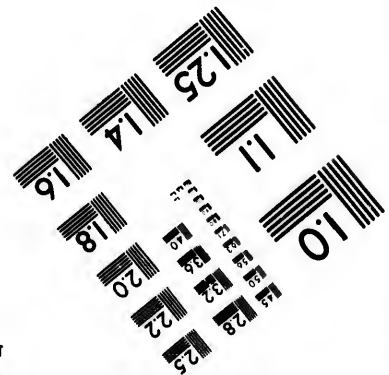
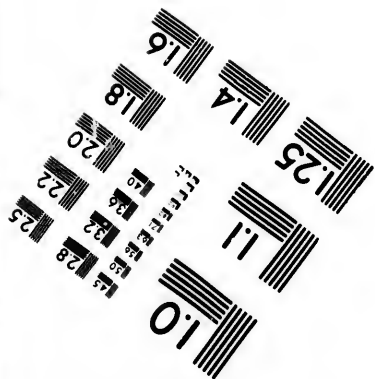
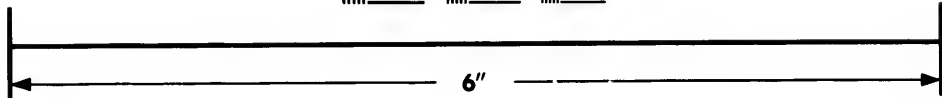
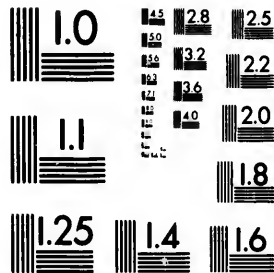


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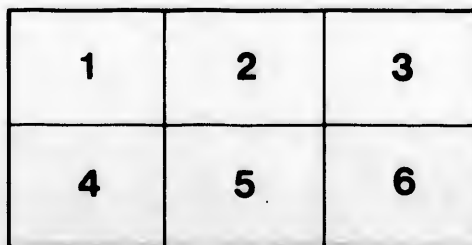
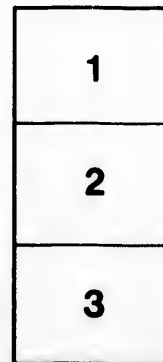
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CANADIAN PACIFIC RAILWAY



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TIME TABLE

WITH NOTES

OF THE

EASTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

AND THE

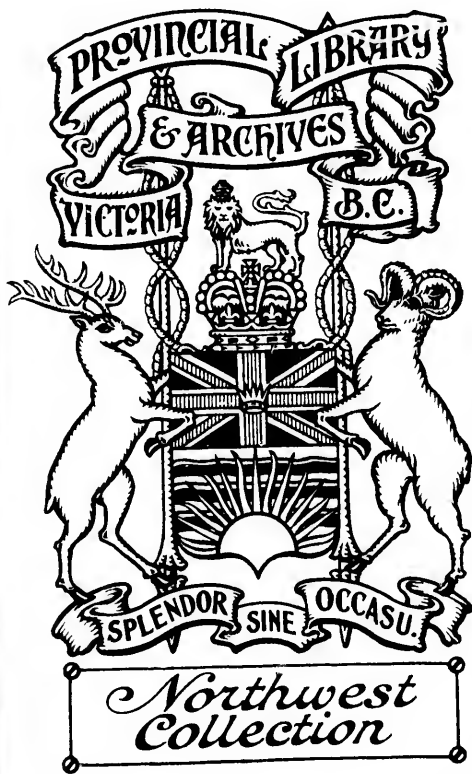
CHICAGO & TORONTO LINE



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AUGUST 1887



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CANADIAN PACIFIC RAILWAY



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TIME TABLE

WITH NOTES

OF THE

EASTBOUND TRANSCONTINENTAL TRAIN

THE GREAT LAKES ROUTE

AND THE

CHICAGO ^{AND} TORONTO LINE



MONTREAL

AUGUST 1887

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CANADIAN PACIFIC RAILWAY

TIME TABLE

(WITH NOTES)

TRANSCONTINENTAL ROUTE

Pacific Division—Vancouver to Donald : 460 miles

Miles from Vancouver	Trans-Continental Train	STATIONS—DESCRIPTIVE NOTES
84	Boat leaves at 2 a.m.	<p>Victoria—Pop. 12,000. Capital of British Columbia, situated at the southern extremity of Vancouver island. It has a lovely site, and its mild climate is healthful. English people and manners predominate. Esquimault harbor, an Imperial naval station, is only two miles distant. This station, Beacon Hill park overlooking the straits of Fuca and the Olympic mountains, and many fine drives, make the place one of the most interesting in Canada. Victoria does a large business in naval supplies, general merchandise, fish, coal and timber. A railway extends hence to the coal and farming districts near Nanaimo on the western coast of the island, which are also reached by steamers.—To Victoria come daily, or at less frequent, but regular, intervals, steamers from San Francisco and all the Puget Sound ports; also from the coast-landings upon both sides of Vancouver island, and along the mainland of British Columbia and Alaska. Once a fortnight in summer steamers arrive from, and depart for, Alaska, by a route especially designed for the entertainment of tourists and sportsmen, and traversing a region of magnificent scenery. The course is wholly within narrow, but deep and safe, channels, affording a constant succession of superb scenery, excellent fishing and hunting, acquaintance with the native population and other entertaining experiences.*—The steamer <i>Yosemite</i> departs every night, at midnight, to Vancouver on the mainland, arriving there in time to connect with the Transcontinental train. This ferriage is a delightful journey of eight hours through the archipelagos of the Georgian gulf and the straits of Fuca.</p>
	FIRST DAY	

* A pamphlet fully descriptive of this Alaskan tour, and plentifully illustrated, will be sent to any address on application to the Passenger Traffic Manager, Montreal, or to any general agent of the company.

Mls. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES
0	LEAVE 13.00 NOON	<p>*Vancouver—Pop. 5,000. Vancouver, the western terminus of the Canadian Pacific Railway, stands upon the beautiful slope bordering English harbor, near the entrance of Burrard inlet. The town has been built with great rapidity, but has substantial buildings of stone and brick. Extensive wharves line the shores, where only two or three years ago the primitive forest swept to the water's edge; while a crowd of shipping and boats, moved by steam and sails, by the sturdy arms of fishermen, lumbermen and settlers, or under disciplined strokes of a man-o'-war's crew; together with dozens of Indian canoes of all shapes and sizes, some paddled by men and others by squaws, with cargoes of furs, fish, vegetables and children, or simply steered with a carved paddle while the breeze fills their sails of bark-matting, combine to make a scene of lively animation off shore. The shores of Burrard inlet elsewhere have several settlements and timber-mills; one pretty town with white-painted houses and a neat church being an Indian mission-station, of some 300 people.—Vancouver is a calling-port for most of the coast-wise steamers, and the port of arrival and departure for steamers to Japan and China.</p>
	PACIFIC STANDARD TIME (Victoria to Donald)	

STEAMSHIPS ON THE PACIFIC OCEAN

Steamships of the Canadian Pacific line depart and arrive every three weeks, to or from Japan and China, according to the appended table. These are fast steamers heretofore in the service of the Cunard line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip requires only 10 to 12 days to Yokohama, and 15 to 18 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta, and the East Indies and Australasia generally.

INTENDED SAILINGS OF TRANSPACIFIC STEAMSHIPS

STEAMSHIPS	WESTBOUND			EASTBOUND				
	VANCOUVER Leave	YOKOHAMA Arrive	HONG KONG Leave	HONG KONG Arrive	YOKOHAMA Arrive	YOKOHAMA Leave	VANCOUVER Arrive	
Port Victor.	Oct. 4	Oct. 21	Oct. 23	Oct. 30	Aug. 25	Sept. 3	Sept. 11	Sept. 29
Parthia.....	Nov. 4	Nov. 21	Nov. 23	Nov. 30	Sept. 29	Oct. 10	Oct. 13	Oct. 28
Batavia....	Nov. 20	Dec. 7	Dec. 9	Dec. 16	Oct. 15	Oct. 26	Oct. 29	Nov. 13
Abyssinia..	Dec. 15	Jan. 1	Jan. 3	Jan. 10	Nov. 11	Nov. 20	Nov. 23	Dec. 8

And at similar intervals thereafter.

