across the western corner of the park. The village of Banff (several small inns) is two miles northwest of the station, on the lithier side of the Bow. A steel bridge carries 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, will be opened on April 1st, 1888. It is most favorably placed for health, picturesque views, and as a center for canoeing, riding, walking or mountain-climbing. Trout-fishing and shooting (especially for sheep and mountain goats) in all parts of the park are of the best. The Hot Springs are several hundred feet above the Bow, and reached by a fine road from which a great breadth of mountain landscape is visible. At the Springs are rude inns and bathing-houses, frequented by invalids who testify to some astonishing cures effected by the medicinal water. In another direction are a pool inside a dome-roofed cave, and an open basin of warm sulphurous water, equally curative, where new and excellent bathing facilities are provided.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade mt.; eastward is Mt. Inglismaldie, and the heights of the Fairholme range, behind which lies Lake Minnewanka. Still further east, the sharp cone of Peechee (in the same 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 Bourgean range, and still nearer the Sulphur mt., at the foot of which is the Cave. 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.

2349
2360
2368
2378

6.10
6.35
6.55
7.20
A.M.

‡ Cascade,
Castle M'n—Alt. 4,470 ft.
‡ Eldon—Alt. 4,720 ft.
‡ Laggan—Alt. 4,930 ft.

Upon leaving Banff the course of the Bow is followed 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 westward 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. Hois-in-the-wall mountain is passed upon the right, and then Castle mt. looms up ahead, "standing a sheer precipice 5,000 feet high" a giant's keep, with turrets, bastions and battlements complete, reared against the sky." *Castle*

ing Station.
ver issue
orthward,
me range
markable
On the
heights;
es, rising
lcoves in
engulfed.
e crossed
deur and
easing, as
in, giving
pse, then
ness of a
nestones.
nal point.
station is
behind the
atal rocks
fter soil,
e "Bull's
eyond the
Cascade
Canmore
ough has
ists float
urred rock
above the
the pros-
last, each
less peaks
ted rose,
nowy tips.
ome huge
barring it
n us; and
has been
away in
undle, be-
me stream
river.
nes which
me range.
y, and the
methods.
ot Springs
ure-resort.
N.E. and
leys of the
wanka (or
nges. No
of sublime
points of

Miles from Mont ^l	Trans-Contin ^l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
	Castle M ^t ain.	<p><i>Mountain station (formerly Silver City) stands at its base. After passing this point the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and many peaked Sawback (or Sawtooth) range, with a spur, called the Slate mts., in the foreground at Laggan. Northward from Laggan, up the Bow river towards its sources in Bow lake, there comes into view 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. The great peak in that direction is Mt. Hector.—On the left, the lofty Bow range fronts the valley in a series of magnificent promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before Eldon is reached the whole long array is in plain view. The first (southernmost) one is Pilot mt., whose central peak is now 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. Northward of Copper mt., at Castle Mountain station, the gap of Vermillion pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental divide. From their glaciers and snow-fields the Vermillion river flows westward into the Kootenay, along a pass which was one of those recommended as a railway route. North 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 of the whole line. 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.—At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow range. "As we rise toward the summit, near Stephen," 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."</i></p>
	Laggan Lake glacier.	
	Bow River range.	
	Vermil-lion pass.	
	Mount Lefroy.	
	Climb-ing the Summit.	
2384	7.50	
2387	8.00	‡Hector—Alt. 5,190 ft. 5,300 feet above the sea. Stephen is
2395	9.10	§Field—Alt. 4,050 ft. named after the vast and beautiful
	B ^R EAKFAST	mountain seen ahead, on the left—the central peak of the Rockies in this latitude, to which the honorable name of Sir George Stephen, President of the Canadian Pacific Railway, is attached. This peak is stated to be 8,240 feet above the track. The castellated

Flag Station.

Refreshment Station.

Miles from Montl
Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES.

at its base. h side be- ose on the ny peaked called the Northward sources in f the great ver of ice, ellow cliffs level with miles; but away, and rocks and t direction ange fronts ories. At ough the eached the (southern- s now seen are-fronted lofty, but e, squarely e. North- on, the gap permitting ng the cons- snow-fields Kootenay, ended as a million pass t. Temple; part of the d mountain t the whole at Cascade nit it is the his wonder- s the Bow ich courses As we rise Lady Mac- tall forests roduced by through the r us, we see e elevation." Mountains, a. Stephen is d beautiful ntral peak the honor- ent of the his peak is e castellated

Mt. St'phen and The Cathed- dral.

Summit of the Rockies

FIFTH DAY

Source of the Kicking horse.

Beside Mt. St'phen

mass this side of it, which comes into good view on the left, as soon as the summit is passed, is Cathedral mountain. A magnificent picture of snowy peaks, one behind the other, bursts upon the vision across the valley toward the north and west; and the difficulties of the descent begin. "We saw the little stream gradually diminishing as we ascended towards the lake, and now on the other side we see another little rill running out of a swamp and led into an artificial channel. This is the first stream encountered that goes towards the Pacific, and is the head of the Kickinghorse, or Wapta, river. We follow it along, and the little brooklet expands into a creek, and leads us past the Cathedral mountain, broad and snow-covered, its towers and pinnacles resembling some great Duomo. We have pierced the range, and now start downward on the Pacific slope by a steep gradient. An extra locomotive is fastened behind the train, and all brakes put on, so that these, with the reversed engines, retard the descent. Rounding a curve, the tall form of Mount Stephen, with its two surmounting peaks, comes into full view as the outpost on the southern side of the pass, its snowy tops tapering off into a long glacier. The little stream expands into a lake, where wild ducks disport, but the forest fires have blackened all the surrounding surfaces. Winding through the valley is the 'tote road' of the railway builders, a necessary preliminary of the work, but now abandoned. We pass the little station of *Hector* (named from Dr. Hector, the hero of the 'kicking horse' incident after which the pass was christened by Palliser's exploring expedition, about 1857), which is nestling under the shadow of Mount Stephen. Our little creek has become a mountain torrent, and falls into quite a large lake, from which flows on the right hand the Kickinghorse river. Here begins the great canyon which this stream, with impulsive suddenness, soon carves deep into the mountain side. The river becomes a wild and roaring torrent, leaping over cataracts and dashing down rapids far below us, making a vast fissure in the mountain which the railway has to get down by difficult work and skilful engineering. The route is cut out of the great cliffs high up on the sloping side of the canyon, turning and twisting about in the roughest country imaginable to put a railway through. Mountain-peaks are seen everywhere with subsidiary valleys between them, each sending out its rushing stream to feed the swelling river that roars over the boulders far below. The views along these are indescribably grand, while their sides are composed of great and small rocks apparently strewn about by some terrific convulsion." Passing under the edge of what is locally called Tunnel mt. (though it is really only the base of Mt. Stephen, penetrated by a short tunnel) the railway finally gets down to the bottom of this portion of the canyon, where the river flows with comprative peacefulness into a valley of some breadth. Here, under the ledges of Mt. Stephen,

