

# TIPS FOR TOURISTS

## Interurban Trips

Over B. C. Electric Railway System, in vicinity of

**VANCOUVER** BRITISH  
COLUMBIA



Mt. Baker (50 Miles away) as seen from Langley.

VANCOUVER

SOUTH FRASER VALLEY

CHILLIWACK

NEW WESTMINSTER

LULU ISLAND

STEVESTON

NORTH VANCOUVER

ISSUED BY

*B.C. Electric*



B. C. Electric Interurban Terminal at Vancouver.

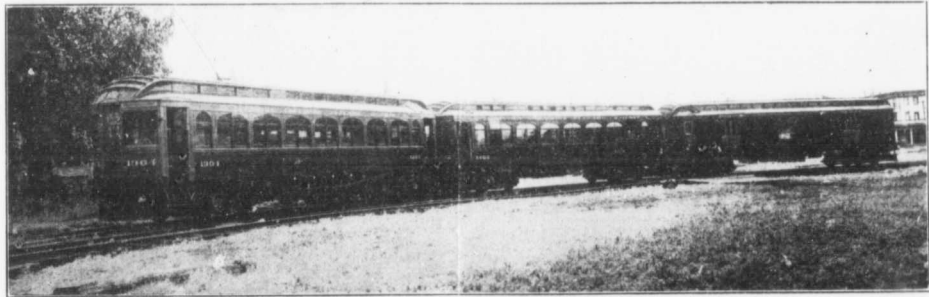
No Visitor to Vancouver has seen the Coast District until he has taken the trip from

## VANCOUVER TO CHILLIWACK

76 MILES.

The line passes through the centre of the South Fraser Valley, one of the richest Agricultural Districts in the Province.

THE LONGEST ELECTRIC RAILWAY LINE  
IN CANADA.



Three Car Multiple Unit Train Operated on Fraser Valley Division.

## FOUR PASSENGER TRAINS DAILY

Leave Carrall Street Station, Vancouver, and Columbia Street Terminal, New Westminster.

(SEE SMALL TIMETABLES FOR SCHEDULE).

Multiple Unit Trains of Three Cars are operated on this run, affording every provision of comfort, convenience and safety for passengers.

*The running schedule is so arranged that the Round Trip may be made in one day, with a stopover of six hours at Chilliwack.*



B. C. Electric Station at Chilliwack.

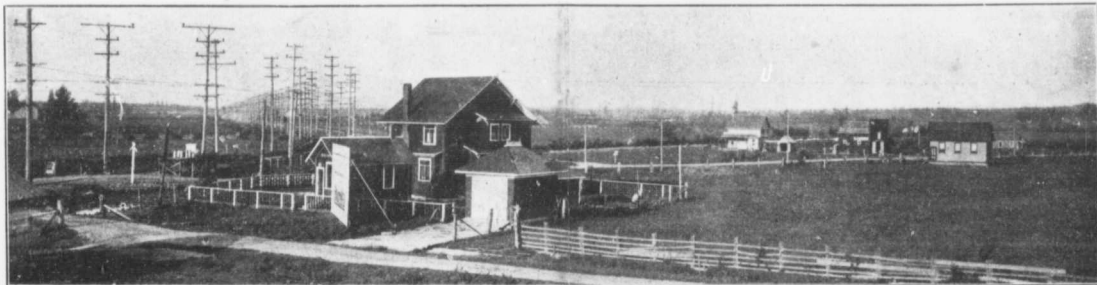


B. C. Electric Terminal at New Westminster.

Thousands of tourists take the run over the B. C. Electric line to Chilliwack every summer, and all agree that the journey was a revelation to them and formed the best day's outing offered on the Pacific Coast.

The trip affords the varied views of districts in the making as the train passes hillsides which are being cleared and the forest growth turned into merchantable lumber at many mills along the line, the newly cleared tracts being rapidly transformed into farming land, market gardens, poultry ranches, etc. Again the train passes through rich agricultural districts, thousands of acres in extent, the rolling expanse of fertile land, on which may be seen hundreds of farms of a high standard, extending as far as the eye can see. In these fields may be seen from the car window large flocks of sheep, great herds of dairy cattle whose fame is known the wide world round, and all the incidentals of farming life under most favorable conditions.

Apart from the agricultural side, the trip is well worth taking for the magnificent views along the line. At every turn new beauties of nature are unfolded as the train speeds through wooded sections, over swift running creeks and deep ravines, or across the level rolling country with the mountain ranges forming a perfect background. A wonderful picture of Mt. Baker (over 50 miles away) is presented as the train passes through Langley and Matsqui and many



Rich Farming Land on Langley Prairie.