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

Mis. fr. Van-conver	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
14	13.39	Port Moody	—At the head of Burrard inlet, in the midst of forests of gigantic trees. This was the temporary terminus of the railway and has an excellent harbor, but there are dangerous narrows between it and the open strait. Excellent sport to be had near here.
19	13.51	New Westminster Junction	—Divergence of branch to New WESTMINSTER, an old and important seaport in the populous and fertile Fraser delta; distance, 8 miles.
26	14.11	Hammond	A short time after leaving New Westminster Junction the bank of the Fraser is reached,—a broad river flowing with gentle current, for here it has plenty of room. The ridges along each shore become loftier and more crowded together as the train ascends the valley, until they have attained the size of mountains, and the river, contracted into a narrow gorge, flows swift and turbulent. The waggon-road seen here and below was built by the government of British Columbia, at vast expense, as an avenue to the Caribon gold diggings toward the head of the Fraser, where there are now many flourishing settlements. <i>Hope</i> and <i>Yale</i> are small towns dating back to the gold-digging days; and are still outfitting points for ranchmen and miners. Yale is the head of steamer navigation, and has about 1,200 population.
34	14.35	Wharrock	
44	15.02	Mission	
54	15.29	Nicomen	
63	15.55	Harrison	
72	16.19	Agassiz	
82	16.47	Ruby Creek	
90	17.11	Hope	
104	17.53	Yale	
116	18.33	Spuzzum	
		The Caribon Road	
131	19.55	North Bend	—Divisional point. Here, in the midst of the canyon, is a large tourists' hotel, managed by the company.
142	20.37	Keefer's	The railway here winds about with the curves of the river, in a deep canyon among the mountains. "The Fraser river is the chief watercourse of British Columbia, rising in the northern portion of the Rockies, and flowing for about 500 miles before it begins to break through the mountains on its way to the strait of Georgia. It passes Lytton as a full stream with rapid, turbid current, which, when the Thompson river is added, becomes much larger and at times a foaming torrent. It flows through a deep and rocky gorge, but with the slopes and bottoms better timbered than the Thompson River valley. The scenery is, if anything, on a grander scale, and the huge rocks that have fallen into the water have been worn by the action of the elements into forms like towers, castles, and rows of bridge-piers, with the swift current eddying around them. The cliffs that encompass the river rise for thousands of feet, and in many places stand up like solid walls, or jut out, and almost bar the passage. A pair of such protruding promontories is used by the railway to cross the river on a fine iron bridge [the cantilever bridge near <i>Cisco</i>], but it has to tunnel one of the cliffs to secure a safe route on the opposite bank. The great number of mountain torrents coming in, and the rocky buttresses that intervene, make the railway for miles a succession of tunnels and trestle-bridges, most costly to construct, and compel endless bends to get a practicable route at all. These obstructions narrow the channel so that the river runs at race-horse speed. Clouds
149	21.17	Cisco	
153	21.41	Lytton	
		In the Fraser Canyon	
		The Cantilever bridge	

STATIONS—DESCRIPTIVE NOTES

Mis. fr. Van-couver Trans-Contin'l Train

LEAVE

Lytton

Canyon of the Thompson

169 22.39
175 23.03
187 23.46
207 24.39
221 1.30
227 1.51
238 2.30
244 2.51

Drynock
Spence's Bridge
Spatsum
Ashcroft
Penny's
Savonas
Cherry Creek
‡**Tranquille**

encompass the higher peaks and float along in the canyon while the water boils below. There are intervals, however, when the valley broadens sufficiently to permit a nook where an acre or two of comparatively level land gives a chance for brief cultivation." At *Lytton*, the Fraser is left behind, and the train turns up the gorge of the Thompson, its principal eastern tributary. "This canyon is hardly inferior to that of the Fraser. It broadens and narrows as the mountain chains approach or recede, and the railway is carried high above the river on the southern side. Where the bottom lands spread out the river winds through them, leaving flats or bars. It is on these and the sandy outflows of the mountain streams which fall in, that much gold has been found, and both here and on the Fraser river can be seen the gold hunters shaking their 'cradles' to wash the sand from the gold dust. In the bottoms and on the hills along this river, until the gorge runs too far into the mountains, the grazing is good, and there are evidences of some settlement, with cattle herds and horses feeding on the 'bunch grass,' which looks in its dried condition like so much hay. Below this part, however, the rocks become too steep to permit of much habitation. A light bridge deep down in the canyon, thrown across the Thompson river where several roads come together out of the mountains, gives a name to the station of *Spence's Bridge*. . . . The hills are denuded of trees, but some shrub-timber grows in sheltered parts of the valleys. The river becomes a wild torrent. The railway has a difficult route, is laid high above the water, and crosses a great number of lofty trestle-bridges over the fissures in the sides of the canyon, while it has to pierce cliff after cliff through tunnels. The sides of the gorge in most places are precipitous, making it impossible to get down to the water's edge. A wagon-road is cut into the precipice along the top, high above the stream, and here are seen a party of Indians with their ponies, moving their household goods on the animals' backs."

At the little village of *Savonas*, where the government's line ended and the Canadian Pacific, eastward, began, the canyons are escaped and the gorge widens into the valley of Kamloops lake. This beautiful sheet of water is about 20 miles long and a mile or two wide. "The river above it meanders in careless crookedness through a valley that is enclosed by parallel ridges of round-topped, furrowed, and water-worn hills, the bottom-lands making a good grazing country, with many herds of cattle. The lake spreads across this valley, the bordering hills, however, changing to towering rocks, which become higher as the mountain range is entered. They bear no timber, and the sombre aspect of the cliffs, with the parched brown vegetation, contrasts sharply with the bright green waters. The railway has to be carried on ledges and through tunnels on the southern bank, the views over the lake being beautiful as the route winds in and out, now piercing a tunnel and now hung upon a bridge over some great fissure. A half dozen

STATIONS—DESCRIPTIVE NOTES

Mis. fr. Van-couver Trans-Conti'n'l Train

LEAVE

252 3.30
3.30 a.m.

rocky ridges stretch across this lake, and have been broken through by the waters, so that it presents a series of high promontories and intervening bays."

Kamloops—Pop. 1,000. Divisional point, and principal town in the Thompson River valley, begun years ago around a Hudson's Bay Co.'s post. The north fork of the Thompson comes down from the mountains 100 miles northward, and here joins the main stem, whence the name, which is an Indian word meaning a river-confluence. It is a beautiful spot. "The broad valley is intersected by another coming into it at right angles. The rivers flow over the plain and finally join. There is both a background and a foreground of bordering hills, and the town stretches along a single street at the edge of the river. At either end the Chinese have set up their special little towns, while the English residents occupy the centre. The railway track, enclosed with planks, runs along the middle of the street, and this is the foot-walk and promenade. Little steamboats are on the river, and sawmills are briskly at work." The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious bunch-grass.