Miles from Mont'	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
	At Field.	with the river in front and an array of other peaks opposite, the Company has built a pretty Swiss chalet, as a meal station and mountain halting place for tourists. This is <i>Field</i> .
2402	9.40	Otter-tail —Alt. 3,670 ft. After leaving the placid flats of
2409	10.03	‡ Leancoil —Alt. 3,570 ft. the Kickinghorse, the line ascends again, crosses the Ottertail
2416	10.35	Palliser —Alt. 3,250 ft. cends again, crosses the Ottertail (whence one of the finest views, backward and off towards the right, is given) and descends to the mouth of the Beaverfoot valley, coming in from the left, where the road makes a short turn to the right, exposing the noble Beaverfoot range at the left. "Thus we enter the lower canyon of the Kickinghorse, the river running suddenly from a broad valley into a steep-banked fissure, through which the railway winds. The canyon narrows, and its sides grow higher, while the river, again a roaring torrent, cuts deeper and deeper into the fissure. The foaming waters sweep with raging speed past great precipices and over rocks and boulders that have fallen directly into the stream-bed. There is hardly room for the river and railway to make their way between the enormous masses of cliff towering far above and almost shutting out the sunlight. The route is cut out of the rocks, and the canyon makes such sharp bends that in several cases, to get in a curve that the trains can go around, the cliffs have to be tunnelled and the river bridged. This is repeatedly done, the torrent being crossed and recrossed within brief distances." The mountains most conspicuous along the Kickinghorse are these:—Looking down westward from Field, the Van Horne range, on the other side of the valley, confronts you; its two most prominent cones are Mts. DeVile and King, the former on the right. Boulder-creek bridge, two miles below Field, gives a good view of this fine range and of the remoter, very lofty, glacier-bearing heights behind it, northward, at the head of the north branch of the Kickinghorse, whose side-valley debouches opposite. A little lower, Ottertail creek, a powerful stream coming in from the south, is crossed upon a lofty bridge, whence the Ottertail mountains (on the left) present a long array of new and precipitous summits, the tallest of which is the great Mt. Goodsir, near the head of the creek. From this bridge, Mt. Hunter, next below the Van Horne range, on the northern bank of the Kickinghorse, comes into view ahead. <i>Ottertail</i> station is at the base of the Van Horne range. <i>Leancoil</i> station is in the gorge between Mt. Hunter (on the right) and the gigantic purple and brown cliffs of the Ottertail mountains (on the left.) Here the railway, which has followed the river in a great elbow southward around Mt. Hunter, turns sharply towards the northwest. The wide opening in the mountains southward is the valley of the Beaverfoot, whose sources are close to those of the great Kootenay. The noble range beyond it, seen straight ahead at Leancoil station, and afterwards closely overhanging on the left all the way down the canyon, is the
	Canyon of the Kicking Horse.	
	Van Horne Range.	
	Otter-tail Creek.	
	The Beaver-foot.	

9 Ref
Miles from Mont'

2422

2435
2445

Miles from Mont'	Trans-Cont'l Train	STATIONS—DESCRIPTIVE NOTES	
		LEAVE	<p>Beaverfoot; its summits approach 10,000 feet in height, and form the westernmost of the Rocky Mountain ranges.—The rocks exposed in the canyon of the Kickinghorse are the same as those seen in the valley of the Bow west of Castle mt.—the quartzite series of the Cambrian age. The summits are Carboniferous and Devonian limestones (exposed by the railway cuttings between Stephen and Hector); but the crest of the Ottertail range is an intrusive rock of igneous origin. Finally the canyon of the Kickinghorse ends, and the train passes through a narrow gateway along a series of brilliant cascades out into the valley of the Columbia.</p> <p>Here another surprise awaits. The train, escaped from the canyon-walls, rushes at full speed along the base of a ridge, which confronts it on the right, until it swings around its foot toward the north. Then springs into view a magnificent sierra, lifted high against the azure sky. It is the <i>Selkirk range</i> of mountains, lofty, rock-ribbed and glacial. Their base is hidden behind massive folds of foot-hills looking almost black beneath a mantle of spruce, which sweeps far up the sides of even the central cones, intercepted here and there by jutting crags, cut from top to bottom in long lanes mowed year after year by the avalanches, and capped by a chain of summits from whose turrets winter never retreats. And when the afternoon sun is dropping slowly towards it, and the mists of the great valley have risen into light clouds that fleecily veil the cold peaks, they swim in a radiant warmth and glory of color that suggests Asgard, the celestial city of Scandinavian story, whose foundations were laid on the icy pillars of those far northern mountains where the Vikings worshipped.</p>
		Geology	
		First view of the Selkirks	
2428	11.23		<p>Golden—A growing village on the bank of the Columbia, which rises about 100 miles southward, flows swiftly northward 75 miles, turns sharply westward around the northern end of the Selkirks and returns southward along their western base. Gold and silver mines are developing at various points along the upper part of the river, especially at the base of the Spillimichene mountains, on its western side. From here, the steamer <i>Duchess</i> makes weekly trips (Thursday) in summer to the head-lakes of the river. This trip is a most interesting one, profitable to both sportsman and lover of scenery. From the head of navigation, roads and trails lead over to Findlay-creek mining villages; and to the agricultural and grazing districts in the Kootenay valley.</p>
		Upper Columbia River	
2435	11.43		<p>†Moberly House—Site of the oldest cabin in the mountains.</p>
2445	12.10	NON	<p>‡Donald—End of Western Division on the bank of the Columbia, here crossed by a steel bridge. This was the headquarters of construction in the mountains, and remains an important railway and business center. At this station the time goes back one hour to conform with the "Pacific" standard.</p>

ther peaks
 iss chalet,
 e for tour-

id flats of
 line as-
 e Ottertail
 and off to-
 mouth of
 where the
 the noble
 the lower
 suddenly
 e, through
 ys, and its
 aring tor-
 The foam-
 precipices
 n directly
 the river
 enormous
 t shutting
 rocks, and
 eral cases,
 the cliffs
 This is
 recrossed
 conspicu-
 ing down
 the other
 st promi-
 ner on the
 ow Field,
 e remoter,
 orthward,
 kinghorse,
 the lower,
 from the
 the Otter-
 ay of new
 h is the
 k. From
 n Horne
 se, comes
 use of the
 he gorge
 gigantic
 tains (on
 owed the
 Hunter,
 ide open-
 y of the
 the great
 straight
 sely over-
 on, is the