**T**HE Fraser Valley division of the B. C. Electric interurban railway system, connecting Vancouver with Chilliwack, is 76 miles in length, thus being the longest interurban line in Canada and one of the longest operated by a single company on the continent. The line was opened in 1910, and represented an expenditure of \$3,500,000 for construction and equipment before through service was inaugurated. For the passenger service on the line multiple unit trains of three and four cars are provided, four such trains being operated daily in each direction over the division. The passenger coaches are of the latest interurban type, and are provided with every convenience for the comfort of passengers on the extended run. Every precaution has been taken for safety both in the construction and maintenance of the line and the equipment of the cars used on the run. The time schedule calls for the through run from Vancouver to Chilliwack in slightly over three and one-half hours.

The trip over the line affords visitors to the Coast an opportunity of quickly seeing one of the richest agricultural sections of the province under conditions which are offered at no other point in British Columbia. While the province boasts many rich valleys, which are well developed from an agricultural standpoint, it is only through the South Fraser Valley that an electric railway is operated, thus making this district the only agricultural section of British Columbia which may be quickly covered with comfort and convenience.



Bridge over Fraser River used by B. C. Electric Trains.



Cloverdale, a thriving town in Surrey.

beautiful views as Sumas Lake is circled when the train is rounding Vedder Mountain just before it enters on the last lap of its journey as it crosses the madly dashing V e d d e r world wide renown River beyond which are passed the great hop yards of Sardis, only a few miles from the eastern terminus of the journey.

A traveller of last year took the trip over the B. C. Electric to Chilliwack, and on his return said: "The trip was a revelation of beauty and charm which will live in my memory for years. On my tour of the Pacific Coast I have taken no single day's journey which gave me equal instruction and delight."

The traveller taking the trip from Vancouver proceeds to New Westminster over one of the three interurban lines connecting these two cities, particulars concerning which are given on another page of this folder.

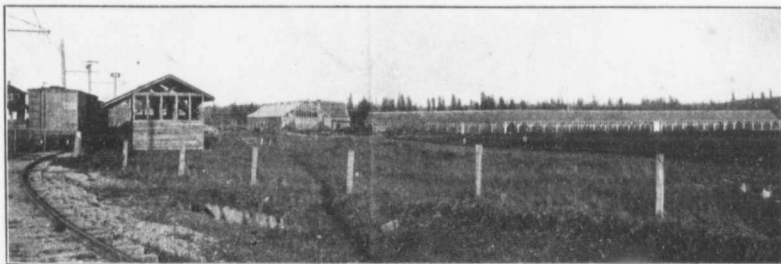
The trains of the Fraser Valley division are made up at the New Westminster depot. From this terminal the traveller passes along the waterfront of the city and the real journey into the South Fraser valley is begun as the great bridge of the Provincial Government spanning the Fraser is crossed. While crossing the bridge the traveller should look toward New Westminster as thus will be gained a knowledge of the waterfront possibilities of the city, a view of importance as the civic authorities are now working on the plans for a great harbor at the point. Looking up the river while crossing the bridge may be seen to the north the Fraser River Lumber Mills, the largest sawmill plant in the world, and, on the south side of the Fraser, the site of Port Mann, where the Canadian Northern is developing an important point of its transcontinental line.

Reaching the south terminus of the bridge, the traveller is in Surrey municipality. Here a good example may be seen of the making of British Columbia as the train passes through long stretches of wooded country. The doom of the forest giant has already been spoken, however, and every once in a while will be passed the logging camp around which are being felled great firs and cedars. Some of these logs are taken over the electric line on long logging trains to the Fraser from which point they are rafted to the mills, while others are turned into lumber and shingles at one of the many small mills

located along the line. In the eastern part of Surrey the traveller obtains his first glimpse of real agricultural life in the South Fraser as the hillside country is passed and the level district which is best suited for farming is reached. Here a large territory is passed through which is the location of well developed farms, the thriving town of Cloverdale being the centre of this agricultural community.

Leaving Surrey, the train passes through Langley municipality. In this district the passenger will be more than charmed with the beautiful view of the great rolling expanse of fertile land, dotted as far as the eye can see with well developed market gardens, farms and comfortable homes, the mountains in the distance forming a most effective background for the beautiful picture. No words need be wasted in describing the views of Langley. The cuts on the pages of this folder give a partial idea of the many and varied scenes which are presented and the person who takes the trip always carries away a lasting impression of Langley.