269 4.10
275 4.50
291 5.35
300 6.00
308 6.20
327 7.12

Ducks
Shuswap
Notch Hill
Tappen Siding
Salmon Arm
Sicamous

The London *Times* recently described this part of the road most excellently, the fact that the writer was travelling westward detracting little from the value of the account in the present connection: "The Eagle river leads us

The Shus-wap lakes

down to the Great Shuswap lake, so named from the Indian tribe that lived on its banks, and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. . . . For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters, and light and shadow play upon the opposite banks. This lake, with its bordering slopes, gives a fine reminder of Scottish scenery, winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson river. The remainder of the route follows the valley of this stream, which gives as pretty a sight as one would care to see of a rich pastoral valley enclosed between mountain ridges. The Shuswap Indian reserve shows some signs of settlement and cultivation between the river and the lake on an extended stretch of lowland bordered by forests. The Indians of British Columbia are said to make better laborers than most of those on the plains, when they will work. They make excellent herdsmen and shepherds on

SECOND DAY

Cattle Ranch-ing

Mls. fr. Vancouver Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

the ranches in these luxuriant valleys, and their little settlements are scattered at intervals along the river wherever they can pick up a livelihood.

"The Thompson river broadens in to the Little Shuswap lake, and the route is cut out of the hillside on the southern bank. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold range on both sides of the railway, and is one of the garden spots of British Columbia. The people are comparatively old settlers, having come in from the Pacific coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the evidences of thrift that are all around."

Little Shuswap lake

339 7.52
351 8.25
372 8.50

Craigellachie
Griffin Lake
Clanwilliam

Leaving the Shuswap lakes, the ascent of the Gold range is begun along the Eagle River pass. This is the first of three ranges of the Rocky Mountain system, which intervene between the interior of British Columbia and the Great Plains. "The railway is laid along a succession of lakes and connecting streams that conduct it through the mountains, and by comparatively easy gradients it gets both up to and down from the pass. The region traversed is a gold-producing section, and prospectors and placer-miners are numerous, though there are scarcely any other settlements anywhere in the mountains. The Gold range has some snow-capped peaks, but generally they are much lower than the Rockies or the Selkirks, and have more rounded tops, being composed of loose materials, requiring very little difficult rock cutting in building the line. The region is a universal forest in the valleys and upon the mountain slopes." The principal lakes in succession are Griffin, Three Valley, Victor and Summit. "We go through these forests to the summit of the pass, which is the dividing ridge between the waters seeking the Pacific ocean by the Columbia river, and these flowing westward through the Fraser river. At the actual summit there is a long and narrow lake of beautiful clear water surrounded by high mountains. This is the beginning of the Eagle river, and the railway route is cut out of the rocky border of the lake. Its winding shores and overhanging cliffs are very pretty. . . . Lake after lake is passed, the finest being the Three Valley lake, which stretches three arms into as many gorges. The lakes and streams are full of fish, and thousands of trout and salmon can be seen swimming in their clear waters, a great temptation to the angler. It is in this attractive region that we pass a little station alongside the Eagle river, 2,553 miles from Montreal, which has been given the sturdy Scotch name of *Craigellachie*. It was here that the 'last spike' in the construction of the Canadian Pacific Railway was driven with modest ceremony

Summit of the Gold range

The Last Spike

Mls. fr. Vancouver	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
		<p>by Sir Donald Smith, in November, 1885." The summit of Eagle pass is 1,800 feet above the sea. The descent of the eastern slope is moderate, and leads to the Columbia at Revelstoke, where that river is crossed upon a bridge and trestle continuation one-third of a mile long.</p>	
381	9.30	<p>Revelstoke—Alt. 1,600 feet. The supplying point for a large area of gold-mining operations; especially northward toward the great bend of the river around the northern extremity of the Selkirks. Half-civilized Kootenay Indians are likely to be seen here, cleverly handling their strangely shaped canoes of birch-bark. The river is navigable for steamers. From Revelstoke a magnificent view is had of the loftiest heights of the Gold range,—Mt. Begbie, with its glaciers and snowfields, and Cunningham, with its double summit, being the most conspicuous peaks. Ahead, filling the eastern horizon, are seen the peaks and snow-masses of the Selkirk range, the next to be crossed.</p>	
		Columbia River	
392	10.17	Twin Butte	<p>These stations lie on the western slope of the Selkirks, the ascent of which is along the valley of the Illicilliwaet river, whose fountains are in Rogers' pass,—the only depression discovered where a railway could be carried across. The best views are almost always ahead, especially as the summit of the mountains is approached. The Illicilliwaet is a stream of no great size, but exceedingly turbulent, and the water of its upper portion is not only white with foam, but thick with glacial mud, tingeing it a milky, or peagreen, color. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. Half-way the train skirts the very brink of several remarkably deep canyons, cat like enormous trenches through the solid rock, whose sheer walls rise hundreds of feet on the opposite side, too steeply to let any soil or vegetation cling, buttressing the wooded crags beyond, while ranks of glacial mountains are heaped against the sky. The most striking of these canyons is the <i>Albert</i>, where a deep fissure opens in the rocks and the river suddenly drops down a cataract some 200 ft., flowing nearly 300 ft. below the railway, a raging mass of waters compressed into a stream scarcely 20 ft. wide. "This strange chasm twists about, and from the train you have momentary glimpses of the foaming waters far below. When it stops, the passengers rush out to get a better view of the abyss." Just before the summit is attained, the passenger looking ahead will come into view of the greatest of all the Selkirk glaciers, overlooked by that stately monolith named Sir Donald Peak, after Sir Donald A. Smith, of Montreal. Here the mountains are exceedingly precipitous, and in order to carry the railway up to the level of the pass it was necessary to construct a series of lofty trestles and curves across the heads of gorges and around the brows of promontories, which are known as "the loops." No engineering anywhere upon the line seems more extraordinary to most persons than this. In six miles of actual travelling the train advances only two and a half miles, so</p>
402	10.57	Albert Canyon	
409	11.32	Illicilliwaet	
418	12.17	Ross Peak Sid'g	
	NOON		
		Up the Illicilliwaet	
		Albert Canyon	
		The Loops	

Mls. fr. Vancouver	Trans-Continent Train	STATIONS—DESCRIPTIVE NOTES
	LEAVE	numerous are the windings necessary to attain the required altitude.
424	13 20 DINNER	<p>§ Glacier House—Facing the enormous field of ice, and that crowning summit of the range whose head is reared a mile and a quarter in vertical height above the track, stands the pretty Swiss chalet which forms a meal-station for passing trains, and a most comfortable stopping place for tourists who wish to hunt or fish or explore the surrounding mountains and glaciers. The great glacier is hardly a mile away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is entirely practicable, adding sensations of novelty and superiority of size to all those features that attract Alpine climbers in Switzerland. Many other pleasant paths and “improvements” have been made in the neighborhood of this hotel, which offers a luxurious headquarters for mountaineering. Game is very abundant throughout these lofty ranges. Their summits are the home of the big-horn sheep and the mountain goat, the latter almost unknown southward of Canada. Wapiti and deer frequent the lower glades. Bears can always be obtained on the mountain heights. Birds are numerous, and fish throng in the icy streams.</p>
426	13.40	<p>Rogers’ Pass—Summit of the Selkirks, 4,300 feet in altitude at the station. The pass was named after Major Wm. C. Rogers, by whose adventurous energy and skill it was discovered in 1883, previous to which no human foot had penetrated the fastnesses of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the right forms a prodigious amphitheatre, whose parapet, eight or nine thousand feet above the valley, encircles vast spaces of snow and shelters wide fields of perpetual ice, glaciers beside which those of Switzerland would be insignificant, and so near them that the shining green fissures penetrating their mass can be distinctly seen. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit is chief, are beyond statement, and never to be forgotten by the fortunate man who has seen the sunset or sunrise tinting their battlements, or has looked up from the valley about him at some snow-shower trailing its curtains along their crests, with perchance a white peak or two standing serene above the harmless storm.</p>
430	14.05	<p>Bear Creek The railway effects its descent from Six Mile Creek Rogers’ pass to a second crossing of the Beaver Columbia, at Donald, by following a series of canyons which drain into the Beaver river, through whose narrow gateway an exit is gained to the valley of the Columbia. As the grand peaks that surround Rogers’ pass are gradually lost by the descending train, Mount Carroll comes into sight on the right, towering a mile and more in almost vertical height above the track, bare, sheer and stupendous. Down the side of one of the enormous precipices opposite, a waterfall pitches several hundred feet, the head of which is the little glacial stream so plainly visible at the summit, far up toward the crest of Mount Hermit; but this is only</p>
437	14.55	
443	15.20	
	Cascades of the Eastern Selkirks	