er peaks
 iss chalet,
 e for tour-
 id flats of
 line as-
 e Ottertail
 and off to-
 mouth of
 where the
 the noble
 the lower
 suddenly
 e, through
 ys, and its
 aring tor-
 The foam-
 precipices
 n directly
 the river
 enormous
 t shutting
 rocks, and
 eral cases,
 the cliffs
 This is
 recrossed
 conspicu-
 ing down
 the other
 st promi-
 ner on the
 ow Field,
 e remoter,
 orthward,
 kinghorse,
 the lower,
 from the
 the Otter-
 ay of new
 h is the
 k. From
 n Horne
 se, comes
 use of the
 he gorge
 gigantic
 tains (on
 owed the
 Hunter,
 ide open-
 y of the
 the great
 straight
 sely over-
 on, is the

Miles from Mont'	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES		Miles from Mont'	
	LEAV.				
2446	11.20	Donald	<p>The Columbia is crossed on a fine truss bridge, and its western bank is followed down to the Gate of the Beaver, into which the line turns sharply to the left toward Roger's pass through the Selkirks. The banks of the river opposite are bold bluffs, over which snow-peaks in the northern Rockies are visible. A dozen miles below Donald the Beaver river comes down from the mountains through a narrow flume, after the manner of all the streams in this region. Turning up through this gateway, the railway climbs the gorge of the impetuous Beaver, along a route cut into the left bank of the stream, and carrying the track higher and higher until at last the river is left 1,000 feet below, winding through a narrow forested valley. The opposite side is a line of huge wooded hills, occasionally rounding up above timber-line and showing bits of mid-summer snow. The great size of the trees, in which the dark, densely-foliaged Douglas fir appears, becomes noticeable. At <i>Six Mile Creek</i> station one sees ahead, up the Beaver valley, a long line of the Selkirk summits <i>en echelon</i>, culminating in an exceedingly lofty dome, which is Sir Donald peak, with which the passenger becomes familiar at Glacier. Again, from Mountain-creek trestle, a few miles beyond (where a powerful torrent comes down from high mountains northward,) the same view is obtained, nearer and larger, where eight peaks can be counted in a grand array, the last of which is Sir Donald, enrobed in perpetual snow. A little farther on, Cedar creek is crossed upon a bridge 125 feet in height; and not far west of it is a bridge spanning a rivulet which descends in a succession of foaming cascades, 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>. Its number is 1253. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of The Hermit, 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 it, and turns up Bear creek along grades of 116 feet to the mile. The principal difficulty in construction along this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down the very steep slopes along which the road creeps. To span these fierce torrents with bridges or culverts which would not be torn away required great skill and a liberal expenditure. Several of the more notable bridges have been mentioned, but the greatest of all crosses Stony creek—a noisy rill flowing in the bottom of a V-shaped channel, cut deeply into the soft rock. To so high a level upon the hillside was the line compelled to attain, that this bridge spans the ravine 295 feet above the torrent—one of the loftiest railway bridges in the world. It is about 750 feet long and cost \$250,000. This famous</p>		
2458	12.02	Beaver			
2463	12.27	Six Mile Creek			
2472	13.15	Bear Creek			
		Ascent of the Selkirks			
		View of Sir Donald peak.		2477	
		PACIFIC TIME (Donald to the Const.)			
		A surprising view		2479	
		Stony Creek bridge.		2481	

§ Refreshment Station.

Miles from Montl	Trans-outin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		bridge is numbered 1240, and is the westernmost of the high trestles. Beyond it the gorge is compressed into the vast ravine between Mt. Carroll on the left and The Hermit on the right, whose narrow portal admits to the amphitheatre of Roger's pass, at the summit. The track is between enormous precipices, down the side of one of which (on the right) pitches a waterfall several hundred feet in height, white and dusty like snow. Mt. Carroll towers a mile in vertical height above the track, so near, so bare, sheer and stupendous, that it impresses one with a sense of the height and majesty of these mountains in a way that perhaps no other single view can do. As this magnificent promontory, whose base is green with abundant foliage and warmth and whose crest is wreathed in clouds and snow, is gradually passed, the clustered spires of the Hermit mountain, too sharp and steep on this side to hold the snow except in pockets and upright crevices here and there, attract attention opposite.
2477	13.40	Mts. Carroll and Hermit	Roger's Pass —This pass was named after Maj. A. B. Rogers, by whose adventurous energy and skill it was discovered in 1883, previous to which no human foot had penetrated the fastnesses of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amptitheatre, whose parapet, eight or nine thousand feet above the valley, encircles vast spaces of snow and shelters wide fields of perpetual ice, glaciers beside which those of Switzerland would be insignificant, and so near to us that the shining green fissures penetrating their mass can be distinctly seen. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Carroll are the chiefs, can never be forgotten by the fortunate man who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at some snow-shower trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless storm. On the south stretches the line of peaks connecting Carroll 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.
2479	13.50	Summit of the Selkirk	Selkirk Summit —Summit of the pass, 4,300 feet above the sea, and source of the Illicilliwaet. The rude and fluctuating settlement here depends almost wholly for support upon the railway workmen and woodcutters. The great cone conspicuous beyond the western end of the pass is Ross peak; and fine views down the Illicilliwaet are obtained ahead as the train moves on.
2481	1402 } 1432 } DINNER		Glacier House —Pleasure resort within view of the greatest of all the Selkirk glaciers, and overlooked by the stately monolith named Sir Donald peak, after Sir Donald Smith of Montreal. Facing this enormous field of ice and that crowning summit of the range, whose head is reared a mile and a quarter in vertical height above the track, stands the pretty Swiss chalet which forms a meal-