From Langley the train enters Matsqui municipality, a district in which dairying is followed extensively, large herds of cattle being seen on every farm. Fruit raising is also followed with great success as is proved by the many large and thriving orchards seen from the car window.

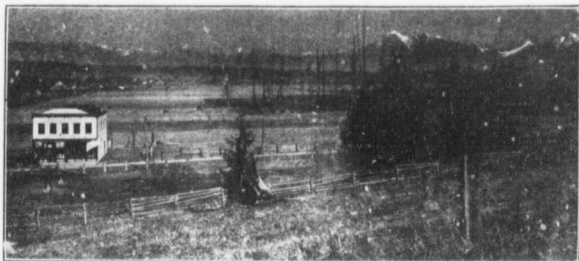


Market Gardening along Fraser Valley Line (Ten acres under glass).

In Matsqui the train takes a turn to the south to avoid a low district which is subject to flood, and near this point the passenger should look to the south-east and secure the beautiful view of the snow-clad peak of Mt. Baker over 40 miles away, which is afforded. The view of this peak from Matsqui,



Looking over Langley Prairie, Milner in distance.



Beautiful View of Langley, showing mountain background.

especially in the evening as the sun is setting, is indescribably grand.

Just before leaving Matsqui the train stops at Clayburn, where is located a great brickmaking plant, the clay at the point being well suited for the purpose.

Continuing in a southerly direction, the train passes into Sumas municipality, and soon reaches the town of Huntingdon, which is located on the international boundary line, the United States being but a stone's throw from the train platform.

From Sumas the train turns to the north and passes through a stretch of country which is subject to flood, necessitating the construction of the line on a long and high embankment. Having crossed this low lying section, the traveller sees on the north Sumas Lake, a large body of water which is connected with the Fraser and is subject to tidal conditions, while to the south may be seen the low slopes of the Vedder Mountains rising gradually until overshadowed by the higher peaks in the distance. At this point the line for several miles hugs the mountain as closely as possible and circles the southern end of Sumas Lake, affording a beautiful view.

At the head of Sumas Lake the train leaves the mountain and passes over the Vedder River on a high bridge, then speeding through a short stretch of low country and suddenly emerging into the famous Chilliwack valley. Here again the traveller must take the trip to find fitting terms of expression for the view at this point. The Chilliwack valley is a vast expanse of especially fertile soil which has been farmed for many years, and, as far as the eye can reach, has been brought to a high state of cultivation. On its broad acres dairying is extensively followed, while large market gardens and prosperous farms may be seen on every hand. Surrounding the valley on all sides are ranges of high mountains, upon the lower benches of which are located the many fruit farms of the district. The beautiful view of the Chilliwack valley as seen from the B. C. Electric train entering the section is a sight which will never be forgotten.

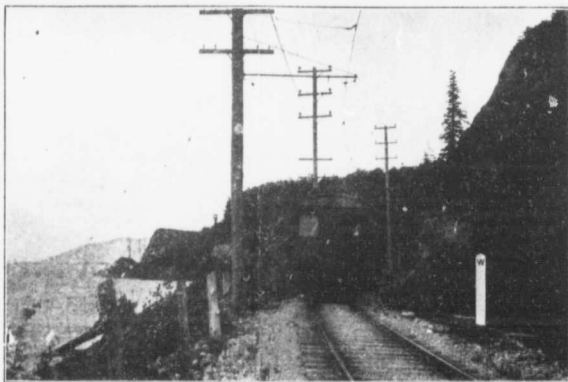
As the train enters the valley a stop is made at Sardis, and here the traveller will see a novel and interesting view during the tourist season, as the extensive and famous hop-yards of the district are passed.

Chilliwack, the eastern terminus of the line, is situated a few miles beyond Sardis. Here the traveller will find a thriving city which is the centre of the entire valley. Comfortable hotels are at his command which will meet his demands for

either a brief or lengthy stay, and from the city radiate well kept roads leading to all sections of the valley, a trip over which will prove that the proud boast of Chilliwack that it is one of the great agricultural districts of the world is a claim which can be fully substantiated.

The South Fraser valley is a section which at once appeals to the follower of the "rod and gun." As may be seen at a glance on a trip through the valley, the country is such as gives promise of both "fin and feather" to the satisfaction of the most ardent sportsman. And, during the proper seasons, this promise is fully carried out, the valley being a rich field for the person who follows up the creeks in pursuit of "speckled beauties," or, with his gun, tramps over the fields and wooded sections in his quest for the lordly cock pheasant or other game birds, or, on the sloughs, awaits the coming of the flight of wild ducks.