Mls. fr. Van-couver	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES
	Stony Creek Bridge	<p>one of many splendid cascades and slender cataracts dropping in every variety of picturesqueness down the rugged crags. To span these fierce torrents with bridges or culverts which would not be torn away required great skill and a liberal expenditure. Several extraordinary bridges will be encountered, but the most notable of all is that crossing Stony creek at a height of 295 feet above the torrent—one of the loftiest railway bridges in the world. It is about 750 feet long, and cost \$250,000. Not far beyond it is a bridge spanning a rivulet which descends in a succession of snowy falls, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i>. In the midst of such scenes, with distant outlooks upon glacial mountains or down into deep gorges, yet always himself in a warm and sunny valley, the tourist is carried gradually down to the bottom of the gorge of the Beaver, and through its rocky "gate" into the valley of the Columbia, which is crossed seventeen miles higher up upon a fine truss bridge, at the eastern end of which is the Division-terminus, Donald.</p>

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

460	LEAVE 17.10	Donald—Beginning of Western Division. This was the headquarters for construction in the mountains. Gold is found along this part of the Columbia, which rises about 100 miles southward, flows swiftly northward 75 miles, turns sharply westward around the northern end of the Selkirks, and returns southward along their western base.
	MOUNTAIN TIME (Donald to Broadview)	<p>—The Columbia springs from two small lakes about 100 miles south-east of Donald. Thence it flows at a high speed through a series of beautiful canyons, and pursues its way around the northern end of the Selkirk mountains. The upper part of the river is navigated by a steamboat making weekly trips from Golden station, and affording a route of direct access over to the Findlay Creek mining district and to the Kootenay farms and cattle ranches, and offering to the artist and sportsman an extraordinarily enjoyable trip. The railway ascends the Columbia for a few miles and then turns into the main range of the Rocky Mountains, which it crosses by following the Kicking Horse river to its head at the base of Mt. Stephen, and then descending the Bow river to the plains at Calgary.</p>
470	17.38	† Moberly House
477	17.55	<p>Golden Stations in the wooded bottom-lands upon the eastern bank of the Columbia. The former is the site of the oldest habitation in the mountains, and was the home of one of the earliest explorers and engineers. Near <i>Golden</i> much placer-mining has been done and the place is steadily growing in importance. It is from here that the steamer <i>Duchess</i> departs every Thursday for the head lakes of the Columbia.</p>
489 496 503	18.47 19.13 19.30	<p>The Upper Columbia</p> <p>‡ Palliser, alt. 3,250 ft. Soon after leaving Golden the train makes a sharp turn to the</p> <p>† Leancohil, alt. 3,570 ft. </p> <p>† Otter-tail, alt. 3,670 ft. left and enters the outermost rank of mountains, which here rises with extraordinary steep-</p>

511
519
521

Mls. fr. Van-couver Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

Last view of the Selkirks

In the Canyon of the Kicking Horse

A superb view

511 20.25
519 21.10
521 21.18

The Field Hotel

ness of inclination and picturesqueness of form. A narrow fissure in this outer range hardly permits the exit of the Kicking Horse, but through these portals a path has also been hewn to admit the railway. The passenger should not fail to keep his eyes backward at this point, since the pictures presented by the Columbia valley and the Selkirk mountains beyond, changing as the train winds in and out of the foothills, ought not to be missed. Presently the lofty gates at the mouth of the canyon seem to close behind him, and the traveller's attention is confined to the river, which comes pitching down over big rocks, a roaring torrent of green and white. "There is hardly room for the river and railway to make their way between the enormous masses of cliff towering far above and almost shutting out the sunlight. The route is cut out of the rocks, and the canyon makes such sharp bends that in several cases, to get in a curve that the trains can go around, the cliffs have to be tunnelled and the river bridged. This is repeatedly done, the torrent being crossed and recrossed within brief distances. The old 'tote road' is scratched out of the hill-side above, and looks like a most dangerous highway, yet along it all the materials had to be taken before the railway could be built." A few miles further the gorge is escaped, and a sharp turn to the left exposes the noble Beaverfoot range ahead, and at the right, the Beaverfoot valley separating it from the mountains which have just been passed. Here the Kicking Horse flows for a considerable distance through gravelly flats, where the line, leaving its bank, ascends one of the spurs and crosses Otter-tail creek upon a lofty bridge, whence a magnificent landscape of snow-covered mountains is visible toward the north.

Field, alt. 4,050 ft. The tourist is now rapidly approaching the summit of the mountains. Soon Hector, alt. 5,190 ft. after passing the Otter-tail bridge the train, at Stephen, crosses the Kicking Horse, the river rushing underneath the railway through a deep and narrow gulch. Looking across the valley the eye can penetrate up a side-gorge far into a marvellous array of snow-laden and glacier-studded peaks, the most prominent of which is Mt. Field. This is one of the most memorable sights of the whole journey. After passing through a short defile Field is reached. This station stands at the head of the only quiet part of the Kicking Horse, and is a pretty hotel, which forms not only a meal-station for trains, but an excellent stopping-place for tourists. Leaving Field the final ascent of the mountains is begun along the side of the deep canyon of the Kicking Horse. "The river is again a wild and roaring torrent, leaping over cataracts and dashing down rapids far below us, making a vast fissure in the mountain which the railway has to get up by difficult work and skilful engineering. . . . The route is cut out of the great cliffs high up on the sloping side of the canyon, turning and twisting about in the roughest country imaginable to put a railway through. Mountain peaks are seen everywhere, with subsidiary valleys between them, each sending out its rushing stream to feed the swelling river that roars over the boulders far below. The views along these are indescribably grand, while their

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Mts. Stephen and Cathedral

sides are composed of great and small rocks apparently strewn about by some terrific convulsion." The tremendous peak ahead and on the right is Mt. Stephen, the loftiest summit in this part of the Rocky Mountains, and named after Sir George Stephen, President of the Canadian Pacific. Its height is stated to be 8,240 feet above the track. At its base is the little station *Hector* (named from Dr. Hector, the hero of the "kicking horse" incident, after which the pass was christened by Palliser's exploring expedition, about 1845. Here the Kicking Horse expands into a lake in which the hoary mountain peaks are most beautifully reflected.

Summit of the Rockies

The train now creeps steadily upward and round the base of the enormous cliff in which Mt. Stephen terminates on this side, and whose ledges far overhead are marked by layers of unmelting snow. A few moments later the castellated mass of the Cathedral mountain comes into view, just beyond Mt. Stephen; and between them, at the right, an alcove opens, at the head of which stands a semicircle of white peaks covered with snow, and holding the mighty glaciers whence the Kicking Horse is fed. Across the valley, toward the north and west, another vision of icy peaks, rising one behind the other in serried tiers, is presented. Here stands the station *Stephen*, a few hundred yards east of which is the actual railway summit of the Rocky Mountains, 5,300 feet above the sea, where the boundary line between British Columbia and Alberta is marked by a large post standing on the border of a little marsh, whence the waters flow right and left toward the Atlantic and to the Pacific. At Stephen station the massive precipices and clustered peaks of Mt. Stephen and The Cathedral are close at hand, and the great glacier of the former becomes a prominent and beautiful object in the scene. The valley at the left is filled with a dense forest of great evergreen trees, through which the young Kicking Horse rushes from cataract to cataract down to the westward.