Miles from Mont ^l	Trans-Contin ^l Train	STATIONS—DESCRIPTIVE NOTES	Miles from Mont ^l
	The great glacier and its hotel	station for passing trains, and a most comfortable stopping place for tourists who wish to hunt or fish or explore the surrounding mountains and glaciers. The great glacier is hardly a mile 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 entirely practicable, adding sensations of novelty and superiority of size to all those features that attract Alpine climbers in Switzerland. Many other pleasant paths and "improvements" have been made in the neighborhood of this hotel, which offers a luxurious headquarters for mountaineering. 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, the mural heights, seen across the deep gorge at the mouth of Glacier creek, taking the name of Grizzly mountain from the frequency of those animals upon its berry-bearing slopes.	2513
2487	15.05 The Loops Illicilliwaet River	Ross Peak —Glacier creek is one of the sources of the Illicilliwaet, through whose gorge the railway makes its descent on the western side of the Selkirks. This descent begins at "the loops," which are at the base of Mt. Ross, just beyond the Glacier House. "Perhaps," writes Lady Macdonald, "no part of the line is more extraordinary, as evincing daring engineering skill, than this pass, where the road-bed curves in <i>loops</i> over trestle-bridges of immense height, at the same time rapidly descending. In six miles of actual travelling the train only advances two and a half miles, so numerous are the windings necessary to get through this canyon. As I sit looking forward down the pass I can see long trestle-bridges below, and yet <i>on a line</i> with the one we are crossing at the moment! They show above the forest, sharply distinct, so far below, that for a moment my heart beats quickly as I feel the brakes tighten, and the engine bear on with a quiet, steady, slower rush round and down and over, while I look through the trestle-beams into the hurrying foam of waters 150 feet below." The best views are now backward, toward Sir Donald and adjacent peaks, which many judge to be the grandest of all the single mountains seen.	2524 2533 2541 2553
2496	15.41 Silver mines	Illicilliwaet —The Illicilliwaet river is a stream of no great size, but of course turbulent, whose 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, especially backward. At this station are silver mines of much promise penetrating the crest of one of the lofty foot-hills north of the track. Other "prospects" are awaiting development.	
2503	16.06	Albert Canyon —Just east of the station, between the 402nd and 403rd mile-posts, the train runs suddenly along the very brink of several remarkably deep can-	

Refreshment Station.

Miles from Montl	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	
	The Albert Canyon	yons, cut like enormous trenches through the solid rock, whose sheer walls rise hundreds of feet on the opposite side, too steeply to let any soil or vegetation cling, buttressing wooded crags beyond which ranks of glacial mountains are heaped against the sky. The most striking of these canyons is the <i>Albert</i> , where a deep fissure opens in the rocks, and the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. At another place, near the "gates," at the exit of the river, a second gorge, broader but similar, is seen from the left of the train.
2513	16.46	Twin Butte —This station takes its name from a huge mountain near by, so called because of its double summit. After passing the station, there looms up upon the right the conspicuous and beautiful peak named <i>Clachnacoddin</i> . "We make our final crossing to the north bank of the <i>Illicilliwaet</i> , which has done such good service in guiding the railway out of the mountains, and then it rushes away to end its course in the <i>Columbia</i> ."
2524	17.45	Revelstoke —Alt. 1,600 ft. Second crossing of the <i>Columbia</i> , which falls 950 feet between <i>Donald</i> and this point and has here a current of eight miles an hour. This is the supplying point for a large area of gold-mining operations; especially northward toward the great bend of the river around the northern extremity of the <i>Selkirks</i> . The principal locality at present is <i>McCullough</i> creek, about 70 miles distant. The mountains west and south are in the <i>Gold</i> range, next to be surmounted. The high, glacier-studded peak, southward, is <i>Mt. Begbie</i> ; the double-peaked summit, on its right, <i>Cunningham</i> ."
	<i>Columbia River</i>	
2533	18.12	Clanwilliam
2541	18.36	Griffin Lake
2553	19.06	Craigellachie
	Summit of the Gold Range.	The <i>Columbia</i> is crossed upon a bridge and trestle-continuation, together one-third of a mile long. Then the ascent of the <i>Gold</i> range begins by moderate gradients and through earth-cuttings to <i>Summit</i> lake, at the top of <i>Eagle</i> pass, 1,800 feet above the sea. "The <i>Gold</i> range has some snow-capped peaks, but generally they are much lower than the <i>Rockies</i> or the <i>Selkirks</i> , and have more rounded tops, being composed of loose materials, requiring very little difficult rock-cutting in building the line. The region is a universal forest. The principal lakes in succession are <i>Summit</i> , <i>Victor</i> , <i>Three Valley</i> and <i>Griffin</i> . We go through these forests to the summit of the pass, which is the dividing ridge between the waters seeking the <i>Pacific</i> ocean by the <i>Columbia</i> river and these flowing westward through the <i>Fraser</i> river. At the actual summit there is a long and narrow lake of beautiful clear water surrounded by high mountains. This is the beginning of the <i>Eagle</i> river, and the railway route is cut out of the rocky border of the lake. Its winding shores and overhanging cliffs are very pretty. Then the line follows the <i>Eagle</i> river down the western slope, a succession of long narrow lakes and their connecting streams, the railway seeking one shore or the other as has best presented a feasible line. While the scenery is fine, there is nothing like the startling canyons
	<i>Eagle Pass lakes.</i>	

Miles from Mont'l Trans-Cont'n'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

Driving the last spike.

2568 19.50

2587 20.45

2595 21.03

2604 21.32

2620 22.12

2636 22.52

Sicamous and Okinagan.

The Shuswap lakes.

Thompson Valley

and terrific engineering seen in crossing the other mountain ranges. It is in this attractive region that we pass a little station alongside the Eagle river, 2,553 miles from Montreal, which has been given the sturdy Scotch name of *Craigellachie*. It was here that the "last spike" in the construction of the Can. Pac. Ry. was driven with modest ceremony by Sir Donald Smith, in November, 1885.

Sicamous The London *Times* recently described this part of the road most excellently: "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 consequently extends its long narrow arms along the intervening 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 alternating bays and capes, give beautiful views. The railway 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." Sicamous is the station for the Spallumcheen 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, while geese and ducks fly over the waters and light 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 Southwestern arm, the line strikes through the forest over the top of the intervening ridge [Notch hill.] We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson river. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, 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 mountain valleys west of the Gold range on both sides of the railway, and

Miles from Mont'l

2653

2661

2667

2678

2684

2698

2713

2725

2731

2747

2753

2763

Station.

Refreshment Station.

Miles from Montreal Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

2653 23.42 MIDN'T.

Confluence of the North Thompson.

Cattle Ranching.

2661 24.10
2667 24.30
2678 1.09
2684 1.30
2698 2.19
2713 3.12
2725 3.54
2731 4.18
2747 5.14
2753 5.38
2763 6.18

SIXTH DAY

Kamloops Lake

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."

Kamloops—Pop. 1,000. 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 stem, whence the name, which is an Indian word meaning a river-confluence. It is a beautiful spot. The broad valley is intersected by another coming into it at right angles. The rivers flow over the plain and finally join. There is both a background and a foreground of bordering hills, and fine groves line both banks of the river. The railway track, enclosed with planks, runs along the middle of the main street, and this is the footwalk and promenade. Little steamboats are on the river, and saw-mills are briskly at work. The triangular space between the rivers opposite Kamloops is an Indian reserve and the red people and Chinese form a large part of the population. The high mountain overlooking the reservation is called St. Paul's. 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 bearing region southward, especially in the Okinagan and Nicola valleys, reached by stage-lines.