The entire valley is a field for the sportsmen, as good trout streams are to be found in all parts, from the smaller creeks of South Surrey to the larger Vedder, near Chilliwack. Pheasant and other game birds are plentiful all along the line and Sumas Lake with its many sloughs is a favorite resort for wild ducks, large flights of which may often be seen from the train as it circles about the lake.



B. C. Electric Train rounding southern end of Sumas Lake.



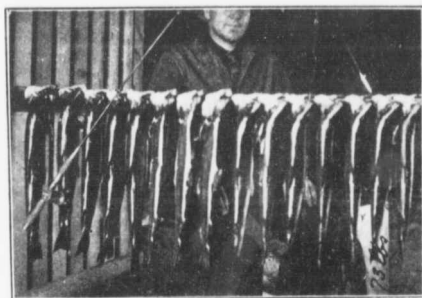
Business District of Chilliwack.



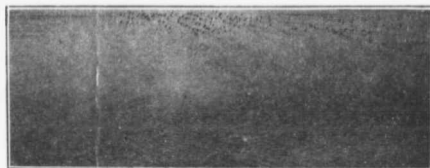
Dairy Scene in Chilliwack Valley.

No Visitor to the Coast District of British Columbia should neglect to take the run to Chilliwack over the Fraser Valley Line, especially as it is possible to make the round trip in a single day, with a stopover of several hours at Chilliwack.

### FISHING AND SHOOTING IN SOUTH FRASER VALLEY.



Trout Fishing (One hour's catch on Vedder River).



Wild Ducks on Sumas Lake.



Pheasants.