The boundary post

528 21.35
538 22.05
545 22.28
556 22.58

Laggan, alt. 4,930 ft.
†Eldon, alt. 4,720 ft.
†Castle M'n, alt. 4,470 ft.
†Cascade

The last descent of the eastern slope of the mountains is now begun. A rivulet leads the way in a succession of beautiful cas-

Castle Mount'n

cades down toward the Bow river, which is reached a few miles this side of Laggan. For a long time the great peaks of the summit remain in view, taking on new and picturesque forms as the point of view changes with the varying curves of the road. The Bow river, when first seen, is a steep, swift stream of peagreen water flowing through a low forest for several miles. Just beyond it on the left, where the railway makes a sharp turn to the right, Castle mountain appears on the opposite side of the stream, attracting the attention of everyone by its bright color, broken outlines and bold precipices, down which feathery cascades are falling. When it has been left behind there comes into view off toward the north a great glacier, which is the last one to be seen by the eastward traveller. It is a broad crescent-shaped river of ice, bearing all the characteristics of the Swiss glaciers, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and

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Mis. fr. Van- couver	Trans- Conti- 'l Train
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STATIONS—DESCRIPTIVE NOTES

		LEAVE	
			at the distance of hardly half-a-dozen miles; but it is fully 1,300 feet above you, a round dozen of miles away, and almost inaccessible by reason of the ravines, rocks and forest which intervene. Down its back flows a meandering stream of blue water. This falls over the front in a fine waterfall, and comes to us in a creek as white as milk, which pours into the Bow. The large river itself drains from the glacier higher up, and its stream at this height is pale with that peculiar chalky tint which glacier meltings have. <i>Laggan</i> and <i>Silver City</i> are considerable settlements in the valley of the Bow, near Castle mountain, and in front of them stand Mount Lefroy and a range of magnificent promontories, whose bases are green with forest, but whose topmost ledges rise to the region of perpetual snow and present pictures hardly inferior to any on the western side of the range.
564	23 18		Banff —Station for the National Park, and the Hot Springs of Banff—a medicinal watering-place and pleasure-resort. This park is a tract of many square miles, embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep, and goats. The general altitude of the valley is about 4,500 feet. Roads have been built northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, Devil's Head, which forms a well-known landmark, and is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. In the Bow river, near Banff station, are some beautiful falls and rapids, dropping the river 60 feet in the course of a few rods. Cottages and small hotels now exist; but the railway is building a very large and elegant hotel, with perfect arrangements for bathing in the spring water, and for all sorts of recreation.
577	24.01 MIDN'T.		Canmore —Alt. 4,230 ft. Divisional point. The three lofty peaks on the right, seen as the station is approached, are the Three Sisters. On a hill behind the station stands a group of isolated monumental rocks (conglomerate) curiously weathered out of the softer soil, and widely renowned. Here the pass broadens out, and, at a greater distance, we see, perhaps to better advantage, the enormous masses of scarred rock that rise on each side and tower above one another.
582	24.16		The Gap —A few miles below Canmore the Bow river issues from the hills through a confined portal called The Gap. A remarkable contrast in appearance will be noticed between the two ranges that bound this long lateral valley, stretching north and south from Canmore to The Gap between the main range and its outer line of foothills. On the left are fantastically broken and castellated heights; on the right, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. Mount Cascade is perhaps one of the most remarkable of these peaks. Approaching its perpendicu-

Mls. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES		Mls. Van-cou
	LEAVE			
		lar massive precipice-front, streaked with a thousand colors which glow in the sunshine, we half shrink from what seems an inevitable crash. From this precipice falls a narrow cascade, making a leap of about 1,800 feet.		84
590	24.40	‡ Kananaskis	Stations in the outlet through the foothills. Leaving rocky walls, the railway passes between rounded grassy knolls and long smooth terraces where scattered trees replace the continuous forest, and cattle may be seen grazing. The best pictures are seen by looking backward. The eastern profile of the Rocky Mountains is extremely irregular. There is no stately line of rounded summits set in orderly array along the horizon, nor evenly serrated chain of peaks; but the sky rests upon a jagged wall, every elevation having some angular and abrupt form quite unlike its neighbor, and the whole seeming a long stretch of ruins rather than a mountain range. At <i>Morleyville</i> , the Stony Indians' reserve, a glimpse is caught of their agency village, and some of their well-tilled farms. The train descends from terrace to terrace, crosses the Kananaskis river, near the falls, and gradually emerges from the hills into sight of the great plains.	85
602	1.20	‡ Morley		86
610	1.45	‡ Radnor		88
620	2.20	‡ Cochrane		89
		Foot-hills of the Rockies		91
				92
				93
				95
				97
644	3.20 3 a.m.	‡ Calgary	—Pop. 2,000, altitude 3,388 feet above sea level. Beautifully situated near the junction of the Bow and Elbow rivers, within fine view of the Rockies, and just outside the foothills. Capital of Alberta, post of the Mounted Police, land agency, and divisional point of the railway. Headquarters of the grazing industries, and containing the most wealth and the finest banking privileges, shops, etc., for its size, of any town in Canada. Some farming, for hay, oats, flax, etc.; roots and vegetables do exceedingly well. Good water-power, little utilized as yet.	97
				98
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				104
				105
				107
				108
664	4.07	‡ Langdon	The ranching country extends north and south to the Saskatchewan, and all these stations are shipping points for cattle. Here, formerly, roamed the buffalo, and these plains were a bloody borderland between Blackfeet and Crees. At <i>Gleichen</i> and <i>Tilley</i> are successful experimental farms of the C. P. R.; and from <i>Gleichen</i> the last view of the Rocky Mountains is obtained. At <i>Langevin</i> , the last station in Alberta, are wells of natural gas. At <i>Bowell</i> ASSINIBOIA is entered.	109
682	4.50	‡ Strathmore		111
698	5.35	‡ Gleichen		112
705	6.25	‡ Crowfoot		
713	7.07	‡ Lathom		
730	7.52	‡ Cassils		
770	8.44	‡ Tilley		
788	9.32	‡ Langevin		
800	10.23	‡ Bowell		
809	10.45	‡ Stair		
823	11.15	‡ Medicine Hat		—Pop. 700. At the crossing of the South Saskatchewan (steel bridge, 1,010 ft. long). Coal and iron are abundant in the neighborhood; water, inexhaustible; wood, plentiful in Cypress hills, 36 miles southward, and climate most healthful. An active business place supplying cattle-ranches and collieries. Divisional point, and repairing shops of the railway.
		THIRD DAY		114
832	11.40 NOON	‡ Dunmore	—Starting-point of the Northwest Coal & Navigation Company's railway westward up the Belly river to Lethbridge and Fort McLeod. At <i>Lethbridge</i> (109 m.) are extensive mines of soft coal, and a large colliery village. <i>Fort McLeod</i> is a hill-station of the Mounted Police, and the centre of very valuable cattle interests. Bituminous coal is mined near Dunmore.	115
				115

