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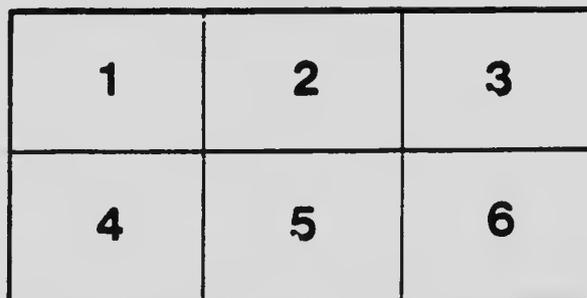
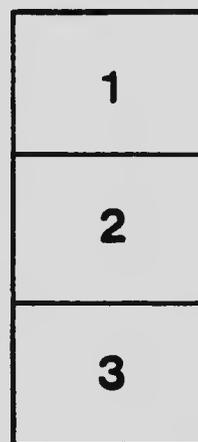
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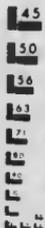
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Notes-by-the-Way



Winnipeg to the Prairies
Rockies and Pacific Coast

NOTES BY THE WAY

Winnipeg to the Prairies
Rockies and Pacific Coast



CANADIAN NATIONAL RAILWAYS

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NOTES BY THE WAY

LINES WINNIPEG TO VANCOUVER

CANADIAN NATIONAL RAILWAYS

Miles from
Winnipeg

THE CITY OF WINNIPEG

- 0.0 Winnipeg Alt. 773 7 Population, 200,000. The strategic importance of Winnipeg as a trading centre was determined when the Hudson Bay Company chose the point at the confluence of the Red River and the Assiniboine to establish Fort Garry, which became their chief post. With the advent of the railways, as traffic from the west for the east, and the east for the west, must pass through Winnipeg, it is now one of the most important railway centres on the continent. Capital of the Province of Manitoba and the principal city of Western Canada, and, with the possible exception of Liverpool, it is the greatest grain market in the British Empire. Forty-five years ago it had a population of less than a hundred people; to-day it is a splendidly-built city with seventy-five miles of electric railway, fifty miles of suburban track, and commands the trade of a vast region, rich in agriculture and mineral resources. It has beautiful buildings, palatial stores, fine churches, splendid residences, finely kept streets and parks, great flour mills, grain elevators, huge abattoirs. In every respect a modern city, one where the spirit of business is most active, it is a city where mighty results are attained. The



Canadian National Railways Depot, Winnipeg, Man.

Mls. from
Winnipeg

Canadian National Railways Station is erected on the site of old Fort Carry. It is an imposing structure in keeping with the importance of the metropolis, in which the Grand Trunk Pacific, Great Northern, and Northern Pacific Railways are tenants. The general offices of the Canadian National Railways western lines are situated here. By a series of industrial spur tracks the railway taps the wholesale districts. From a line paralleling the river, sidings extend in some cases to Main Street, putting the Canadian National in a position to make track deliveries to the large wholesale houses and manufacturing concerns.

11 0	St. Charles	Alt.	786 0	Leaving Winnipeg, the line tra-
13 5	Diamond	"	787 2	verses wide reaches of level land,
20 9	White Plains	"	789 1	much of which has been under-
25 4	Dacotah	"	791 5	drained and is now amongst the
30 9	Elle	"	792 6	most productive in the province.
35 3	Benard	"	797 7	The first town of importance
38 4	Willow Range	"	802 6	reached is Portage La Prairie.
42 2	Oakville	"	816 2	"Portage," with a population of
45 5	Newton	"	826 4	approximately 5,900, is an impor-
48 6	Curtis	"	837 6	tant milling and manufacturing
55 5	Portage la Prairie	"	856 6	centre. The Portage Plains are
60 7	Walldon	"	845 0	comparatively old settlements.
66 1	Rignold	"	845 8	Here, on either side of the rail-
70 5	Youill	"	858 5	way, during July and August, may
74 8	Beaver	"	866 2	be seen as fine an example of rich
79 3	Katrimie	"	886 9	crops coming to maturity as in
83 4	Muir	"	914 7	any part of the west. The coun-
87 4	Golden Stream	"	887 6	try is well watered and prosper-
92 6	Gladstone	"	887 8	ous. From the city a number of
100 3	Ogilvie	"	937 3	lines radiate, and two main lines
106 5	Plumas	"	928 0	separate, one swinging on to the
115 3	Tenby	"	959 2	west, through Brandon, Regina,
119 8	Glenella	"	959 6	and Saskatoon to Prince Albert,
128 1	Glencairn	"	978 0	crossing the main line at Warman;

and then in a general westerly direction through the Saskatchewan River valley to Edmonton.

140 0	McCreary	Alt.	995 3	From McCreary a branch runs
148 6	Laurier	"	965 7	south to Neepawa, where it meets
157 0	Makinak	"	972 6	a line coming from the south and
164 2	Ochre River	"	922 2	continues on to Canora.
172 0	Paulson	"		From Dauphin, an important
177 8	Dauphin	"	968 2	Canadian National line runs north
189 4	Ashville	"	1129 0	and west through the famous Swan
197 8	Gilbert Plains	"	1317 0	River and Carrot River valleys to
207 4	Grandview	"	1432 0	Prince Albert, Sask., continuing on
214 9	Meharry	"	1619 0	through Shellbrook to North Bat-
220 3	Strevel	"	1576 0	tleford. In the areas served
223 2	Shortdale	"	1584 0	farms have been under cultiva-

tion for a quarter of a century without a drought or total failure

M's. from
Winnipeg

228	9	Bield	Al	1692	0
232	6	Shevlin	"	1670	0
240	4	Roblin	"	1814	0
247	0	Deepdale	"	1732	0
252	4	Makaroff	"	1863	0
257	4	Togo, Sask.	"	1828	0
266	1	Runnymede	"	1647	0
272	6	Cote	"	1498	0
27	7	Kamsack	"	1445	0
287	0	Verigin	"	1553	0
295	4	Mikado	"	1597	0
302	7	Canora	"	1603	0
309	9	Tiny	"	1628	0
317	2	Buchanan	"	1645	0
328	2	Rama	"	182	0
335	9	Invermay	"	183	0
344	0	Margo	"	1799	0
351	0	Kuroki	"	1794	0
358	0	Kylemore	"	1774	0
365	5	Wadena	"	1773	0
373	1	Paskweglin	"	1739	0
378	2	Clair	"	1748	0
386	7	Quill Lake	"	1764	0
393	3	Wimmer	"	1802	0
398	9	Watson	"	1790	0

from any cause. The country has made the strongest appeal to the agriculturist from Britain. A large number of sturdy yeomen from the British Islands, well versed in all the practices of diversified agriculture, and with a knowledge of stock, have settled in these districts. It is a region abounding in beautiful home sites.