### STATIONS AND DISTANCES, FRASER VALLEY LINE

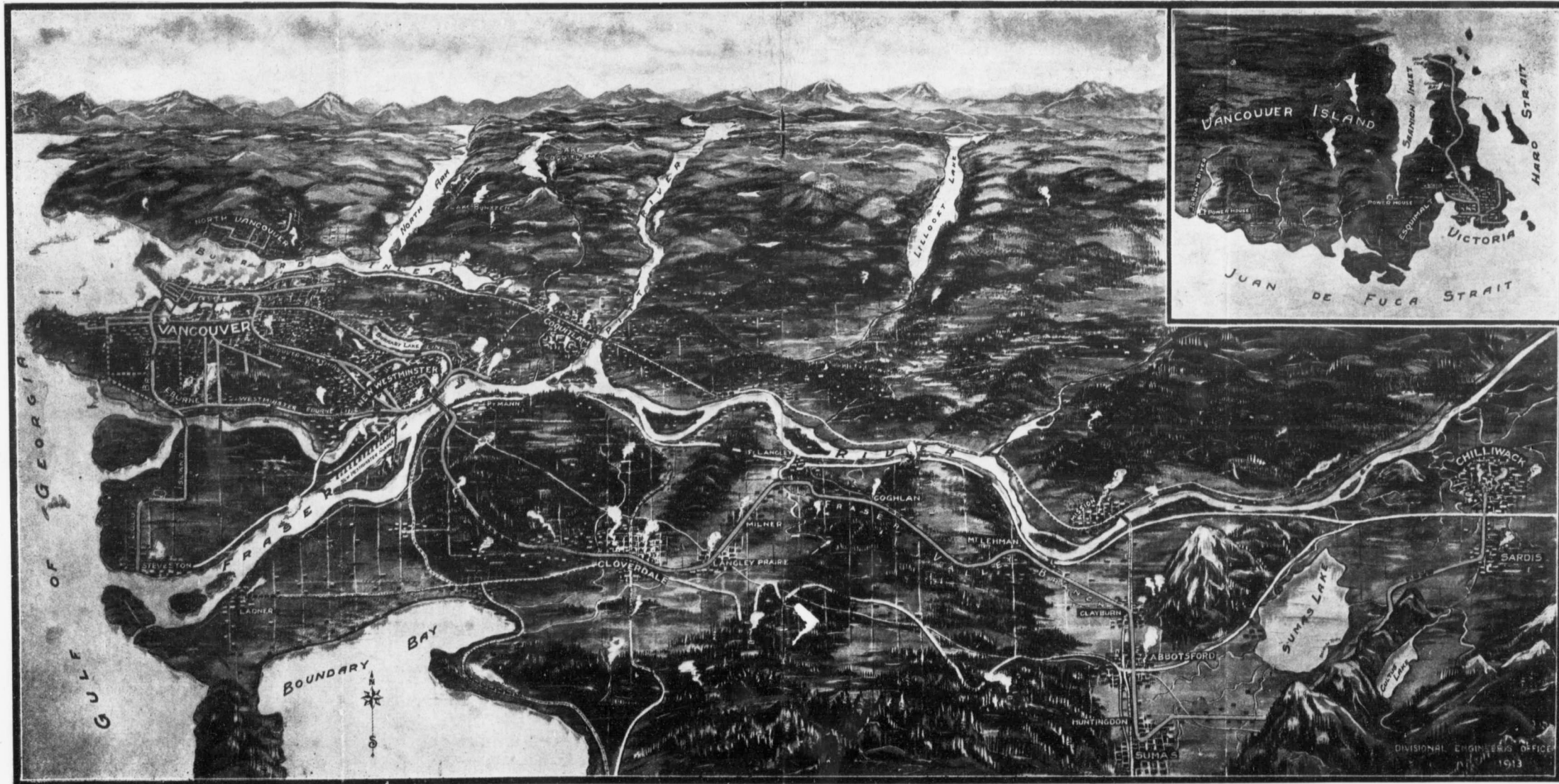
	Miles		Miles		Miles		Miles
VANCOUVER	12	Hall's Prairie	14.5	Lombard	28.3	Norton	48.3
N. WESTMINSTER	—	Anderson	15.5	Rand	29.0	Vedder Mt.	49.6
Government	.8	Hunter	16.8	Bradner	29.7	Kidd	51.2
Shops	1.8	Langley Prairie	17.3	Dennison	30.8	Belrose	52.6
S. Westminster	2.2	Norris	18.1	Mt. Lehman	31.9	Sinclair	53.7
Scott	3.3	Milner	19.8	Gifford	34.5	Yarrow	55.1
Kennedy	4.6	Jardine	20.5	Glover	36.6	Woodroffe	57.0
Craigs	5.8	Harmsworth	21.7	Clayburn	37.1	Lickman	58.8
Newton	7.8	Sperling	23.0	St. Nicholas	38.4	South Sumas	59.5
Hyland	8.9	Warhoop	24.3	Abbotsfo-d	39.3	Evans	60.4
Sullivan	10.2	Coghlan	25.3	Vye	42.1	Sardis	61.0
McLellan	12.2	County Line	26.5	Huntingdon	43.0	Wells	61.5
Meridian	12.7	Beaver River	26.8	Whatcom Rd.	45.2	Knight Rd.	61.6
Cloverdale	13.5	Jackman	27.5	Evan-Thomas	46.6	CHILLIWACK	63.8



Hopyards at Sardis.

# BIRD'S-EYE VIEW OF COUNTRY COVERED BY B. C. ELECTRIC RAILWAY SYSTEM

VANCOUVER ISLAND—Victoria Esquimalt Stanich Line



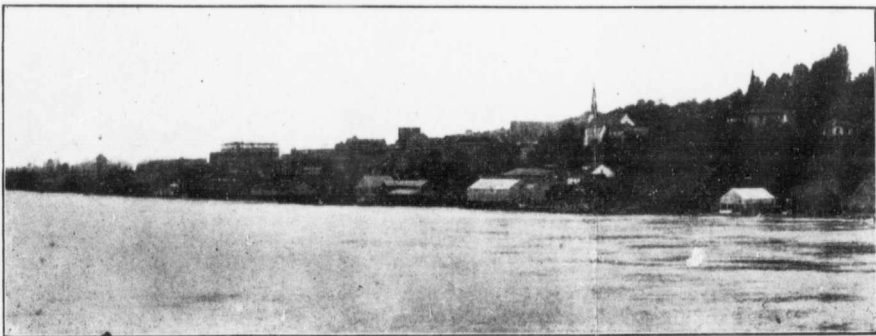
MAINLAND LINES—Vancouver, South Vancouver, Point Grey, North Vancouver, New Westminister, Vancouver and Chilliwack, Vancouver and New Westminister (3-lines), Vancouver and Steveston.



Burnaby Lake, on Interurban Line, between Vancouver and New Westminster.