Mls. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
845	12.20	Irvine	Stopping places opposite the Cypress hills. Formerly noted for buffalo and now a successful cattle-region.
855	12.50	Walsh	
868	13.25	Forres	
886	14.15	Maple Creek	—Post of the Mounted Police, and shipping station for the extensive cattle and horse ranges in the Cypress hills, 15 m. southward. Agency of the Blackfeet.
897	14.42	Colley	Stations for stock-raisers. "The prairie rolls in beautiful low swelling undulations, touching the skyline in graceful curves in one place, and falling gently down to the horizon in another."
917	15.35	Sidewood	
928	16.00	Cypress	
936	16.22	Gull Lake	
954	17.05	Goose Lake	
972	18.05	Swift Current	—Divisional point; on Swift Current creek, which rises in the Cypress hills and empties into the Saskatchewan. Stage to <i>Battleford</i> (200 m. northward), Fort Pitt and the North Saskatchewan valley, weekly.
978	18.25	Aikens	Settlements scarce, and the prairie (Coteau de Missouri) almost in its original state, yet covered everywhere with greensward, and diversified with lakes and clear streams, the resort of water-fowl (especially at <i>Rush Lake</i>) and other feathered game in astonishing quantities; and the haunt of the antelope, which every little while may be seen bounding away, startled by the train. Near <i>Chaplin</i> the Old Wives lakes are skirted.
986	18.45	Waldec	
993	19.02	Rush Lake	
1011	19.49	Morse	
1031	20.35	Chaplin	
1040	20.56	Sekretan	
1051	21.20	Parkbeg	
1071	22.05	Caron	
1087	22.55	Moosejaw	—Pop. 600. A divisional station; and an important terminus during the construction of the line. Station for the Wood Mountain and other farming districts southward, where soft coal is abundant.
1095	23.14	Pasqua	Stations for farmers and cattle-men northward and southward.
1112	23.50	Pense	
1127	24.38	Regina	—Pop. 800. Capital of Assiniboia, headquarters of the Indian service, and of the Northwest Mounted Police. The governmental buildings and police fort are two miles northward. The Mounted Police form an uniformed force, about 1,000 strong, stationed throughout the Northwest, at the expense of the Dominion, to keep order among the Indians, and to prevent the selling of liquor, forbidden by law in the territories. These officers board the train at frequent intervals, in order to guard against the importation of contraband liquors.—Regina is in the centre of the largest block of wheat-growing land in the Northwest. It has miles of graded streets, a large reservoir, elevators, warehouses, and a flourishing trade. A railway is projected to run from here to the populous upper valley of the Saskatchewan, 22 miles of which are already built northward to Long lake, upon which a steamer is running to various landings.
	MIDN'T		
		The Mount'd Police.	
1135	1.05	Pilot Butte	Prairie stations in a district rapidly filling with colonists. Good shooting in the near vicinity.
1142	1.31	Balgonie	
1151	1.55	McLean	
1159	2.20	Qu'Appelle	—Pop. 700. Station and supply-point for Qu'Appelle and towns northward in the Qu'Appelle and Saskatchewan valleys, reached by stages. Land offices and governmental immigration buildings here. The streets are lined with poplar trees, adding to the beauty of this flourishing business point.

Mis. fr. Van-couver	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1171	2.47	Indian Head	—Headquarters of the celebrated Bell farm and of the Qu'Appelle Indian Agency. The Fishing lakes on the Qu'Appelle, eight miles north, and another beautiful lake, six miles south, offer special attractions.
1189	3.39	Wolesey	Station for the Pleasant Hills district.
1197	3.58	Summerberry	northward, and for a widely cultivated area southward. An Indian reservation close by. The lakes and river-flats of this region furnish excellent wild-fowl shooting, and prairie chickens abound, with some large game.
1204	4.17	Grenfell	
1212	4.37	‡ Oakshela	
	Ar 5.00		
1219	Lv 5.20	§ Broadview	—Pop. 600. Divisional station. Refreshment rooms. Prettily situated at the head of Weed lake. The repair shops of the railway give the place a standing, and it advances rapidly under the patronage of several flourishing colonies.
	CEN-TRAL TIME (To Port Arthur)		
1234	5.56	Whitewood	Stations for a grain and stock-raising region. At <i>Whitewood</i> a new bridge across the Qu'Appelle valley (northward) gives an impetus to growth. <i>Moosomin</i> is the last town in ASSINIBOIA, and the station for the Fort Ellice and the Moose Mountain districts. <i>Virden</i> is an intelligent village of amazing growth. The trade at all these places is far beyond what their small size would indicate.
1248	6.27	Wapella	
1264	7.04	Moosomin	
1272	7.22	Fleming	
1286	8.05	Elkhorn	
1303	8.43	Virden	
1317	9.20	Oak Lake	
1324	9.36	Griswold	
1334	9.58	Alexander	
1342	10.15	‡ Kemnay	
1350	11.45	Brandon	—Pop. 4,000. At the crossing of the Assiniboine river. It is the market-town for the country north to Minnedosa, and south to the Turtle mountains. The huge grain elevators and warehouse accommodation will be noticed at the station. The town has abundant churches, schools, and well-furnished shops and factories.
	NOON		
	FOURTH DAY		
1355	11.58	Chater	A rich wheat district, known as "Beautiful Plains." <i>Carberry</i> (pop. 400) is the foremost place (refreshment room), and ships nearly half a million bushels of grain annually, drawn from the upper Assiniboine valley southward, and from Pine, Squirrel and other valleys northward, draining into White Mud river—a tributary of Lake Manitoba.
1360	12.10	Douglas	
1368	12.28	Sewell	
1377	12.50	Carberry	
1385	13.06	‡ Melbourne	
1390	13.20	Sydney	
1409	13.38	Austin	
1412	14.10	‡ Bagot	
1420	14.30	Burnside	
1427	14.55	Portage la Prairie	—Pop. 4,000. Market-town of the richest part of Manitoba, and intersection of Manitoba & Northwestern R'y. Several industries have been successfully started, viz.: paper mills, biscuit factory, flour and oatmeal mills, etc., besides a heavy grain trade.
1434	15.18	High Bluff	Valley of the Assiniboine. The swelling prairie is covered with fields of grain, and farm-houses dot the landscape. Nor is this prairie flat and uninteresting; it is diversified with trees along all the water-courses, and is ever changing in color and form.
1443	15.36	Poplar Point	
1448	15.48	Reaburn	
1454	16.01	Marquette	
1461	16.15	‡ Meadows	
1468	16.30	Rosser	
1476	16.47	‡ Bergen	
1483	Ar 17.10	§ Winnipeg	—Pop. 30,000. A magic city of a few years' growth, only a little while back a trading post of the Hudson's Bay Company, but now a handsomely built city, and the capital of Manitoba. "This is the focal point of the Canadian Northwest, a fertile region extending from the
	Lv 18.00		
	3.50 p.m.		

Mls. fr. Van-couver
Trans-Contin'l Train

STATIONS—DESCRIPTIVE NOTES

LEAVE

Winnipeg

MIDN'T.

Gold mines

Red river for a thousand miles west and fifteen hundred miles northwest, to the mountains of British Columbia, —a region already producing grain and cattle to an enormous extent, and having possibilities beyond the grasp of the most sanguine mind. Interest must give place to amazement on seeing the change that has been wrought in five short years. The massive grain elevators and flouring mills, the well-tilled farms and the numberless herds of cattle, would elsewhere indicate a growth of decades. The many railway lines radiating from Winnipeg, and the twenty miles of well-filled sidings at that point, give evidence of the immensity of the traffic of the country beyond." Two branch lines connect Winnipeg with the United States. The offices and plant of the Western Division of the Can. Pac. R'y Co. are situated in Winnipeg, and a fine station has been built.

- 1491 18.21 Bird's Hill
- 1498 18.36 †Gonor
- 1504 18.50 †Selkirk East
- 1519 19.23 †Beausejour
- 1528 19.43 †Monmouth
- 1538 20.05 †Shelly
- 1544 20.20 †Whitemouth
- 1564 21.03 †Rennie
- 1574 21.25 †Telford
- 1579 21.37 †Cross Lake
- 1585 21.55 †Ingolf
- 1593 22.18 †Kalmar
- 1600 22.40 †Deception
- 1612 23.20 †Keewatin

Prairie stations near the site of one of Lord Selkirk's early colonies, planted here more than a century ago.