The main line runs west from Dauphin towards the valley of the Saskatchewan. The first two points of importance are Kamsack and Canora, which are the market towns for a considerable district where opportunities for dairy farming and poultry raising present themselves similar to those which prevail in the Dauphin, Swan River and Carrot River sections. West of Canora the main line enters a region of level land, exceptionally well adapted for mixed farming. The soil is of heavy



Harvesting in Manitoba

Mls. from Winnipeg		Alt.	
404 9	Englefeld	1838.0	black loam, with a clay sub-soil,
412 3	St. Gregor	" 1901 0	and there is plenty of pure water.
419 8	Muenster	" 1888 0	The next point is Humbolt.
425 1	Humbolt	" 1865 0	The town is a divisional point of
435 6	Carmel	" 1892 0	the Canadian National Railways.
443 4	Bruno	" 1870 0	and its growth has been steady.
451 6	Dana	" 1903 0	It is located in a rich agricultural
460 7	Howell	" 1824 0	district.
469 3	Vonda	" 1735 0	At Warman, the main line in-
477 7	Aberdeen	" 1698 0	tersects the Winnipeg-Prince Al-
484 6	Clarkboro	" 1633 0	bert line by way of Brandon, Re-
490 7	Warman	" 1676 1	gina and Saskatoon. The junction
499 3	Dalmeny	" 1722 4	point is 13 miles to the north of
507.1	Langham	" 1706.6	Saskatoon, so that the people of
514 7	Ceepee	" 1512 2	that ambitious city have the ad-
521.1	Borden	" 1636 9	vantage of a double train service
528 9	Rodisson	" 1721.4	over the Canadian National to
536 2	Fielding	" 1808 0	Winnipeg. Twenty-five miles north
543 9	Maymont	" 1941 0	of Warman, on the line to Prince
550 7	Ruddell	" 1893 2	Albert, is the town of Rosthern,
558 2	Denholm	" 1804 9	near which the farm of Seager
566 8	Brada	" 1709 4	Wheeler, the world's champion

strains, is located. Continuing westward from Warman on the main



The Prince Albert Hotel, Brandon, Man.
(Under Canadian National Railways Management)

Mls. from
Winnipeg

line, the towns of Dalmeny, Langham, Borden, Radisson, Maymont, Ruddell, are passed through, and at Denholm, junction is effected with the line from Prince Albert and the Shelbrook Lake country.

Brada is passed, and then the city of North Battleford is reached.

572 7	North Battleford	Alt. 1624 0	North Battleford, population 5,000, is practically equidistant between Port Arthur and Vancouver. It is a divisional point of the Canadian National Railways, the terminus for the line to Prince Albert, via Denholm, and also for a line running north-westerly through a splendid mixed farming area towards Athabaska Landing in Alberta, and it is one of the seven cities in the Province of Saskatchewan. Its growth has
583 4	Highgate	" 1787 0	been rapid, as the town was brought into being on the construction of the main line through, towards Edmonton, in 1905. It is the centre of a rich agricultural area where mixed farming is generally practised. The city owns its electric light plant, and its water and sewerage systems. Its streets are well lighted and there are many miles of cement side-walks. North Battleford has also an inexhaustible supply of pure water, drained from an intake well on the banks of the Saskatchewan and filtered through a large sand bed.
591 7	Delmas	" 1825 0	
598 9	Bresaylor	" 1803 0	
605 6	Paynton	" 1852 8	
616 0	Birling	" 1852 0	
622 6	Maidstone	" 1938 8	
630 4	Waseca	" 2105 1	
637 0	Lashburn	" 2018 5	
645 3	Marshall	" 2014 3	
651 6	Aberfeldy	" 2033 8	

From North Battleford Junction a branch line runs down the south bank to Old Battleford, at the confluence of the Battle and Saskatchewan Rivers. Old Battleford is one of the points important historically in Western Canada, because of the stirring incidents which took place in the district during the Riel Rebellion.

657 2 Lloydminster, Alta. Alt. 2119.9 The next outstanding point is Lloydminster, which is located ex-



A Manitoba Home Three years from the Prairie state

Mls. from Winnipeg			
664.2	Blackfoot	Alt. 2222.4	actly on the boundary line between
672.0	Kitscoty	" 2198.0	the Province of Saskatchewan and
682.4	Islay	" 1999.5	Alberta; the post office being in
690.2	Borradaile	" 2039.0	Saskatchewan and the Canadian National Railways station in Alberta.

The population is approximately 1,000. Surrounding Lloydminster are the farms of the Barr Colonists, an all-British group of immigrants numbering upwards of 2,000, who arrived in the country with but scant equipment and knowledge for pioneering. The inherent productiveness of the country, combined with the persistence of the Britishers, resulted in the establishment of one of the most prosperous communities in Western Canada. The district is ideal for mixed farming operations and produces splendid crops of grain yearly. As a matter of fact, a trophy for the best oats in the world was won by J. C. Hill & Sons, of Lloydminster, for three years in succession, and the cup is now the property of the exhibitors. J. C. Hill was a Barr Colonist. He came from London, and had no farm experience before landing in Canada.

697.2	Vermilion	Alt. 2029.3	The next place of importance reached is Vermilion, a divisional point, population 1,300. Vermilion is the name also applied to the region draining into the Vermilion Valley (the river is narrow, but the valley is wide), a district of great fertility. The soil in this vicinity is rich black loam, with a clay sub-soil. In the last few years there has been a considerable movement of settlers to this section.
704.5	Claysmore	Alt. 2067.4	From Innisfree Hill a beautiful view of the surrounding country can be obtained.
711.8	Manville	" 2052.7	From this height can be scanned for miles in all directions the prairie—for
720.1	Minburn	" 2086.6	prairie it is not flat, but beautifully undulating and rolling. Distances are difficult to judge, clumps of bushes look like ridges of trees—far off on the wavy horizon, the haze lends shades indefinite, always suggestive of higher land, as if the hill were placed in a vast basin.
728.8	Innisfree	" 2228.6	
736.4	Ranfurly	" 2150.8	
745.4	Lavoy	" 2201.6	

754.4	Vegreville	Alt. 2082.2	This is the northern terminal of the Calgary-Vegreville line. It has a population of 1,300. The municipal authorities have carried out many improvements during the last few years. Vegreville has an abundant supply of pure water, obtained from Artesian wells, sufficient to take care of a place of much greater size. Several industries are located here, including brickyards and marble works. The country to the north of the
761.2	Raith	" 2168.9	
768.1	Mundare	" 2254.1	
774.7	Hilliard	" 2274.5	
782.4	Chipman	" 2196.0	
789.7	Lamont	" 2139.5	
796.5	Bruderheim	" 2074.5	
803.3	Scotford	" 2067.3	
809.9	Ft. Saskatchewan	" 2048.0	
815.0	River Bend	" 2116.6	
819.0	Oliver	" 2143.9	

Mls. from
Winnipeg

line is attracting settlers, who are going in for mixed farming and dairying, and meeting with success.

- 827 0 **Edmonton** Alt. 2185 4 Capital of the Province of Alberta, has a population of 68,300, and is splendidly situated on the high banks of the Saskatchewan River. The Legislative Buildings overlook the city. Close by are the University of Alberta and the remains of the old Hudson Bay Company's fort on the site of the first trading post established by the company in 1795. The city owns and operates its public utilities. The Canadian National was the first railway into Edmonton, and much of the rapid progress made by the city is attributed to its shipping facilities. The Canadian National has for some years been operating a service north to Athabasca Landing, a gateway of the Peace River country, which may be said to embrace the larger portion of Northern Alberta, the agricultural area being approximately 270 miles by 300 miles, Peace River Landing, at the junction of the Smoky and Peace, being practically the centre of the district. Edmonton is the largest and most important Dominion Land Agency in Western Canada—it embraces in its western ranges the entire Fourth and Fifth Meridians. It is a rich land, possessing a uniformly good soil, in addition to much natural wealth in timber, minerals and fisheries. The city affords a splendid local market for the agricultural products of the district, which are meeting with an increasing demand. Edmonton is fast becoming an important



Edmonton, Alta.

Mls. from
Winnipeg

educational centre, and its schools and colleges present to the settler facilities similar to those of the older cities of the east. Between Edmonton and Athabasca Landing, and north of the Saskatchewan River, there are still some homesteads open to settlers — homesteads of quality equal to anything yet settled in the West. The Canadian National line, building between North Battleford and Athabasca Landing, will also serve a territory which is well watered and possessing plenty of wood for fuel as well as timber for building purposes. Many coal mines are being worked, so that fuel is comparatively cheap, and it is a well-known fact that many settlers get all the coal they need for domestic purposes on their own farms.

WINNIPEG TO EDMONTON

Via Brandon, Regina, and Saskatoon.

The main line from Winnipeg to Edmonton, by way of Dauphin, is known as the "Saskatchewan Valley Route." Through trains also run via Brandon, Regina, Saskatoon, and Warman to Edmonton, and to the city of Prince Albert.