**N**EW WESTMINSTER, popularly known as the "Royal City," is a centre which every tourist should visit. It is a prosperous city of nearly 20,000 inhabitants, located on the Fraser River, about 12 miles from Vancouver, the run being made over the interurban lines of the B. C. Electric in less than an hour. Not only is New Westminster well worth visiting, but the trip over the interurban lines connecting the cities is most instructive as it will give the visitor to the coast a striking illustration of the rapidity with which suburban settlement is advancing on the mainland of British Columbia.

For this trip the traveller is offered the choice of three interurban lines, each passing through a different section and presenting varied phases of development. Tourists may secure round trip tickets which permit them to take the "going" trip over one interurban line and the "return" over another division, thus affording a better opportunity of seeing the entire district between the two cities and avoiding the repetition of the same view on the return trip.



View of New Westminster Waterfront.

## Vancouver and New Westminster.

THREE CONNECTING  
INTERURBAN LINES.

ROUND TRIP - 50 Cents.

Passengers taking round trip may go over one line and make the return trip over either of the other lines.

For times of arrival and departure consult Interurban Time Card.

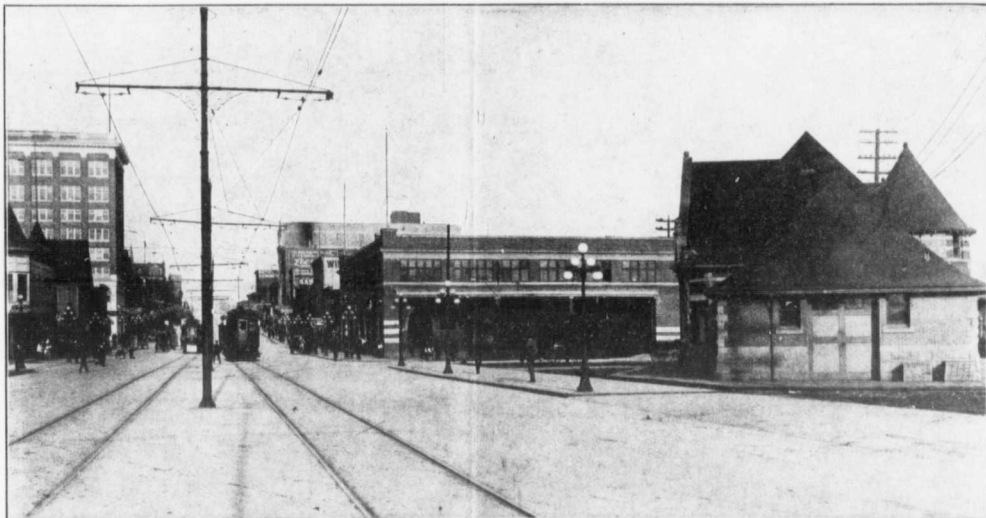
The interurban lines of the B. C. Electric connecting Vancouver and New Westminster may be briefly described as follows:

Route 1.—Via Central Park, trains leaving interurban terminal at Carrall and Hastings streets every 15 minutes during the day. This line has been in operation for many years and is well settled all along the route. From the car window may be constantly seen beautiful suburban homes, market gardens, fruit ranches, etc. Possibly no trip the visitor can take on this coast will so well illustrate the growth of suburban settlement as over the Central Park line. Having once taken the run he will understand that it is no idle "booster" boast that the day is fast approaching when the entire district between Vancouver and New Westminster will be well settled, thus creating a "Greater City."

Route 2.—Via Burnaby, trains leaving interurban terminal at Hastings and Carrall streets hourly during the day, on the even hour. This line was opened in 1911, and passes through Hastings Townsite and Burnaby Municipality, sections which are now being rapidly settled. This trip affords at some points an excellent picture of the transformation of the forest tract into the home of the settler, while at other points may be seen magnificent suburban homes. The line passes between Burnaby and Deer Lakes, on the shores of which many residents of Vancouver and New Westminster have permanent residences or summer cottages.

Route 3.—Via North Arm of the Fraser, trains leaving station at foot of Granville street hourly during the day on the even hour.





Columbia Street, New Westminster. B. C. Electric Terminal in Centre.

This journey gives the visitor a view of Shaughnessy Heights, the "show" residence section of Vancouver, and passes through Point Grey, where are located many beautiful suburban residences. At Burne the main line is left and a branch taken to New Westminster, the route following the windings of the North Arm of the Fraser, affording a beautiful trip, as the latter portion of the run is taken through a district which is devoted to market gardening, etc., as well as being the location of many suburban homes and centres of population.