†Tranquille
Cherry Creek
Savonas
Penny's
Ashcroft
Spatsum
Spence's Bridge
Drynock
Lytton
Cisco
Keefer's

Below Kamloops the Thompson enters a series of canyons, leading to the great gorges of the Fraser river, into which it pours at *Lytton*. "Startling as was the ride through the Rockies and Selkirks, the carving out of the line upon the steep banks of the deep and winding canyons of the Thompson and Fraser rivers has also called for great engineering skill, and gives for hundreds of miles a succession of

superb scenes and magnificent displays of the art of successful road-making. . . . It is at the Kamloops lake, a beautiful sheet of water into which the Thompson river widens just below the town, that the fine scenery of the canyon begins. This lake is about 20 miles long and a mile or two wide. The river above it meanders in careless crookedness through a valley that is enclosed by parallel ridges of round-topped, furrowed, and water-worn hills, the bottom-lands making a good grazing country, with many herds of cattle. The lake spreads across this valley, the bordering hills, however, changing to towering rocks, which become higher as the mountain range is entered. They bear no timber, and the sombre aspect of the cliffs, with the parched brown

Miles from Mont ¹	Trans-Contin ¹ Train	STATIONS—DESCRIPTIVE NOTES	Miles from Mont ¹
	Thompson Canyon	vegetation, contrasts sharply with the bright green waters. The railway has to be carried on ledges and through tunnels on the southern bank, the views over the lake being beautiful as the route winds in and out, now piercing a tunnel and now hung upon a bridge over some great fissure. A half-dozen rocky ridges stretch across this lake, and have been broken through by the waters, so that it presents a series of high promontories and intervening bays. "The little village of <i>Savonas</i> where the Government's line ended and the C. P. R. construction eastward began is at the foot of the lake, and below this the gorge narrows and the Thompson river flows out with swift current towards the sea, plunging with mad pace over the succession of rapids at the bottom of the canyon. This canyon broadens and narrows as the mountain chains approach or recede, and the railway is carried high above the river on the southern side. Where the bottom lands spread out the river winds through them, leaving flats or bars. It is on these and the sandy outflows of the mountain streams which fall in, that much gold has been found, and both here and on the Fraser river can be seen the gold hunters shaking their 'cradles' to wash the sand from the gold dust. In the bottoms and on the hills along this river, until the gorge runs too far into the mountains, the grazing is good, and there are evidences of some settlement, with cattle herds and horses feeding on the 'bunch grass,' which looks in its dried condition like so much hay. <i>Ashcroft</i> is the headquarters of ranching here, and is the point where all the merchandise and products of the upper Fraser valley and Cariboo districts of the northern interior are despatched and received by means of ox-teams and pack-trains. "Below this part, however, the rocks become too steep to permit of much habitation. A light bridge deep down in the canyon, thrown across the Thompson river where several roads come together out of the mountains, gives a name to the station of <i>Spence's Bridge</i> As the Thompson river canyon gets further into the mountains the gorge becomes deeper and narrower and the scenery even more grand. The hills are denuded of trees, but some shrub-timber grows in sheltered parts of the valleys. The river becomes a wild torrent. The railway has a difficult route, is laid high above the water, and crosses a great number of lofty trestle-bridges over the fissures in the sides of the canyon, while it has to pierce cliff after cliff through tunnels. The sides of the gorge in most places are precipitous, making it impossible to get down to the water's edge. A waggon road is cut into the precipice along the top, high above the stream, and here is seen a party of Indians with their ponies, moving their household goods on the animals' backs. But it seems perilous navigation to go along such a roadway in such a dangerous place, entirely unprotected from falling far down into the abyss below. Then the canyon gradually winds its way into the Cascade mountains and approaches the highest	2774
	At Savonas		2789 2801 2815 2823 2833 2842 2851 2861 2871 2879
	Gold Washing.		
	Ashcroft and the Cariboo District		

§ Refreshment Station.

Miles from Mont ¹	Trans-Contin ¹ Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
	Lytton		peaks, some with snow drifts on their summits, which border the canyon of the Fraser river. And finally we come to <i>Lytton</i> , a town started by a colony of gold-miners at the junction of the two rivers."
2774	7.30	North Bend	—Divisional point; refreshment rooms. Here is a large tourists' hotel, managed by the company.
	B'FAST		
2789	8.20	† Spuzzum	"The Fraser river is the chief water-course of British Columbia, rising in the northern portion of the Rockies, and flowing for about 500 miles before it begins to break through the mountains on its way to the strait of Georgia. It passes <i>Lytton</i> as a full stream with rapid, turbid current, which, when the Thompson river is added, becomes much larger and at times a foaming torrent. It flows through a deep and rocky gorge, but with the slopes and bottoms better timbered than the Thompson River valley. The scenery is, if anything, on a grander scale, and the huge rocks that have fallen into the water have been worn by the action of the elements into forms like towers, castles, and rows of bridge-piers, with the swift current eddying around them. The cliffs that encompass the river rise for thousands of feet, and in many places stand up like solid walls, or jut out, and almost bar the passage. A pair of such protruding promontories is used by the railway to cross the river on a fine iron bridge [the cantilever bridge near <i>Cisco</i>], but it has to tunnel one of the cliffs to secure a safe route on the opposite bank. The great number of mountain torrents coming in, and the rocky buttresses that intervene, make the railway for miles a succession of tunnels and trestle-bridges, most costly to construct, and compel endless bends to get a practicable route at all. These obstructions narrow the channel so that the river runs at race-horse speed." <i>Yale</i> is the head of navigation, and an outfitting point for miners and ranchmen northward. It has about 1,200 population, and occupies a level flat under fine cliffs. <i>Hope</i> is a similar, but smaller town, within sight of the splendid Hope peaks. Both were founded 25 years ago; and the waggon-road seen here and below was built by the government of British Columbia, at vast expense, as an avenue to the Cariboo gold diggings toward the head of the Fraser, where there are now many flourishing settlements. This part of the canyon is not only imposing by its great depth, the enormous size of its black crags and the wild rush of the mighty torrent, but exceedingly picturesque, since the apparently unclimbable cliffs, and the dangerous rocks near the water's edge are dotted with the rude huts, salmon-drying frames and fishing-stands of the Indians, who derive nearly all their subsistence from the river; and with the equally rude dwellings of the Chinese gold-washers who turn and re-turn the exposed gravel of the bars, which are replenished with gold by every freshet.
2801	9.00	§ Yale	
2815	9.36	† Hope	
2823	10.00	† Ruby Creek	
2833	10.24	† Agassiz	
2842	10.46	† Harrison	
2851	11.08	† Nicomén	
2861	11.32	† Mission	
2871	11.56	† Wharneck	
2879	12.17	† Hammond	
	NOON.		
	Cliffs and gorges of the Fraser		
	The bridge at Cisco		
	Yale and Hope.		
	Salmon fishing and gold.		