Brandon, 135 miles west from Winnipeg, has a population of 18,000, and is the centre of one of the most prosperous agricultural districts in Canada. It has grain elevators, flour mills, planing mills, and a number of large wholesale houses. In Brandon is a central steam system by which a large part of the city is satisfactorily and economically heated. Within the city limits is an experimental farm, conducted by the Dominion Government. The



Provincial Parliament Buildings, Regina, Sask.

Mls. from
Winnipeg

Prince Edward Hotel, owned and operated by the Canadian National Railways, is amongst the finest of the hotels in the Middle West. It adjoins the Canadian National Railways Station, and, its service and moderate charge attract a large number of people to Brandon. The Brandon Agricultural Fair is a most successful annual event.

Regina Alt. 1896 4 Regina, 356 miles west from Winnipeg, has a population of 45,000, and is the capital of the Province of Saskatchewan. The Legislative Buildings are situated in a park of 160 acres on the south side of Wascana Lake, and are a most imposing pile. Regina has a fine Exhibition Park, where an annual exhibition is held, which is particularly noted for the high quality of its pure-bred stock, and the character of the grain and grasses shown. The city is the commercial centre of a large area.

Saskatoon Alt. 1589 7 Saskatoon, 516 miles west from Winnipeg, claims a population of 27,000, and has become a distributing centre for a country served by approximately 1,500 miles of railway line. Most of the important manufacturers and wholesalers of the East are represented in Saskatoon, which enjoys the unique distinction of having risen from a population of 113 people 13 years ago. Saskatoon is a town of Canadian National creation. The Provincial Government has established a University here, and in connection therewith is an Experimental Farm, which already has accomplished excellent work.

OTHER CITIES SERVED BY THE CANADIAN NATIONAL RAILWAYS

The Canadian National Railways serve practically all towns and cities of importance in Western Canada. Amongst those not covered by the route of this train may be mentioned: -



Saskatoon, Sask.

Mls. from
Winnipeg

- Moose Jaw Alt. 1798 0 has mills and elevators and large stock-yards, is the centre of a rich agricultural district, a commercial point of importance, having a number of wholesale and distributing houses. The name Moose Jaw is taken from the translation of an Indian phrase which means "The Creek where white man mended cart with Moose Jaw bone."
- Calgary Alt. 3446 0 Calgary, with a population of 80,000, is the largest city in the Province of Alberta. The Canadian National line between Calgary and Saskatoon, through Hanna, has opened up one of the best sections of the country, and has reduced the railway mileage between these points by 200 miles effecting a great saving in the cost of freight and greatly benefiting the country.
- Prince Albert Alt. 1413 3 Prince Albert, with a population of 13,000, is beautifully situated on the banks of the North Saskatchewan River. It is the centre of a remarkably rich country, both in agricultural resources and in timber, besides other undeveloped natural resources, including electric power. The homesteads thrown open here are particularly well adapted for mixed farming; indeed, with the right class of crops and diversified farming, settlers are bound to be successful. To the man of limited capital it offers special inducements. The enormous lumbering operations employ a number of men during both the winter and the summer months.
- 836 8 St. Albert Alt. 2172 0 The line runs northwest from Edmonton to St. Albert, where the branch
844 8 Villeneuve " 2218 0 to Athabasca Landing leaves the main
851 2 Calahoo " 2231 0 line. At Villeneuve is an Indian Re-
857 1 Bilby " 2243 0 serve, through which the line passes
861 2 Onoway " 2333 0 for about six miles. The railway
869 9 Alberta Beach " 2386 0 follows the valley of the Sturgeon
River to Peace River Junction, from which point another line into the Peace River country is under construction.
- 873 7 Lac Ste. Anne Alt. 2417 0 Lac Ste. Anne is becoming a very popular summer resort. The land in the vicinity is of excellent quality and suitable for mixed farming. Settlers are gradually coming into this district, and the homesteads near the line are all taken up.
- 879 9 Darwell Alt. 2429 0 The line passes along Isle Lake, the shores of which are fringed with
885 3 Lake Isle " 2406 0 spruce and poplar. There are some
893 2 Magnolia " 2456 0 coal outcroppings here, and settlers
898 9 Entwistle " heat their houses with the coal
899 7 Evansburg " 2518 0 taken off their own farms. The soil
906 0 Lobstick " 2576 0 is a deep black loam, with a clay
909 9 Junkins " 2616 0 sub-soil. West of the Lake, there

Mls. from
Winnipeg

918 4	Chiplake	Alt. 2596 0	are large hay sloughs, capable of pro-
919 8	Leaman	" 2611 0	ducing immense quantities of hay.
924.1	MacKay	" 2657 0	The line then passes south of Chip-
931 4	Niton	" 2736 0	lake, where settlers catch fish, and salt them for winter use. The line

is well watered by numerous creeks and springs. Coldwater Creek and Lobstick River are crossed. South of Chiplate there is a good-sized settlement, and the Yellowhead Pass pack trail traverses it from east to west. The land is rolling, and consists of a succession of ridges from 15 to 50 feet high, with wide intervening valleys. Part of the district has been burnt over, which has much assisted settlers in clearing their land, and has not in any way injured the soil. Leaving Edson, the mountains can be seen in the distance very distinctly. From this

941 6	Peers	Alt. 2787 0	point to Obed the land is rolling and
952 5	Wolf Creek	" 2858 0	with ridges of higher elevation. There
962 3	Edson	" 2985 0	are some groves of mixed poplar and
970 6	Bickerdike	" 3107 0	jackpine seen from the railway. The
975 6	Dandurand	" 3192 0	country is watered throughout by many
987.6	Medicine Lake	" 3392 0	small creeks, and the water is pure and
996 8	Obed	" 3562 0	abundant. Along the course of some

of these creeks old beaver meadows are found which provide good pasturage. Taken as a whole, the land is well adapted to grain-growing and mixed farming.



Alberta Cattle

Mls. from
Winnipeg

THROUGH THE ROCKY MOUNTAINS

The traveller westward leaves with regret the waving wheat fields and rich country of the Prairie Provinces, where the Canadian National has spread a labyrinth of lines, and opened to settlement a wonderful country, with magnificent plains and beautiful valleys, once unproductive, but which has now earned the title of the "World's Breadbasket."

As the train speeds west, the country becomes rougher and the timber larger. Looming up in the distance the outlines of the Rocky Mountains are clothed in blue haze. The line follows for many miles the route followed by David Thompson along the Athabasca. Ascending the valley, one can picture the stirring days of a hundred years ago, when this was a centre of the fur trade, and the Indians used to come in on snow shoes with dog trains, bringing in their pelts and bartering with the traders.

- 1023 0 Entrance Alt. The Gateway to Jasper Park and the Rocky Mountains. At first only a glimpse of white peaks are seen between rim cliffs rising 8,000 feet above the sea. Passing on, the Fiddle Creek Range comes into the picture with Pyramid Mountain, a landmark of the traders of the "Northwest Company," standing sentinel in the background at the entrance to the Yellowhead Pass.
- 1028 0 Solomon Alt. 3248 0 The line follows the Athabasca River and runs along the north side of Brule Lake for seven miles. At the east end of the lake, Solomon Creek comes in from the north, where David Thompson, the explorer, spent part of the winter of 1810. This is said to be the site of a very old trading post run by what were known as the "free traders," who took the opportunity afforded by the fights between the Northwest Trading Company and the Hudson Bay Company to catch the Indians coming in from the plains east of the Rockies with their rich catches of furs. On account of a legend cut in an old tree, which existed up to a few years ago, it was thought this was one of the posts of the X. Y. Company, an offshoot of the Northwest Trading Company. Mr. Tyrell is of opinion that the operations of the X. Y. Company did not extend to this district. On an island in the lake near this point David Thompson visited the camp of an Iroquois Indian, who was undoubtedly one of the party of Iroquois who made the great trek from the East, arriving at Edmonton 1805. The railway runs in the vicinity of the exposure of the Brule Lake coal area on the west side of the valley. A deposit of coal, said to be one of the best quality yet discovered in Alberta, is being worked there. The northern limit of this coal field has not yet been ascertained, but from the general topography it is probable that it extends into the foothills as far as the Smoky River, and is closely connected with another area within the mountain on Moose Creek. The Brule coal area is estimated by the Department of Mines to contain over
- 1931 0 Errington Alt.