Interurban trains over all routes arrive in New Westminster at the Columbia street terminal of the B. C. Electric, located in the heart of the city's business district.

The traveller will find much of interest in New Westminster and its surrounding districts. The place has for many years been recognized as the headquarters for the rich agricultural district of the South Fraser valley and on its waterfront is now operated a most successful public market. During recent years steps have been taken for the development of a great harbor at the point, and this undertaking is now well in hand, being advanced in connection with the coming of the main line of the Canadian Northern to the city.

The business district of the city is located along the water front, its appearance spelling prosperity in large letters, the residence sections being on the hill where are to be found the beautiful homes of which New Westminster is justly proud.

A number of provincial institutions with their well kept grounds are located in New Westminster and near the city limits is Queen's Park, where is held every fall a provincial exhibition which is worth going many miles to see. It is in Queen's Park that great lacrosse games are played during the summer, when the two best lacrosse teams in the world, Vancouver and New Westminster, cross sticks for the championship.

Just east of New Westminster is the mill of the Fraser River Lumber Co., the largest sawmill plant in the world. This point is reached by a short run over a B. C. Electric line from the Columbia street terminal. Across the North Arm of the Fraser, on the east end of Lulu Island, is a new industrial centre, Queensborough, which is also reached by a B. C. Electric line from the Columbia street terminal and will be a point of interest for many travellers.



Provincial Exhibition Grounds, Queen's Park, New Westminster.

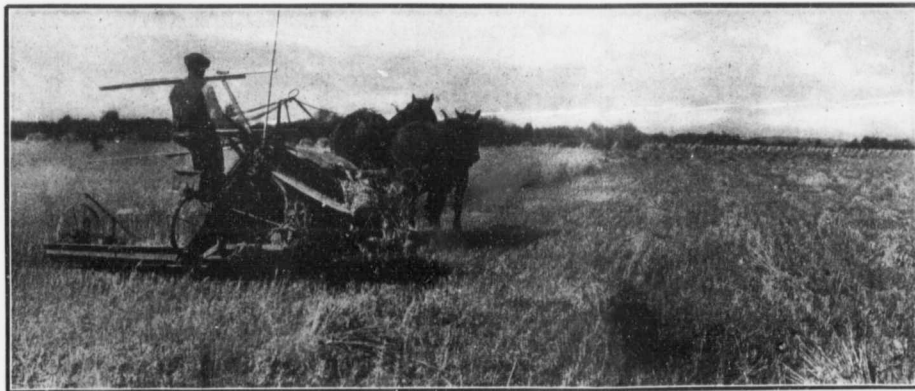


Eburne, a Prosperous Centre on Lulu Island Line.

EVERY visitor to Vancouver during the salmon fishing season will desire to take a trip to the scene of the fishing on the Fraser River and the great canneries at Steveston, the salmon fishing industry being one for which British Columbia is famous the wide world round and the centre of this great industry being Steveston, at the mouth of the Fraser.

This trip may be taken with comfort and convenience over the Lulu Island line of the B. C. Electric, the run to Steveston being made in less than an hour with trains operating from the foot of Granville street hourly, on the half hour.

The trip to Steveston is one of the most interesting and instructive excursions offered the visitor to British Columbia. On it



Reaping Scene on Lulu Island.

## VANCOUVER TO STEVESTON.

The Trip which covers Salmon Fishing and the Great Fraser River Canneries.

**ROUND TRIP - 70 Cents.**

The trip also covers a run across Point Grey and through Lulu Island.

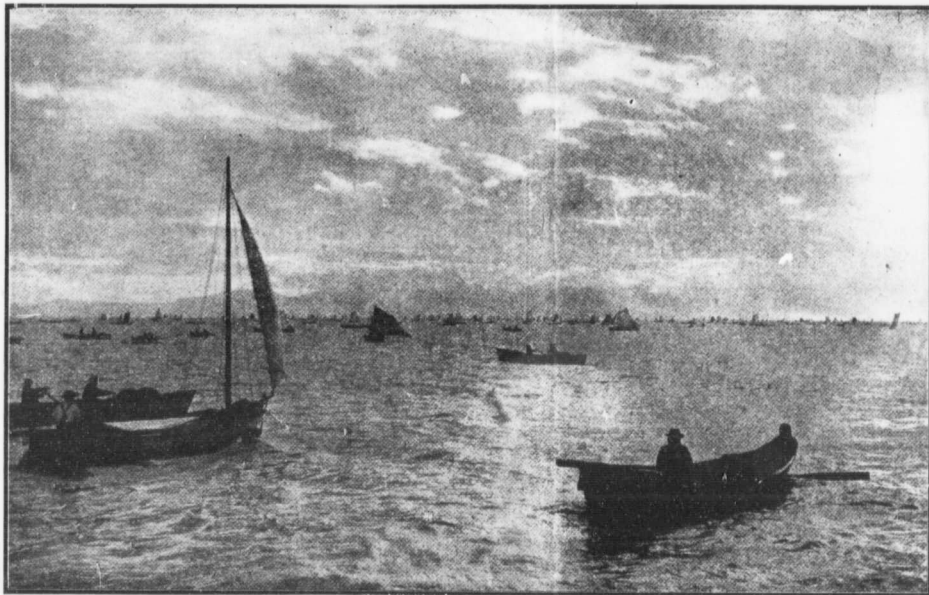
Trains leave station at foot of Granville Street hourly (on the half hour).