Station.
 at green
 ges and
 s over the
 out, now
 dge over
 s stretch
 h by the
 promon-
 illage of
 and the
 e foot of
 and the
 towards
 ession of
 broadens
 r recede,
 r on the
 d out the
 It is on
 streams
 and both
 ld hunt-
 from the
 ong this
 rains, the
 e settle-
 on the
 n like so
 ranching
 dise and
 districts
 received
 low this
 o permit
 down in
 r where
 ountains,
 e. . . .
 into the
 narrower
 s are de-
 in shel-
 s a wild
 aid high
 of lofty
 e canyon,
 tunnels.
 cipitous,
 r's edge.
 the top,
 party of
 old goods
 naviga-
 nderous
 into the
 its way
 highest

Miles from Mont'	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	Some persons think this canyon the most interesting part of the whole transcontinental journey. Extraordinary precautions are taken against accident here, watchmen scrutinizing the rocky track, tunnels and bridges, in advance of every train, with sleepless vigilance. The Fraser River canyon below Yale becomes more of a valley, its course changes from south to west and the railway is only now and then within sight of it. There is better cultivation and settlement, and the forest shows brighter foliage and that luxuriance in the size of the trees and density of undergrowth which has made British Columbia famous.
2887	12.40	New Westminster Junction —Divergence of branch to NEW WESTMINSTER, an old and pleasant seaport in the populous and fertile Fraser delta; distance, 8 miles. New Westminster has received a great impetus by the opening of the railway, and is increasing rapidly in population and importance. It is the headquarters of the salmon-canning industry, and has great lumber-making establishments. The connecting train reaches New Westminster at 13.00 (1 p.m.).
2891	12.51	Port Moody —At the head of Burrard inlet, in the midst of forests of gigantic trees. This was the provisional terminus of the road, and has an excellent harbor, but Vancouver, the present terminus, is far superior.
2899	13.15	Hastings —A lumber-making suburb of Vancouver.
2906	13.30 1.20p.m	Vancouver —Pop. 3,000. Vancouver, the western terminus of the Canadian Pacific, stands upon the beautiful shores of English bay and Coal harbor, near the entrance of Burrard inlet. The town has been built with great rapidity, but the wooden houses first thrown up to afford shelter are fast giving place to substantial buildings of stone and brick; extensive wharves line the waterfront, where only three years ago the primitive forest swept to the water's edge; while a crowd of shipping and boats, together with dozens of Indian canoes of all shapes and sizes, combine to make a scene of lively animation off shore. The margin of Burrard's inlet elsewhere has several settlements and timber-mills; the pretty town with white-painted houses and a neat church opposite being an Indian mission-station, of some 300 people. Vancouver is a calling-port for most of the coast-wise steamers, and the port of departure for the steamers of the Canadian Pacific line (see p. 32) to Japan and China. Business of every kind has established itself; banking facilities are good; agriculture and fruit-growing are beginning in the neighborhood; and the foundation of a great seaport has been laid. The railway company has just completed a large and most elegant hotel, which will not only furnish a first-class stopping place for men of business, but become a resort for tourists, since the vicinity of Vancouver abounds in noble and beautiful scenery, and every opportunity for sport and health-giving recreation.—On the arrival of the train a steamer departs for Victoria, on Vancouver
	ARRIVE	
	Burrard Inlet	
	Trans-pacific steamships	
	C.P.R. hotel	

\$ Rel
Miles
from
Mont'

2990

St
thre
The
The
Fran
17 to
all o
for
East
stree
Ada

Na
Ste

PORT
PART
BATA
ABVS

Refreshment Station.

Miles from Mont'l	Trans-Cont'n'l Train.	STATIONS—DESCRIPTIVE NOTES.
		ARRIVE
2990	23.00 11.00pm	<p>island,—a ferriage of eight hours through the beautiful archipelagos of the gulf of Georgia and Puget sound.</p> <p>Victoria—Pop.12,000. Capital of British Columbia, situated at the southern extremity of Vancouver island. It has a lovely site, and its mild climate is healthful. English people and manners predominate, in contrast with "Western" abruptness, Chinese picturesqueness and Indian squalor. Esquimault harbor (2 m.), is an Imperial naval station, and the rendezvous of the North Pacific fleet. Beacon Hill park pleasantly overlooks the straits of Fuca and the Olympic mts., and many fine drives make the city one of the most interesting in Canada.—Victoria does a large business in naval supplies, general merchandise, fish, coal and timber. A railway extends thence to the lumbering, coal and farming districts near Nanaimo on the eastern coast of the island. At Victoria daily connection is made by prompt steamboats and railroads for all the seaport-towns and farming districts in Washington Terr. and Oregon. U.S.A. Once a week or oftener, steamers depart from Vancouver or Victoria to San Francisco, where connection is made for the Sandwich Islands and Australia, southern California, Mexico and South America. Once a fortnight, in summer, a steamer leaves Vancouver for Alaska, traversing a region of magnificent scenery. The course is wholly within narrow and intricate, but deep and safe, channels, affording a constant succession of magnificent scenery.</p>
	SIXTH DAY	

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line, depart from Vancouver every three weeks for Japan and China, according to the appended table. 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. Everett Frazar & Co., 124 Water street, New York, and in Yokohama and Hiogo, are general agents; and Adamson, Bell & Co., in Hong Kong and Shanghai, are agents for China.

INTENDED SAILINGS OF TRANS-PACIFIC STEAMSHIPS

WESTWARD SAILING.				EASTWARD SAILING.			
Name of Steamships	Leave Vancouver	Arrive Yokohama	Arrive Hong Kong	Name of Steamships	Leave Hong Kong	Leave Yokohama	Arrive Vancouver
PORT VICTOR.	Oct. 7	Oct. 26	Nov. 4				
PARTHIA.	Nov. 5	Nov. 24	Dec. 3	PARTHIA	Oct. 1	Oct. 13	Oct. 30
BATAVIA.	Nov. 23	Dec. 13	Dec. 21	BATAVIA.	Oct. 18	Oct. 30	Nov. 16
ABYSSINIA ...	Dec. 16	Jan. 4	Jan. 13	ABYSSINIA ..	Nov. 11	Nov. 33	Dec. 19

And thereafter at intervals of about three weeks.