Mls. from
Winnipeg

600,000,000 tons of coal. Other districts on the same side of the Athabasca are known to contain coal, but their area has not yet been defined.

1033 0

Brule Alt. 3265 0 An eight hundred foot tunnel carries the line under the slope of Boule Roche Mountain. Upon emerging, a splendid view is obtained of Roche de Smet to the north and of Roche Miette on the other side of the Athabasca. This mountain rises nearly 8,000 feet above the sea level, a great rock mass eroded at the crest in an impossible style of mountain architecture; at the sides great buttresses stand out. Crowning all are perpendicular cliffs broken by chimneys, giving the whole a castellated appearance that reminds one of a huge fortress with its strong tower or keep at the highest point. The lowest rocks outcropping here are of Cambrian age, and underlie a series of sediments capped by fossiliferous Devonian limestone which is exposed in the cliff.

The traveller here reaches a portion of the park where mountain goat and mountain sheep are plentiful. The protection given to the game has had the effect not only of increasing the quantity, but in some cases of making them lose the fear of man. This is particularly so in the case of the mountain sheep on the slopes of Boule Roche Mountain and the hills west of it close to the railway. The mountain sheep is one of the most wary and timid of animals, with a wonderful eye; it can always see the man before being seen, and hunters find the sheep looking at them, however careful their approach, regardless of the direction of the wind, yet here they are seen nearly every day, also over at Pocahontas, feeding on the



Pyramid Mountain. Entrance to Yellowhead Pass

Mls. from
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hills, and often coming right down to the railway, where they can be seen from passing trains.

At the foot of Roche Miette, the swift flowing Athabasca River widens and splits into several small channels. Here the line crosses the Stoney River about three-quarters of a mile inland. This stream comes in from the west and turns north, running parallel with the line for some distance. On the opposite side, in the valley between the Fiddle Back Range and the Colin Range, which rears its ragged peaks of grey limestone 9,000 feet in altitude, the Rocky River flows in. Near the mouth of the river, under the shelter of Roche Miette Mountain, on a level plateau called the Jasper Flats, is most probably the site of the celebrated old Northwest Company's Post, Jasper House. This post was probably established by Jasper Hawes in 1811 or 1812.



Rocky Mountain Goats

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the year following David Thompson's discovery of Athabasca Pass. According to Tyrrell, Jasper worked for Thompson on the Peace in 1804. Later on, when John McGillivray, in charge of the Company's operations at Lesser Slave Lake, took over the Athabasca Valley, he probably sent in Jasper Hawes to conduct a trading post at this point. There is no trace of this building, but very old Indian trails can be seen leading in from the valley of the Rocky River on the south and from the Stoney to the Athabasca River, where there is the best ford for many miles. In years gone by, the Cree Indians, coming from their hunting and trapping grounds on the Smoky, the Sulphur and the Stoney River, used to bring their furs into this post. Another old trail used to come down the valley from the upper waters of the Athabasca and the Whirlpool Rivers, and there is little doubt Indians used to come in through Poboktan Pass to trade at this post and at Henry House.

1052 0 Snaring Alt. 3290 0 After leaving the shore of the Jasper Lake, the line skirts the base of mountains of Devonian limestone and crosses the Snaring River, which flows across Henry House flat. To the west is a view of the beautiful Snaring valley, with its snow capped peaks and glaciers.

1059 0 Henry House Alt. 3348 0 There is only a vestige left of Henry House to mark this historic old post of the Northwest Company, near the outlet of the Maligne River at the upper end of the S formed by the channel of the Athabasca. This is one of the best fording places along the river above Jasper House. It can be plainly seen from Henry House Station. William Henry, who was in charge of this trading post, is the Henry who accompanied Thompson in 1810, and must not be confounded with Alexander Henry the pioneer explorer. Records go to show that Thompson established a camp somewhere in the valley, but the point has not yet been determined, though Mr. Tyrrell says that David Thompson took observations which are recorded in his journals. Henry House may have been the camp. It would appear that Henry accompanied Thompson to Whirlpool River, but was sent back with some of the horses on account of the lack of feed. In all probability Henry House was opened as a trading post in 1811. In the near future the actual site of the post will possibly be determined by a survey, in which event it is contemplated that a stone cairn be erected to mark the spot.

1067 0 Jasper Alt. 3456 0 On the opposite side of the Athabasca is the outlet of the Maligne River, one of the most remarkable streams in North America, running for miles underground. The Maligne River is a much larger body of water, flowing into Medicine Lake, 10 miles above, than it is entering the Athabasca, and this is something that has never been explained, but it is surmised that it is more or less subterranean all the way from Medicine Lake. The original bed of the stream, now moss-grown, may be followed for miles, and where the water reappears in the Canyon only a comparatively small quantity of it is visible. The Canyon is one of the most spectacular in the Rocky Mountains; its bed, which the stream has been cutting

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through for centuries, is enclosed by walls, in some places 200 feet high, and it narrows in many places to less than 10 feet in width. In years gone by the waters appear to have flowed in various channels. On the surface above may be seen huge pot-holes, some of them over 50 feet in depth, cut out of the rock by the swirling waters. A bridge has been built over a part of the Canyon, where a view of the gorge is obtained. Here a beautiful cascade falls precipitously at a point where the chasm reaches its narrowest width, the waters disappearing in the depths below.

- 1076 2 Geikie Alt. 3590 0 The valley widens at Jasper, which is situated on a plateau at the base of the Pyramid Mountain altitude 9,026 close to the entrance of the Yellowhead Pass, at the confluence of the Miette and Athabasca Rivers. Jasper Mountain, altitude 9,486, with its snow-capped peak, overlooks the town, which is the headquarters of the Dominion Government officials who have the supervision of Jasper Park, a game preserve and forest reservation of 4,000 square miles. A beautiful townsite has been laid out, with the Government building, a handsome stone structure of artistic design, in the centre. Under the direction of the Dominion Parks Branch of the Department of the Interior, plans are being carried out for the rapid development of the surrounding country by building



Maligne Lake, Jasper Park, Alta

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roads and trails to make it accessible. By this means some of the finest scenery in the Rocky Mountains may be reached from this point.

A trail has been built by way of Maligne Gorge along the valley between the Maligne Mountain and the Cohn Range, past Medicine Lake, to Maligne Lake. This is perhaps the most beautiful sheet of water in the Rockies, surrounded by mountains which rise from the sandy beaches at the water's edge. The effect of the snow-capped peaks, with their brown shale exposures splashed with crimson stains, the glaciers and the dark verdure of the foothills reflected in the water, form a picture of amazing beauty. The traveller on return from the lake by way of Shovel Pass, which takes him up to an altitude of nearly 8,000 feet, and affords one of the finest views of the mountain. Ice fields, a hundred snow-



Mr. Edith Cavell, Jasper Park, Alta

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capped mountains, most of them unnamed, may be seen from an elevation a few feet above the Pass. On the descent, Mount Edith Cavell in all its magnificence is in full view, and grim Hardisty in the distance.

Mount Edith Cavell, a monument reared by nature, has been designated by Canada a memorial to the heroic British Red Cross nurse who perished under the bullets of a German firing squad in Belgium. It is a mountain of striking beauty, from the gently rolling parklands at its base to the crown of glistening snow at the peak, 11,033 feet above the sea. A glacier with arms extended in the form of a cross clings to its slope. Its foot is carpeted with the rosy-hued heather and uncountable vari-coloured flowers of the wild. In all the world there is probably no other memorial so simply grand as this to an humble nurse of the Red Cross who saw her duty and did it.