*NOTE.—During the Salmon Fishing Season a special trip is at times arranged by the B. C. Electric covering intrurban run from Vancouver to New Westminster, steamer run down the Fraser to Steveston and return to Vancouver via Lulu Island line. For details concerning this half-day triangular trip enquire for small special folder.*

he may literally follow the "sockeye" from its natural home in the river to the "tin," thus being made ready for shipment to all parts of the world and filling the demand of the housewife in over a score of languages for a "tin of salmon." At Steveston the traveller may see the interesting sight of the fleet of hundreds of fishing boats leaving for the Gulf or casting their great nets across the river and drifting in with the tide, witness the hauling in of the nets and the capture of the great fish, of which hundreds are often taken on a single drift, see the great scow loads of salmon brought in to the canneries from the traps, inspect the great canneries where by means of machinery which is almost human in action the salmon is prepared for and finally packed in the "tin" which is then taken to the retorts for the final operation which preserves it for years and enables the housewife in the far-off land to enjoy the well known taste of the "B. C. Sockeye brand." All this and much more will the traveller see on the trip to Steveston, the journey being one which will be both educational and interesting.

Put the trip over the B. C. Electric line to Steveston covers even more than the salmon fishing industry, the line passing through a section of British Columbia every mile of which is counted a fruitful field by travellers.

Leaving Vancouver the train passes the "show" residential district of Vancouver, Shaughnessy Heights, affording an excellent view of this district. The route then takes the traveller through



Salmon Fishing Fleet leaving the Fraser at Steveston.

Point Grey, a section which is becoming thickly settled by wealthy residents of Vancouver, whose handsome suburban residences are located all along the line throughout the municipality.

Eburne, half way on the run to Steveston, being passed, the train crosses the North Arm of the Fraser and enters upon its run across Lulu Island, a district which has been developed from the agricultural standpoint to a high standard. The island is composed of rich alluvial soil and is the site of great market gardens, small farms and poultry ranches, the scene at every turn of the line being interesting in the extreme.

On the journey across the island is passed Minoru Park, where horse racing is conducted during certain seasons each summer, and at Richmond is passed the rifle range of the provincial government where the militia of Vancouver and other points engage in rifle practice.

Should the visitor be especially interested in agriculture and be able to afford the time, he may from Steveston take the ferry to Ladner, the head of the great Delta district, where he will find ample scope for eyes and ears as he sees and hears concerning this truly great agricultural section.

The Trip to the Fraser River Salmon Fishing Grounds is one of the most instructive excursions offered on the Coast.





General View of Capilano Canyon.

## North Vancouver

### CAPILANO, LYNN AND SEYMOUR CANYONS.

B.C. Electric Cars running to the Capilano and Lynn meet every Ferry from Vancouver.

Ferries leave from foot of Columbia St., Vancouver, every 20 minutes during the day.

**N**ORTH VANCOUVER lies across the Inlet from Vancouver, being reached by ferry operating at frequent intervals. In North Vancouver is located the famous canyon of the Capilano, known to lovers of nature all over the world. Less known, but just as beautiful, are the canyon and falls of Lynn Creek and the Seymour Creek canyon. The visitor to Vancouver cannot afford to neglect the opportunity of seeing these grand and inspiring beauty spots of nature, concerning which world-wide travelers speak in the highest terms.

The North Vancouver cars of the B. C. Electric operate directly to both the Capilano and Lynn districts, and take the traveler for a considerable part of his journey should he desire to see the great canyon of Seymour Creek.



Lynn Creek Falls, Near Lynn Canyon.