Lumbering region. *Whitemouth* is an important timber-making station, the connecting streams and lakes enabling lumbermen to float hither vast quantities of logs. *Rennie* is the last station in *Manitoba*, beyond which begins the political district of ALGOMA WEST—The "Keewaydin" of the Ojibways, whose descendants still occupy it, living in bark wigwams, and with much the same wildness as in the old days.

Rat Portage—A large town at the north end of the Lake of the Woods, on the strip of land lying between that lake and a bay of Winnipeg river, where the scenery is enchanting; thousands of islands, quiet bays, falls and rapids, serve to make up a picture not easily forgotten. It is the centre of a mining district producing gold and other ores. There are very large sawmills here, the vast extent of the interior waters leading through the mazes of these extensive lakes enabling the lumbermen to cut and float hither forty to fifty million feet of lumber annually.

- 1624 24.10 †Rossland
- 1640 24.55 †Hawk Lake
- 1657 1.58 †Parrywood
- 1660 2.16 †Gilbert
- 1665 2.36 †Vermillion Bay
- 1671 3.00 †Eagle River
- 1698 3.54 †Barclay
- 1710 4.15 †Wabigoon
- 1733 5.10 †Tache
- 1744 5.32 †Raleigh
- 1761 6.30 †Ignace
- 1780 7.10 †Bonheur
- 1790 7.32 †Martin
- 1797 7.50 †English River
- 1808 8.25 †Bridge River
- 1816 8.53 †Carlstadt
- 1826 9.13 †Upsala
- 1837 9.38 †Savanne

A wild and difficult region, rocky and uninviting to the farmer, but with large resources for ties, firewood and certain kinds of timber. Minerals abound. The rivers are rich in romantic scenery, and invite canoeists, who can find Indian guides and helpers. Deer and other large game range the woods and ducks throng about the lakes. *Ignace* is a railway divisional point; thence the railway strikes westward, through pretty scenery, toward the ridge separating the basin of Lake Superior from Hudson's bay, along the old fur-trading canoe and stage route to the Northwest. In the lower valley of the Kaministiquia the land is good, cultivation extensive, and new settlements are increasing. "It was

Mls. fr. Van-couver	Trans-Conti'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
1847	10.01	‡Linkooping	through this rough and broken country, for a distance of more than 400 miles, that Wolseley successfully led his army in 1870 to suppress a rebellion of the Half-breeds on Red river, and some of his abandoned boats are yet to be seen."
1854	10.15	‡Dexter	
1856	10.25	‡Nordland	
1875	11.07	‡Finmark	
1884	11.30	‡Kaministiquia	
1894	11.55	Murillo	
1906	12.45	Fort William—Site of the oldest trading post on Lake Superior, situated at the mouth of the Kaministiquia river, which affords a good harbor. Fort William is used to a large extent by the Can. Pac. R'y Co. as a distributing point for the immense quantities of coal, lumber and other heavy supplies passing over the road.	
	FIFTH DAY		

Eastern Division—Port Arthur to Montreal: 993 miles

	LEAVE		
1913	2.15 pm	Port Arthur , known as Prince Arthur's Landing, is on the shore of Thunder bay, and was first settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor, and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, it has assumed particular importance as the connecting point between the railway system of the Northwest and the inland water-route of Canada <i>via</i> the great lakes. Extensive docks have lately been erected, together with enormous docks and elevators for grain and terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are adapted to yachting and picnic excursions. A remarkable variety of minerals occurs in the neighborhood, and this town is the headquarters of extensive mining interests for the production of both gold and silver. Here come the steamers of the Canadian Pacific line from Owen Sound, landing their passengers and freight on the same wharf which bears the station; while most other Lake Superior boats call here, in passing, affording opportunities for voyaging to ports around the whole circuit of the lake.	
		EASTERN TIME (East of Port Arthur)	
1927	2.44	Mackenzie	Inland stations behind Thunder cape, on powerful rivers falling into Black Sturgeon and Thunder bays.
1945	3.36	Pearl River	
1960	4.22	Wolf River	
1978	5.11	* Nepigon —Hudson's Bay post, and station for the sporting district along Nepigon bay, up Nepigon river and tributaries, and Nepigon lake,—all famous for canoeing opportunities, charming scenery, and large trout and whitefish.	
1994	6.00	Mazokama	Stations on the heights overlooking the lake—splendid scenery, and many examples of difficult engineering.
2010	6.25	Gravel River	
2028	7.09	Rosspport	
2041	8.00	‡ Schreiber —Railway headquarters for this part of the line, which crosses many deep and romantic valleys on lofty trestles and admirable bridges. Refreshment rooms.	
2060	9.00	Jackfish	This country was quite uninhabited until the railway was built, and known only
2076	9.50	Middleton	

*Consult an illustrated book ("Nepigon Trouting," by W. F. Whiteher), distributed free by General Agents of the Canadian Pacific Railway.

Mls. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
LEAVE			
2095	10.47	Peninsula	to fur-trappers and hunters. The fur trade is still important. <i>Jackfish</i> is on Jackfish bay, a well-known sporting locality. The shore of the lake is indented by many bays, penetrating the tremendous cliffs through which the railway makes its way by exceedingly costly and ingenious construction. <i>Peninsula</i> has the only good harbor north of Michipicoten, until Thunder bay is reached; and at <i>Heron Bay</i> , Lake Superior is last seen. <i>White River</i> is a divisional point, and all the neighboring stations are mainly inhabited by French-Canadians, engaged in lumbering and woodcraft.
2104	11.12	Heron Bay	
2109	11.30	Melgund	
2114	11.50	Cache Lake	
2130	12.28am	Trudeau	
2143	1.16	Bremner	
2159	2.15	White River	
2179	3.04	Amyot	
2196	3.48	Grasset	
2212	4.28	Otter	
2225	4.52	Lochalsn	
2231	5.19	Missanabie	
2245	5.55	Dalton	
2262	6.39	Windermere	
2277	7.16	Pardee	
2291	8.00	Chapleau—Pop. 500.	Railway divisional point, and Hudson's Bay Co's post. A rude, fire-swept region, dating back in its geology to the most primitive time.
SIXTH DAY			
2307	8.40	Nemagosenda	Eastward to Lake Nipissing the line follows the Spanish river through forested hills. Large game and birds abundant; fishing for trout and lake-fishing excellent. <i>Biscotasing</i> would be a good outfitting point. The people trap fur-bearing animals in great numbers. Minerals abound, but mines are little developed.
2325	9.26	Ridout	
2342	10.07	Woman River	
2357	10.43	Ramsay	
2374	11.22	Biscotasing	
2391	12.04pm	Metagama	
2405	12.45	Pogamasing	
2417	1.06	Straight Lake	
2428	1.40	Cartier—A railway divisional point.	
2439	2.10	Onaping	Beautiful views across Lake Nipissing on the right, and of hills and cataracts on the left. Admirable engineering.
2445	2.25	Larchwood	
2451	2.38	Chelmsford	
2463	3.13	Sudbury—A small station, whence the Algoma branch proceeds westward to Sault Ste. Marie, where it will connect with routes through northern Michigan to St. Paul, etc. This branch runs down the valley of Spanish river, penetrates pine forests and gives access to a region rich in iron, lead and copper. Rich copper-mines are worked near the station, with which they are connected by spur tracks; and the neighborhood is favorable to farming. Moose, deer, bears and small game reward the hunter.	
		Algoma Branch	
2470	3.28	Romford	Quantities of good land await cultivation, but at present getting logs, ties and cordwood is the chief industry. <i>Wahnapiatae</i> is near an excellent fishing-lake of the same name; and eastward of this point the country ceases to be broken and rocky. <i>Meadowside</i> is on a reservation of the Nipissing Indians, after whose chief <i>Beaucage</i> was named.
2475	3.41	Wahnapiatae	
2484	4.01	Hillcrest	
2487	4.09	Markstay	
2498	4.34	Veuve River	
2509	4.59	Verner	
2519	5.24	Sturgeon Falls	
2528	5.44	Meadowside	
2532	5.56	Beaucage	
2542	6.30	North Bay—Railway divisional-point; and terminus of Northern & Northwestern Ry's from Hamilton, Toronto, and the Muskoka Lake country. A port (pop. 1,000) on Lake Nipissing, whence a steamer cruises to other landings. Lake Nipissing is noted for its fishing (in great variety) and shooting; good hotels exist upon its borders, and North Bay is becoming a favorite summer resort. Choice lands and heavy timber border the shore, and settlement is proceeding.	
		Lake Nipissing	