Plans for the further improving of the trail to Mount Edith Cavell are in progress. Even now the journey is neither difficult nor dangerous, and the mountain vistas at the end of the trail are well worth a much greater effort.

By taking a bridle trail from the station at Jasper up Mount Tekarra, a magnificent view of the valley of the Athabasca can be obtained, and the course of David Thompson on his memorable journey may be followed by the eye up to the Whirlpool River, past Mount Edith Cavell, and on towards the Athabasca Pass and the Committee's Punch Bowl.

Packers and outfitters have made Jasper a headquarters, and some of the best guides in British Columbia are stationed here. Hundreds of pack horses and riding ponies of the Cayuse brand are available at short notice to handle parties of any size. The class of men guiding here are of a type peculiar to this place only, generally Alberta or British Columbia born, often University men, but frontiersmen nevertheless, equally used to riding the plains or the mountain trail, with a knowledge of the country and a marvellous fund of anecdote. Brewster Bros. and Moore are perhaps the best known packers and outfitters. Their hunting trips and exploratory work has carried them from the northern regions of the Athabasca and the Peace down to the American boundary, and their knowledge of the hunting districts is in consequence very wide.

Mount Tekarra reaches an altitude of about 9,300 feet, and is not difficult to climb. From the Gendarme, a lower peak, altitude 7,400, at the west side of the mountain, there is a magnificent view of the Athabasca valley. The rich colouring of the reds and blues of Pyramid Mountain, altitude 3,467, arrests the attention first, and as the eye follows the tortuous course of the river the Maligne River is seen to come in between the Colin Range and the Maligne Range, of which Mount Tekarra forms a part. About two miles below can be clearly distinguished what is said to be the site of Henry House. Down the river on the opposite side, three snow-

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capped peaks of the Snaring Mountains appear, and below them another range, with Roche De Smet (named after the pioneer missionary, Father De Smet) in the distance. Eighteen lakes can be seen from this mountain; the waters of most of them are of an emerald green, so brilliant that the colour is a difficult effect to describe.

Below is the town of Jasper, and a view up the Yellowhead Pass, where the Miette River comes down like a silver thread between the mountain ranges on each side of the Pass.

Looking up the river a panorama of even greater beauty is seen. On the left of the Athabasca, in the distance, is Hardisty, snow-capped and grim, rising to a great height. On the opposite side of the valley, but nearer, is Mount Edith Cavell, over 11,000 feet high, with glaciers that appear to come right down to the foothills. Nearer, on the same side as Mount Edith Cavell, an unnamed mountain stands back some distance, with a large glacier which seems to end in a crater-like cup. Up the Athabasca, the Whirlpool River is seen coming out of the hills and joining the Athabasca, and the mind travels back to the historic year of 1810 when David Thompson ascended this river and discovered the Athabasca Pass. Edith Cavell Creek can be seen coming from the back of the mountain after which it is named, then nearer to us Boulder Creek, both glacial streams that enter the Athabasca. The scene from Jasper Mountain is not only beautiful, but affords the traveller an opportunity of obtaining some idea of the geography of the country, and a birdseye view of the points of historic interest.

At the Height of Land, elevation 3,725, little distance divides the watercourse of Miette, which flows into the Athabasca, and thence to the Arctic Ocean, and the headwaters of the Fraser River, which flows into the Pacific.

The railway follows a bench of the old river bed, and turning to the west enters the south end of the town of Jasper, which is the best part, and which will undoubtedly be the residential centre, as it is finely wooded and lends itself to the landscape work which is being carried out by the Park authorities. Here the line enters the Yellowhead Pass, following the Miette River for twelve miles. The Miette Mountains bound the south and the Pyramid Range the north side of the Pass.

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| 1076.0 | Cavell Alt. 3631 0 | The summit, which is the boundary between Alberta and British Columbia, is reached at Mile 2547.1, where the Continental divide, the backbone of Canada is crossed. |
| 1085.7 | Yellowhead Summit Alt. 3712 0 | Two and a half miles brings us to Yellowhead Lake. Of all the lakes in the district -- their name is legion and the colour of their water varied and beautiful -- this lake appeals most to the traveller. Irregular in outline, it stretches for four and a half miles, its water a creamy sap green, and for the most part surrounded by a dense forest. On the south side, near the centre, a fine cascading glacial stream comes in from the snows of Mount Fitzwilliam. |

Mls. from
Winnipeg
1091.0

Lucerne, B.C. Alt. 3650.0 The line runs south of Yellowhead Lake to Lucerne, which is five miles from the boundary; this is a Canadian National Railways divisional point. From the town there is a magnificent view of Mount Fitzwilliam, which rises to an altitude of 9,600 feet. Back of Lucerne, an old Indian trail leads round the base of Mount Fitzwilliam, through a pass, into the mountains beyond. This is a virgin country that will be of wonderful interest to Alpine climbers, as there are several icefields and numbers of mountains to the south that are unnamed and unclimbed.

From the lookout at an elevation of 6,000 feet, large ice fields can be seen. Thirty snow-capped mountains can be counted, and a number of beautiful glaciers, so that Lucerne will undoubtedly be a centre for the exploration of one of the most interesting countries in this part of the Rocky Mountains. Within the townsite there is a very pretty little lake situated on a point which juts out into the Yellowhead Lake. This point of land will later be laid out as a park. Yellowhead Lake runs into the Fraser River, which rises in the mountain range southwest of Mount Pelee.

1100.0

Grantbrook Alt. 3455.0 The line crosses the Fraser twice, and flows the river to Grantbrook, over which a fine steel bridge has been built about half a mile west of the station. This stream, in which there is very good trout fishing, rises near the Alberta boundary, flows down the valley west of Mount Mowat and enters the Fraser.

Moose River is reached, and the swift water of this turbulent stream is crossed at the foot of Rainbow Canyon, up which there are three large cascades. Only a few hundred yards from the rail-



Lucerne and Yellowhead Mts., Canadian Rockies, B.C.

Mls from
Winnipeg

way is Rainbow Falls, a beautiful cataract which rushes down between precipitous walls of over 150 feet just before it reaches the outlet of the Canyon. The sides of the Canyon are beautifully wooded, and the trail, which gives a number of opportunities to see the Whirlpool and the falls, is one of the greatest attractions of the district. There is a trail from here to Mount Robson.

The line lies along the north side of Moose Lake, a beautiful body of water, eight miles long and from half a mile to a mile and a half wide. At Rainbow Station, a beautiful fall can be seen across the lake,

- 1107 0 Rainbow Alt. 3394 0 coming from the glaciers of mountains concealed from view in the Sellwyn range, which falls about 1,000 feet down the mountain side and into the lake.

At the foot of Moose Lake, the line crosses the Fraser River for the last time, and runs to Resplendent. While the mountain

- 1115 0 Resplendent Alt. of that name is not visible at this point, there are some of the most beautiful views of the valley, including the Razor Peak, Mount Kahn, and unnamed mountains of lesser altitude. The line follows the south side of the valley of the Fraser River, running along the base of the mountains of the Sellwyn range high above the river.

- 1120 0 Mt. Robson Alt. Mount Robson, the highest and most majestic peak of the Canadian Rockies, rises to an altitude of 13,087 feet. Its pointed apex of ice can be seen for some miles from the train.



Mt. Robson, B.C.