TORONTO & CHICAGO LINE.

Montreal to Toronto, 349 miles; Toronto to Chicago, 518 miles

Miles From Mont ^l	Toronto Express.	Western Express.	STATIONS—DESCRIPTIVE NOTES.	
	LEAVE	LEAVE		
0	9.10	8.30		
5	A. M.	P. M.		
10	9.31	8.55		
12			†	
15			†	
17			†	
20			†	
25	9.59	9.24	†	
	EASTERN STANDARD TIME, (Montreal to St. Thomas)			
		Hot lunches are served on both these trains		
29	10.05	9.31	†	
39	10.23		†	
45	10.33		†	
51	10.45		†	
59	10.59		†	
68	11.15		†	
73	11.26		†	
78	11.35		†	
84	11.46		†	
92	NOON		†	
97	12.10	11.29	†	
106	12.24	11.39	†	
113	12.38	MIDN'T.	†	
124	1.00	12.29	†	
133	1.25	12.55	†	
	P. M.	A. M.		
139	1.35		†	
145	1.47	1.17	†	
153	2.01	1.59	†	
160	2.17		†	
171	2.43		†	
		No stopping except on signal		

\$ Ref
Miles
from
Mont^l

180
185
195
204
212
221
229
238
243
249
257

267

276
284
288
297
306
315
323
331
340
344

347

349

§ Refreshment Station.

Miles from Mont ^l	Toronto Express	Western Express	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	LEAVE		
180	3.03		†Mountain Grove	Excellent fishing, and fair hotels. Thinly settled well-wooded hills, rivers and lakes, inviting to the angler and sportsman. Timber, fine building stone, iron and other minerals abound, and water-power is available everywhere. <i>Tweed</i> is on the Moira, an important lumbering stream. At <i>Ivanhoe</i> , charcoal is made. At <i>Central Ontario Junction</i> , the Cent. Ont. Ry.'s crossed, and at <i>Blairton</i> the Cobourg and Marmora Ry.; these roads open iron-mining districts northw'd. <i>Trenton</i> and <i>Picton</i> are reached by the C. O. Ry. At <i>Norwood</i> , a fine farming country is entered.
185	3.14		†Arden	
195	3.32		†Kaladar	
204	3.50		†Sheffield	
212	4.02		†Tweed	
221	4.16	3.25	†Ivanhoe	
229	4.33		†Central Ont. Jc.	
238	4.47		†Blairton	
243	5.00		†Havelock	
249	5.12	4.25	†Norwood	
257	5.28	4.35	†Indian River	
267	5.52	5.11	Peterboro—Pop. 8,000. Here the Otonabee river, in the space of 9 miles, rushes down an incline of 147 ft., furnishing waterpower to many mills. "From this point as a centre, a whole realm of wild beauty opens out to the lover of nature, quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice-lake canoe was invented, in which the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain leading the Huron raid into Iroquois-land."	
	Rice Lake	Good fishing		
276	6.09		Cavanville	Stations for the quieter landscape and fruitful fields of central Ontario, a richly cultivated grain and fruit producing region. At <i>Myrtle</i> , L. Scugog is reached, and the Whitby and Pt. Perry Railway, is crossed. Glimpses of Lake Ontario are caught southward.
284	6.28		Manvers	
288	6.36		Pontypool	
297	6.52		Burketon	
306	7.12	6.26	†Myrtle	
315	7.30		†Claremont	
323	7.45		Green River	
331	8.00		Agincourt	
340	8.20	7.28	North Toronto	
344	8.40	7.43	‡Toronto Junction—Convergence of Canadian Pacific lines from Ottawa and from St. Thomas, with Toronto Grey & Bruce branch to Owen Sound.	
347	8.45	7.50	Parkdale—Suburb of Toronto. Here the Canadian Pacific, Grand Trunk, and Northern & Northwestern railways enter the city, crossing, upon the bridge at Queen st., the great east and west artery of Toronto and suburbs.	
349	ARRIVE 8.55 P.M.	ARRIVE 8.00 A.M.	Toronto—Pop. (with suburbs) 110,000. This point was one of the earliest French fortifications against the Indians, and afterwards a trading post and naval station of importance to the English. It is the capital of Ontario, its people are almost wholly English-speaking, and it is mainly devoted to manufacturing and mercantile pursuits. Many railways centre here, and its lake commerce is considerable. A line of boats makes two trips a day to Niagara Falls, and other lines daily trips	

Miles from Mont ^l	Chicago Express.	Western Express.	STATIONS—DESCRIPTIVE NOTES
	LEAVE TORONTO 1.05 P.M.	LEAVE TORONTO 7.45 A.M.	
			down the St. Lawrence. In addition to forming the central point for the various Ontario lines of the Canadian Pacific, Toronto is reached by the Grand Trunk Ry., and is connected by the Northern and Northwestern Railway with the agricultural and lake regions of northern Ontario, joining the Canadian Pacific railway main line at North Bay, on Lake Nipissing. The city is laid out in streets crossing at right angles; is excellently built; and possesses many interesting features to the tourist. It considers itself the most enterprising community in eastern Canada, but is not wholly given over to commercial ambition. The University of Toronto, and several lesser educational institutions have a wide reputation; the city is well supplied with churches; and possesses several large and valuable libraries and collections of pictures. Its parks and suburbs are beautiful, and opportunities for pleasure-taking in the harbor and surrounding hills are many.
344	1.25	8.05	‡Toronto Jc.—Connection with C.P.R. main line.
346	1.30	8.09	Lambton
360	1.56	8.33	Streetsville
372	2.27	9.04	Milton
397	3.25	9.58	Galt
407	3.50	11.17	Ayr
427	4.31	11.57	Woodstock
437	4.49	10.18	Ingersoll
442	5.02	10.27	Putnam
461	4.50	1.10	St. Thomas—Pop. 10,000. Manufacturing town and railway center. The train now passes to the tracks of the Canada southern line of the Michigan Central R.R., which is followed westward.
	P.M.	P.M.	
	CENTRAL TIME		
	St. T's to Ch'go		
572	8.15	4.55	Windsor—The train is here ferried across the Detroit river to Detroit.
		LEAVE	
573	9.15	8.00p.m.	‡Detroit—Pop. 150,000. Largest city in MICHIGAN.
591	9.55	8.37	Wayne Jc.—Various roads southward.
603	10.20	8.58	Ypsilanti—Pop. 5,500. Many factories, and a great school.
610	10.38	9.12	Ann Arbor—Pop 8,500. Seat of the state university.
649	12.03	10.52	Jackson—Pop. 20,000. Large factories and state prison.
669	12.42	11.27	Albion—In the midst of farming lands.
681	1.04	11.47	Marshall—Pop. 4,000. Flour mills.
690	1.35	12.12	Battle Creek—Pop. 10,000. A manufacturing town.
	A.M.	MIDN'T	
713	2.30	1.20	‡Kalamazoo—Pop. 15,000. A beautiful town.
765	4.08	3.03	Niles—Pop. 5,000. Surrounded by rich farms and orchards in Michigan.
801	5.30	4.32	Michigan City—Lumber-port on Lake Michigan, in INDIANA.
	ARRIVE	ARRIVE	
859	7.45a.m.	7.0a.m.	Chicago—Ill. Cent. R. R. station foot of Lake street.