Mls. from
Winnipeg

before it bursts in full view where the Grand Forks River enters the Fraser. Its precipitous base is but four and a half miles as the crow flies from Robson Station. At the head of the low valley its tremendous cliffs, too steep for snow to lie, rise up ten thousand feet, crowned with a snowy pyramid. A trail leads up the Grand Forks through a magnificent forest of giant cedar and fir, through the Valley of a Thousand Falls, where the river tumbles 1,500 feet in a wild Canyon. The trail leads to the rear of the mountain. The peak rises majestically, cliff on cliff, for over 7,000 feet above Berg Lake, to its summit, where the vapours of the Pacific gather nearly every day in the year. The snow clings to the steep side of the upper peak in long ribbons quite to the crest; gathering below, it forms a *névé*, which pushes out and divides into two streams of ice that fall and slip down the steep inclines for nearly a mile. That on the right is known as the Mist Glacier. The stream on the left forms the Tumbling Glacier, which extends two miles in horizontal distance, and has 7,000 feet vertical descent between the snow cornices of the mountain and its foot at Berg Lake, where the ice is thrust down to the water to break away and float off in bergs, which double themselves by reflection. The great black portion of the mountain in the centre is called Rearguard, which rises dark and massive above Berg Lake. Beyond this, on the left, is the enormous main glacier, literally a flowing river of ice, reaching for over three miles back to Mount Robson and the unbroken snow slope of Mount Resplendent (altitude 11,000 feet). The water coming from the ice caves of the main glacier flows chiefly into Berg Lake and the Grand Forks, but a smaller part reaches Lake Adolphus and Smoky River, a tributary of the Mackenzie River. Thus, as you gaze on this wonderful scene, you can see the headwaters of streams from the same glacier flowing on their way to both the Arctic and Pacific Oceans. Words convey little idea of the magnificence of Mount Robson. Perhaps the best description is that of Milton and Cheadle in their search for the "Northwest Passage by Land," as they saw it from the Fraser River:—

"On every side the snowy heads of mighty hills crowded round, whilst immediately behind us a giant of giants and immeasurably supreme rose Robson's Peak. This magnificent mountain is of conical form, glacier clothed and rugged. When we first caught sight of it a shroud of mist partially enveloped the summit, but this presently rolled away, and we saw its upper portion dimmed by a necklace of light, feathery clouds, beyond which its pointed apex of ice glittering in the morning sun shot up far into the blue heaven above to a height of probably 10,000 or 15,000 feet."

For magnificent scenery, the panorama of the Fraser and Grand Forks for some miles from the line of the Canadian National, 500 feet above the valley floor, surpasses anything to be seen on any other railway in America. Huge cliffs and mountains rise to an enormous height almost perpendicular from the railway. Mount Robson is in full view for about 9 miles, the huge mass towering above us and appearing to rise higher and higher as you proceed down the valley. In all directions are snow-capped peaks, many of them over 10,000 feet.

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Winnipeg

- 1126.0 Morey Alt. 3059.0 The line swings round the bend of the valley with Robson in the background. Longstaff (altitude 10,530), Little Grizzly, Whitehorse (altitude 11,100), Resplendent (altitude 11,178), and other mountains of the Rainbow Range. On the opposite side are the Sellwyn Range, rising sheer from the line. We now pass in rapid succession a number of pretty waterfalls as the line crosses Cliff Creek, Bear Creek, Cougar Creek and several other smaller glacier streams that flow into the Fraser River. As we approach Tete Jaune Cache, the valley widens, and the line turns gradually southward into the McLennan valley, which is from 3 to 5 miles wide, hugging the foothills and passing east of Cranberry Lake.
- 1134.0 Jackman Alt. 2823.0 On the far side the Mica Mountain Range rises in all its grandeur. As the name indicates, these mountains contain quantities of mica, upon which development is proceeding, and prospectors are at work on a number of claims.
- 1146.5 Swift Creek Alt. 2611.0 On the divide between the McLennan and Canoe Rivers, is Cranberry Lake and the Cranberry Lake Flats, where a number of settlers have taken up land. Cranberry Lake is about 700 acres in all, and is apparently of beaver construction. The benches in the vicinity of the Lake are of clay loam, and will make first class farms when cleared of the timber, which is much denser than on the flats. The floor is sandy, though the subsoil is clay, and will hold water better than it appears to. In the opinion of the Government Land Surveyors, irrigation will be necessary before successful farming operations can be conducted along these benches, but as there is an abundance of water this does not ap-



Mt. Longstaffe, Canadian Rockies - B.C.

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pear to present any difficulty. There are four creeks between Tete Jaune Cache and Cranberry Lake, the largest of these and most accessible to the greatest area of land being Swift Creek, about one mile north of the lake.

1152 0 Canoe River Alt. 2721 0 It is about five miles across the valley south of Cranberry Lake, and a great deal of it is good agricultural land.

Here the line swings to the southwest, and crosses the Canoe River at the foot of the Canyon through which the river emerges from the mountain range to the southwest. It then follows the west side of Camp Creek valley until near Albreda Lake, where it crosses to the east side of the summit. The valley is very narrow being only from half a mile to a mile wide, and hemmed in by high mountains. The Sellwyn Range, which is still in sight, looms up behind us to the north, and Canoe Mountain on the east, with patches of ice on it near the summit, forms a picture of great beauty. From the crossing of the Canoe River to the summit is twelve miles, and the line runs on long tangents for considerable distances at a time. About 18 miles down the Canoe River Valley there are hot springs which are said to have remarkable curative qualities. Camp Creek valley is beautifully timbered, particularly on the west side, with cedar, fir, and spruce. There are some good hay meadows along this creek. Beyond this timber belt, and on

1160 0 Albreda Alt. 2863 0 the summit, is a willow bottom which extends to Albreda Lake, which is of beaver construction. Near the summit, several settlers have taken up land, and appear to have quite a quantity of stock, as well as raising good crops of grain and vegetables. Through here a splendid view is obtained of Albreda Mountain, which lies to the southeast, rising to over 9,000 feet altitude. There are large glaciers on the north side.

The scenery in the valley of the Canoe River is magnificent.



Top of Mt. Cook, near Albreda, B.C.

Mls. from
Winnipeg

In this connection the following might be quoted from the report of Mr. A. W. Johnson, the Government Land Surveyor:

"In a country where scenery is a drug on the market, it may seem foolish to say anything about it, but I know of no grander views than may be obtained in the valley of the Canoe throughout its entire length. It rises in stupendous glaciers among the Mica Mountains, winds like a tortured snake across the wide flats at Cranberry Lake, and then flows for seventy miles between enormous rocky peaks and glaciers that are quite as fine as anything at Rogers Pass or Field. The Albreda valley is almost as grand, and the Canadian National offers an unsurpassed route.

"To the sportsman the district offers everything from grizzly bear to willow-grouse. It is pre-eminently a caribou country. While there are plenty of goat, sheep occur only on the main range of the Rockies east of the Canoe. Black bear are fairly common, and used to disturb our lunch-sack when left on line overnight. The country has been trapped for some years with unusual success, but there is a large field left in the many side creeks and rivers, which are practically unexplored. Late in the season large full trout were caught in the Albreda and Canoe Rivers."

1165 0 Glemina Alt. 2753 0 This was formerly known as Thompson Crossing The Albreda River here flows into the North Thompson. During the construction of the railway this place was quite as celebrated as the well-known "Mile 49," near Tete Jaune Cache. Thompson Crossing was the next stage south for the packers. On account of the turbulent nature of the stream they had to swim their horses here and convey their load over on punts or rafts, and a regular wide open construction town grew up, with all the usual accompaniments. There are about 200 acres of land here fit for agriculture



Mt. Fitzwilliam, Canadian Rockies, B.C.

Mls. from
Winnipeg

on a pretty flat at the junction of the rivers, wooded with fine large trees; a picturesque spot viewed from the railway. From here down to Blue River, there is practically no agricultural land open for settlement. The little there is held under timber license, and consists of stony benches timbered with hemlock. It is probable that a saw mill will be established at Blue River to cut the timber from this district, as it is not feasible to drive it further down the stream on account of the canyon.

1201 0

Blue River Alt. 2243 0

This is a Canadian National Railways divisional point, where roundhouses and other terminal facilities have been provided. The land is flat, and there are some excellent hay meadows. Settlers have taken up the best land, though with irrigation from the Blue River, it is possible that the gravel flats might be made to produce crops.

A short distance from the station is a very picturesque lake almost surrounded with snow-capped mountains, and between them at the upper end are two large glaciers. The silt from the glacial streams gives the water a cloudy appearance, and on this account the lake has been given the unfortunate name of "Mud Lake." At the upper end, about four miles away, there is some fine land with large hay meadows: these are to some extent the result of beaver construction. This land has not yet been surveyed. Below Blue River the river increases in velocity as it enters the gorge and races along for a number of miles to a canyon known as "Hell's Gate." Below Messiter, Salmon Creek runs in from a valley—the scene of a recent mining rush. From Blue River to Stillwater Flats the only arable land of any value is covered by timber limits. It consists of 200 acres on the west side of the river.



At Blue River, B.C.

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Stillwater Flats It would appear that these are so named because the water does not flow more than about five miles an hour. The valley here averages about half a mile in width and the flats are about fourteen miles long. Considerable land has been placed under cultivation and taken up by settlers. One advantage possessed by this settlement is a good wagon road, which runs from the south end of the Flats through Kamloops.

From Stillwater Flats down to Vavenby there is little agricultural land.

1231 0 **Wire Cache** Alt. 1896 0 In the early seventies the Government projected a telegraph line through here which was never constructed. Over twenty tons of wire were brought in on pack horses, and deposited in a building called the "Wire Cache." Even the foundations of the building have rotted away, but several tons of rusty wire still mark the spot.

1269 3 **Clearwater Crossing** Alt. The line now swings to the west and Clearwater River joins the Thompson. There is some good fishing in this stream, Dolly Varden and Rainbow Trout. When the salmon are running they can be seen coming from the Thompson up this stream, followed by rainbow trout.

As the line runs south, more agricultural country is seen, and some very picturesque, well tilled, farms: on some of these, where irrigation is being used, wonderful growth is obtained, particularly in vegetables.

1292 0 **Chu Chua** Alt. 1277 0 During construction, this was an important centre, as the work going on was of a very heavy character. Unlike most of such towns, it is not only holding its population, but is growing as the centre of a healthy settlement. Important coal properties are being developed in the vicinity. There is a hotel and some good stores.

1299 0 **Chinook Cove** Alt. 1258 0 This is also in the midst of a good farming country, where there are extensive flats in the valley well suited to farming and stock raising. There is also good land on the benches above these flats and grazing land on the hills. There is some good timber, chiefly fir. The climate is mild and good crops are being raised without any irrigation, but on the higher benches some of the land would be very much benefited by it.

From Louis Creek to Kamloops, general agriculture and fruit culture is conducted on a large scale, and some of the finest fruits and vegetables in British Columbia are being raised where the land is irrigated.

1309 0 **Louis Creek** Alt. 1229 0 More settlers are coming to this district every season, and farming is being carried on most successfully.

The best land appears to be on the north side of the creek. In the upper part of the valley there is a flat that runs for some miles which is well adapted to farming, and the neighbouring hillsides afford excellent grazing for stock. This part of the country appears to be in a very prosperous condition. Good crops of vegetables

Mls. from
Winnipeg

are being raised, and a number of small apple orchards have been planted and are doing well. Considerable clearing will have to be done on the undeveloped land before it can be used for agricultural purposes, but judging from what can be seen of the quality of this land it will be very productive. There is some good timber in the vicinity of Louis Creek, including fir, yellow pine, cottonwood, and a little birch. This creek is said to contain gold in paying quantities and placer mining operations are being carried on at the lower end. The Kamloops wagon road runs through the country, giving settlers access to points along the north Thompson.

- 1341 0 Kamloops Junction Alt. 1150 0 Canadian National Railway, has established a terminal with a spur into the city. The line here crosses the North Thompson on a fine steel structure and follows the north side of the main Thompson River.

- 1344 0 Kamloops Alt. This is the principal town in the valley, and has a population of 5,500. It owns its own electric light and water system, and is a progressive place. Kamloops Post was opened in 1813 by the Northwest Company (not by the Hudson's Bay Company, as often asserted). This was the year in which communication was established between the Columbia and the Fraser. The first report of gold in British Columbia came from Kamloops. According to a report, gold dust had been seen in the possession of Indians as early as 1852, but no suspicion was awakened at the time of the wealth of the district; the first intimation of this was in 1855, when a servant of the company, idly washing a pannikin



Kamloops, B.C.

Mls. from
Winnipeg

of gravel, found some nuggets of gold. Later on the fame of the Thompson and Fraser spread from Puget Sound to San Francisco, and in less than a year 20,000 miners rushed into the district and staked claims in all directions. From the golden sands of these rivers millions of dollars of the precious metal was washed annually for many succeeding years. A branch line is now under construction to Kellowana which will develop an important fruit district.

The Thompson valley at Kamloops is very beautiful, and the climate healthy and invigorating. Fruit growing by irrigation is carried on most successfully, and many cattle and horses are raised in the district.

1349 0	Tranquille	Alt. 1180 0	Below Kamloops is an enlargement of the Thompson River known as
1361 0	Copper Creek	" 1169	Kamloops Lake, a beautiful body of
1366 0	Savona	" 1171 0	water, which the line follows on its
1373 0	Walhachin	" 1084 0	northern bank for about twenty miles.
1377 0	Anglesey	" 1075 0	The lake ends at Savona, and the
1389 0	Ashcroft	" 993 0	line enters the rugged scenery of the

Thompson series of canyons. At Walhachin the line crosses to the south side of the river. Here are some fine fruit orchards which can be seen from the train, water for their irrigation being flumed from Deadman's River. The glacially steepened walls of this stream may be seen extending more than ten miles northwards. At Anglesey the line passes back to the north side of the river.

Ashcroft, where the line crosses the stream in and out of the town, is the distributing centre for the Cariboo and Omneca mines, amongst the most famous of gold fields, with a romantic history. These have been worked on and off since the early sixties, when as high as six hundred dollars a pan was recorded. Pack horses and trains of freight wagons drawn by long strings of mules can be seen leaving for the mining districts almost every day. Ashcroft is a rancher's country, and large numbers of horses and cattle are raised. Three miles below the town the line enters the gloomy winding constriction in the mountain known as the Black Canyon, where the stream has cut through the shale and sandstone for a depth of over two hundred feet to its present bed.

1399 0	Basque	Alt. 923 0	Between Basque and Minnabarric
1406 0	Minnabarric	" 851 0	gypsum and china clay may be seen

in crumbling outcrops of red, yellow and white. A wonderful combination of colour, in contrast with the foliage of the trees above and the reflected light in the swirling water below.

1416 0	Spence's Bridge	Alt. 738 0	Spence's Bridge is picturesquely situated in the valley at the base of Arthur's Seat Mountain, which rises abruptly to an altitude of 5,800 feet. At the base of the mountain may be seen silt escarpments from which a huge slide occurred on August 13th, 1905, damming the Thompson River and causing the destruction of an Indian village on the far bank. Five Indians were buried alive in the slide, ten were killed and thirteen injured by the wave which swept up the river. The old wagon road to the Cariboo gold fields runs from the town,
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Mls from
Winnipeg

- which is the distributing centre for a great mining and ranching country back in the hills. The country round here is known as the Dry Belt, and the arid hillsides are covered with a greyish green sage brush; yet with irrigation most remarkable crops of all kinds are raised in the district. To the south is the Nicola valley, one of the most fertile in the province, through which a line of the Canadian National is projected to Kelowna. Below Spence's Bridge the scenery is very striking as the valley through Skoonka is followed.
- 1420 0 Skoonka Alt. 724 0
1424 0 Seddell " 699 0 A few miles below Spence's Bridge the nar-
1432 0 Gossett " 624 0 rowing valley swing southward, and con-
tinues this course until near Gosset, where
it bends gently to the west. At Gosset, are the Gladwin Bluffs; cliffs of the most brilliant colour, rust red and grey, variegated yellows and weathered rock, which give them a most weird and peculiar appearance. The Nicomen River comes in from the south, tumbling over a waterfall as it enters the Thompson. A small mining camp can be seen here where gold was first discovered in British Columbia in 1857. Near the mouth of Botanic Creek is an odd gigantic ridge called "The Cra g," about which the Indians hold strange traditions.