OI
 B
 C
 Miles from Mont
 34
 34
 34
 34
 34
 35
 35
 35
 36
 36
 37
 37
 37
 38
 38
 38
 39
 39
 40
 40
 41
 41
 42
 42
 42
 43
 44

Station.

forming
lines of
by the
North-
agricul-
join-
line at
is laid
excol-
ing fea-
e most
la, but
tribution.
lesser
tation;
nd poses
uburbs
etaking
any.
line.
e given.
stops at
tations-
ed and
on, sup-
t flour-
Canada.
branch

wn and
e tracks
Michigan

Detroit

IGAN.

a great

iversity.
e prison.

g town.

ms and

igan, in

e street.

ONTARIO AND LAKES ROUTE

**By Rail from Montreal to Toronto via Owen Sound; and by
Can. Pac. Steamship Line from Owen Sound to Port Arthur**

Miles from Montl	Western Express.	STATIONS—DESCRIPTIVE NOTES	
0	LEAVE 8.30 P.M.	Montreal —Quebec Gate Station; via "short line," arriv- ing in Toronto at 8 a.m.	
349	10.45	Toronto —Union Station. See page 33.	
347	A.M.	Parkdale	
344	Wednesday and Saturday only during season of navigation.	Toronto Jc.	
346		Lambton	
348		† Islington	
352		† Dixie	
354		† Cooksville	
357		† Springfield	
360			Streetsville —A busy town, supplying Toronto with milk.
361	11.45	Streetsville Junction —The steamship express here leaves the main line and passes to the Orangeville branch.	
372		Meadowvale	
375		Churchville Stations in the valley of the river Credit, one of the richest in Ontario.	
378	11.58	Brampton —Pop. 3,500. A brisk town, where the Grand Trunk Ry. is intersected.	
382		Edmonton	
386		† Campbell's Cros'ng Farming and dairying neighborhoods among romantic hills along the Credit river. Woollen mills.	
387		Cheltenham	
394	NOON	Forks of Credit —Picturesque resort for picnic excursions from Toronto, and elsewhere; and famous for its wild berries. The red-stone of these hills is much used in Toronto and other towns. Dufferin lake, near by, is a favorite resort for summer camping, picnics and fishing.	
397	12.34	Cataract —Branch line to ELORA, 27 miles west.	
402	12.45	Melville Junction —Rejoin main line, Toronto, Grey & Bruce section. This would be more direct from Toronto, but is avoided by <i>northward</i> -bound trains on account of its heavy grades. Southward trains use it.	
404	1.10 DINNER	‡ Orangeville —Pop. 4,000. A farming centre as shown by the elevators at the station. Refreshment station.	
408	1.18	Orangeville Junction —Branch line to TEESWATER.	
411	No stoppage.	Laurel	
415		† Crombies A well-cultivated plateau, furnishing lime and building stone. The lakes of this region, especially at Horning's Mills, 4 m. from <i>Shelburne</i> , are noted for extraordinary trout.	
420		† Shelburne	
423		† Melancthon	
427		† Corbetton	
431		Dundalk —The road has here ascended to the top of the Ontario plateau, 1,300 ft. above the level of L. Ontario.	
441			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 the <i>Eugenia</i> falls, and many most picturesque brooks and cataracts, abounding in fish.

Miles from Montr ^l	Steamship Express	STATIONS—DESCRIPTIVE NOTES	
448		Markdale	A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tanbark, are exported largely. Scotch and Irish people predominate throughout this neighborhood, which has long been settled. The region is limestoney.
453		Berkeley	
457		Holland Centre	
461		Arnott	
464	3.07	Chatsworth	
469		Rockford	
473	ARRIVE	St. Vincent Road	
495	3.30 P.M.	½Owen 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 huge elevators and lumber-piles will be observed. The town is situated at the mouth of the Sydenham river 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 2 or 3 miles are many pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting and fishing in great variety is easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur, steamers depart regularly for Collingwood, and all ports on Georgian bay, Manitoulin island, and in the Indian peninsula separating Georgian bay from Lake Huron.	
	Port of embarkation.		

Canadian Pacific Steamships.

The steel steamships ALBERTA and ATHABASCA, of this line, perform during the season of navigation a bi-weekly service between Owen Sound and Port Arthur.

These vessels are new and elegant Clyde-built steamships surpassing in speed, safety and comfort, all other steamers on the Great lakes. They each have a gross measurement of nearly 1,800 tons, are 270 feet in length, and complete in every detail. Their furnishing is equal in luxury to that of the ocean steamers, and their table compares favorably with that of the leading hotels of our large cities. They are lighted throughout by electricity, furnished with steam steering-gear, and provided with every appliance for safety.

One or the other of these steamers leaves Owen Sound every Wednesday and Saturday, at 4 p.m., on the arrival of the steamship express. Crossing Lake Huron during the night, and ascending the Detour channel and St. Mary's river next morning, it passes through the locks at Sault Ste. Marie at noon. This gives passengers an opportunity to go ashore for a few minutes. Leaving Sault Ste. Marie about one o'clock, the course is laid directly across Lake Superior. Isle Royale and Thunder Cape are in sight next morning, and Port Arthur (see p. 12) is reached at 8 a.m., on Friday or Monday, as the case may be.

tation.

watered
alleys.
abark,
l Irish
at this
; been
ney.
ay for
n has
and is
untry.
erved.
enham
led by
s well-
ers of
erfalls.
ctures,
easing.
ossible.
Pacific
or Col-
itoulin
orgian

perform
Sound

passing
lakes.
feet in
ual in
orably
ighted
d pro-

nesday
Cross-
nel and
lt Ste.
e for a
urse is
e are in
.m., on