The line here enters the Thompson Canyon, running along the side of the mountain, whose rugged rocks close right in on the foaming, struggling water, amidst a scene of magnificent tumult.

- 1439 0 Lytton Alt. 566,0 From Lytton to Vancouver, a distance of
158 miles, the line follows the valley of the
Fraser River. This stream, discovered and



Thompson River, B.C.

Mls from
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explored by Simon Fraser in 1808, is the largest river in British Columbia, whose basin lies entirely within the boundaries of the province. It has a length of 790 miles, and drains an area of 91,700 square miles. Rising near the Yellowhead Pass, it flows westward to beyond Tete Jaune Cache, thence northward in the great structural valley known as the Rocky Mountain Trench, until it reaches latitude 54 degrees 15 minutes, where it bends and runs directly south.

The railway bridges the Thompson at Lytton, where the canyon suddenly widens and admits the turbid torrent of the Fraser. From Lytton Mountain, which rises about 6,000 feet above the town, the Cascade Mountains in Washington may be seen, and other rugged Alpine summits in the coast range, supporting glaciers and ice fields.

Spanning the canyon of the united rivers, the railway follows the north side as far as Cisco, where it recrosses on a lofty steel structure, from which a splendid view is obtained of the surging stream below. From here to Port Mann the line continues on the south side of the river, penetrating the headlands with tunnels and spanning the ravines by bridges. Below Cisco a portion of the old Government road

1451 0	Falls Creek	Alt. 603 0	which follows along the Fraser and Thompson valleys, built during the mining rush of the sixties, can be seen clinging to the cliffs, in some cases a thousand feet above the river. From Lytton to the delta below Hope the river is closely hemmed in by the mountains of the Cascade Range on the east and the Coast Range on the west.
1456 0	Inkitsaph	Alt. 565 0	
1460 0	Boothroyd	" 517 0	

These two mountain systems overlap each other for about a hundred miles, and the Fraser forces itself between the two until it emerges at the head of the delta to pass around the southern end of the Coast Range. This is properly the canyon, though it has become customary, when speaking of the Fraser Canyon, to refer to the Great Gorge, which commences below Boston Bar and ends at Yale. The latter, however, is matchless in its rugged grandeur, where the river, forced back upon itself by huge rocky projections, swirls from one side of the chasm to the other, and, split by huge boulders and jagged masses of displaced rock in the channels, the mighty torrent roars in tempestuous fury. Hell's Gate, the Black Canyon, where there is a tunnel 1,320

1466 0	Boston Bar	Alt. 450.0	feet long, and Chapman Bar are passed, and we near the village of Yale.
1479 0	Chapman Bar	" 353 0	
1493 0	Yale	" 218 0	

Fort Yale was founded by the Hudson's Bay Company in 1848, and Fort Hope a short time later. This became the main route to the interior, which started from Langley to Fort Hope by water, thence by trail across the defile of the Coquihalla River to the Thompson. After a time Yale, being at the head of navigation, became an outfitting point for miners and ranchmen. The town, as it stands to-day, occupies a bench on the riverside, surrounded by mountains. It is one of the most picturesque spots in the Fraser valley. The line here passes through a tunnel 2,015 feet in length.

Mls. from
Winnipeg1502 0 Trafalgar Alt. 160 0
1507 0 Hope " 154 0

The railway passes through the village of Hope, the site of Fort Hope of the Hudson's Bay Company. It is still a trading post and mining town. From it

there are a number of trails over the mountains to the interior. There is a fine motor road from Hope to Silver Lake, which is becoming a very popular resort, and where excellent fishing can be had, Dolly Varden and Rainbow Trout being numerous, gamey, and of good size. Coquihalla Lake is also a very attractive sheet of water that affords very good fishing. At Hope Peaks there is a large body of silver ore. Work has commenced upon its development and there is considerable activity in the mining region as a result. After leaving Hope, the canyon widens, and we come into a country of broad level valleys with rich soil and heavy timber, with finely cultivated fields, and the vegetation increases in luxuriousness as we approach the Pacific.

1510 0 Floods Alt. 117 0
1514 0 St. Elmo " 94 0
1516 0 Laidlaw " "
1520 0 Riley " 99 0
1527 0 Cheam " 78 0
1532 0 Rosedale " 50 0
1538 0 Chilliwack " 34 0
1543 0 Arnold " 33 0
1549 0 Sumas " 34 0
1554 0 Matsqui " 22 0
1559 0 Mt. Lebanon " 29 0
1564 0 Glen Valley " 22 0
1570 0 Langley " 22 0
1574 0 Port Kells " 24 0

This is the richest part of the valley of the lower Fraser, where ideal conditions prevail for fruit growing and market gardening. The advent of the railway has made a wonderful difference in the agricultural activities of the district, by providing a ready means of marketing its products. Much of the land is particularly well suited to dairying and mixed farming, and there is no doubt that the country will become a heavy producer, judging by the rapid development that is proceeding.



Fraser Cañon, B.C.

Mls from
Winnipeg
1580 0

- Port Mann** Alt. 13 0 There are large areas of first-class timber land tributary to the railway, where there are opportunities for the establishment of lumber and shingle mills. The sportsman and angler will find exceptional opportunities in the vicinity of the line. Bear, mountain sheep, and deer are successfully hunted, and there is some of the best fishing in the province. Port Mann is almost opposite New Westminster.
- New Westminster** Alt. 34 0 Population 16,000. Was the early capital of British Columbia, and is the centre of a fine farming country. Located fifteen miles from the mouth of the Fraser River, it has an export trade in lumber. The city is directly opposite Vancouver, the twelve miles' distance between them being covered by an electric railway. Salmon canning is one of its main industries.
- Vancouver** Alt. 16.0 Population. 140,000. Canada's main Pacific Ocean port, named after the great navigator, Captain George Vancouver. Splendidly situated on Burrard Inlet, the scenery all about is magnificent. The Cascade Mountains rise to the north, Mount Baker to the southeast, and the mountains of Vancouver Island across the water to the west.

The city is most substantially built, its public buildings and offices are remarkably fine specimens of architecture, built in many cases of granite. It has finely paved streets and splendid motor roads and bridle paths. It has an ample supply of pure water, brought through a conduit laid under the inlet, from a mountain stream nearby. Its sewerage and sanitary arrangements are second to none on the continent, and its lighting is by both gas and electricity. Coal, brought from Vancouver Island, is cheap and of good quality. An area of waste land, known as False Creek, formerly flooded by the sea, is being reclaimed and a fine city terminal for the Canadian National Railways completed.



Canadian National Railways new terminal Depot, Vancouver, B.C.

Mls. from
Winnipeg

From the port, ocean shipping arrives and departs for the Orient, Australia, Alaska, the Pacific Coast of the United States, and Northern British Columbia. Stanley Park, reserved by the British Government for purposes of fortification, and now the property of the Dominion of Canada, is a piece of virgin forest, with magnificent "great trees" of Douglas fir and cedar, and is one of the sights of Canada. There are splendid opportunities for sport in the immediate vicinity of Vancouver. Mountain goat, bear and deer are to be had in the hills along the inlet, and splendid trout fishing in a number of streams at no great distance. A number of sportsmen are attracted to the city every year on this account. Capilano Canyon, a few miles across the narrows, is one of the most interesting and beautiful spots on the coast.

Victoria Alt. 36.0 is the capital of British Columbia, and is the chief city on Vancouver Island. The Parliament Building, overlooking James Bay, is one of the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of great interest to visitors. It is the second seaport of the Dominion, and was the headquarters of the Canadian fur-sealing fleet. The population numbers about 55,000, and the city strongly resembles places in the Old World, beautiful gardens surrounding most of the homes. Three miles from Victoria is the excellent harbour of Esquimalt, defended by modern fortifications and possessing a fine dry dock.



Provincial Parliament Buildings, Victoria, B.C.

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