Mis. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
2548	6.43	†Thorncliffe	From Lake Nipissing the railway line strikes eastward toward the Ottawa river. At <i>Callander</i> the old government lines, which were taken by the Company, terminated, and here the construction of the Canadian Pacific Railway, westward, began in 1884. As <i>Mattawa</i> , where the Ottawa river is reached, is approached, the land becomes rough and strewn with ledges and boulders, which condition continues for some distance further; the valley and borders of the lakes are tillable and fertile, but farmers are few. <i>Mattawa</i> has 1,000 pop., and is the principal distributing point for lumbering supplies. The Laurentian hills now appear on the opposite bank of the Ottawa, and many rapids and romantic brooks, suggesting good fishing, please the eye. Guides for hunting trips can be got here. This region is cultivated in isolated spots, especially for barley and hay; but chiefly devoted to timber cutting and sawmills, for which the frequent rapids of the river give excellent water-power. The largest villages are <i>Pembroke</i> (pop. 4,000) on the historic Allumette lake at the entrance of Muskrat river; and <i>Renfrew</i> , a brisk place, pop. 2,000, at the terminus of the Kingston & Pembroke R'y. At <i>Arnprior</i> are marble quarries. Opportunities for sport both with gun and rod are excellent. The fishing is best in the many small lakes and in the Ottawa, where maskinonge, pickerel, bass, whitefish and perch are common. From <i>Arnprior</i> the main line proceeds southeastward, leaving the banks of the Ottawa.
2538	7.02	†Nasbonsing	
2562	7.10	†Callander	
2566	7.24	†Rutherglen	
2576	7.38	†Eau Claire	
2588	8.08	†Mattawa	
2599	8.33	†Klock	
2609	9.00	†Deux Rivieres	
2622	9.32	†Bissett	
2632	9.57	†Rockliffe	
2636	10.10	†Mackey	
2644	10.31	†Moor Lake	
2651	10.50	†Bass Lake	
2655	11.02	†Wylie	
2660	11.20	†Chalk River	
2672	MIDN'T	†Petewawa	
2682	12.05	†Pembroke	
2687	A. M.	†Governm't Road	
2691		†Graham's	
2695		†Snake River	
2701	12.49	†Cobden	
2708	1.06	†Haley's	
2717	1.26	†Renfrew	
2720		†Russell's	
2723	1.41	†Castleford	
2729	1.51	†Sand Point	
2732		†Braeside	
2735	2.05	†Arnprior	
2743	2.22	†Pakenham	
2748		†Snedden's	
2751	2.46	†Almonte	
2758	Ar 3.00 Lv 3.10	†Carleton Junction	—Junction with the Ontario Division to Toronto, Owen Sound, St. Thomas, etc. (See "Ontario and Lakes Route," pp. 27 and 28). Refreshment rooms. Station for CARLETON PLACE, pop. 3,600.
2763	Where not in- cised given this train does not stop	†Ashton	Agricultural and wood-cutting regions. Bass, pickerel and pike fishing in the Ottawa river; and good shooting. These villages are favorite summer resorts for the people of Ottawa.
2771		†Stittsville	
2777		†Bell's Corners	
2781		†Britannia	
2783		†Skeads	
2787	Ar 4.10 Lv 4.30 A. M.	†Ottawa	—Pop. 40,000. The capital of the Dominion, where the railway is picturesquely situated at the junction of the Rideau river with the Ottawa. Navigation is interrupted here by the falls of the Chaudiere, whose remarkable cataracts are seen in crossing the rivers. This gigantic water-power is utilized, and some of the largest lumber manufactories in the Dominion are here visible from the bridge; and also the timber-slides, by which the lumber from the upper river passes down without damage into the navigable water below. Close to the city are the pretty Rideau falls. The city itself stands upon high ground overlooking the falls and the lumber-yards. The
	Chau- diere falls		

Mls. fr. Van-couver	Trans-Cont'n'l Train	STATIONS—DESCRIPTIVE NOTES		
	LEAVE		principal places of interest within it are the public buildings, some of which, most prominently the octagonal and buttressed Library, can plainly be seen from the railway. These are of magnificent proportions, and ornate architecture. Rideau Hall, the residence of the governor-general, is two miles distant. Ottawa is becoming, not only the residence of many public men, and attracting a brilliant social circle, but factories of various kinds are accumulating, and population steadily increases.	
	Houses of Parliament			
2789	No stoppage	Hull	Immediately upon leaving the station at Ottawa, the train crosses the Ottawa river on the bridge thrown across the Chaudiere falls, and passes through the lumber-yards of <i>Hull</i> , which extend up and down the bank of the river for a long distance opposite Ottawa. The traveller has now entered the province of QUEBEC, and will follow the Ottawa river more or less closely most of the way to Montreal. The region between Hull and Calumet is a farming and dairying country, occupying the broad ancient valley of the river, upon one of whose terraces the line is laid. Just before reaching <i>Buckingham</i> , Riviere du Lievres is crossed at a point where its magnificent cataracts of tan-colored water come down over broken ledges in masses of white and red foam, forming one of the prettiest pictures anywhere to be seen. This grand water-power has been utilized to so good purpose that Buckingham is a large and growing lumber-making place. Six miles up this river are well-known phosphate mines, reached by a spur track. Mica mines and iron ore, building-stone and good clays are scattered through the hills northward. From <i>Pointe au Chene</i> to Calumet the windings of the river are closely followed by the railway, which stands at a height above the Ottawa sufficient to give a fine view of its beautiful current. The opposite banks are high and wide. Picturesque farm houses stand at frequent intervals, and here and there the spire and clustered roofs of some village on the opposite shore diversify the pleasant picture. Excellent shooting in spring along the rivers, and in the fall in the hill regions on the left of the track, can always be had, while the many tributaries that come down from the hills afford fine fishing, specially near Calumet.	
2793		Gatineau		
2798		East Templeton		
2803		L'Ange Gardien		
2807		Buckingham		
2813		Rockland		
2817		Thurso		
2823		N. Nation Mills		
2828		Papineauville		
2833		Montebello		
2842		Pointe au Chene		
		Along the Ottawa River		
2847		6.10 A.M.	§ Calumet.	The hills near here are rugged, and afford good shooting and trout-fishing. Charming views of the rapids of the Ottawa and Calumet rivers are gained from their summits.
2849		Grenville	The broad fertile plain of the Ottawa, utilized as a dairying and quarrying region, and occupied by a population largely English-speaking. The river itself is too far to the southward to be seen from the line, which is now directed straight toward Montreal.	
2857		St. Phillipe		
2862	6.36	‡ Lachute—Pop. 2,000.	Fine water-power, running a variety of factories, especially paper-mills and wood-working industries. Beautiful building-stone is quarried here.	

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Mis. fr. Van-couver	Trans-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
2869 2874 2879		Ste. Hermas Ste. Scholastique † Ste. Augustin	French farming villages, devoted largely to dairying, and abounding in interesting historical associations.
2881	7.19	Ste. Therese	Crossing of the northern mouth of the Ottawa from Mont'r l island to the mainland. Branch lines for St. JEROME, St. LIN and St. EUSTACHE. The parish church and a Roman Catholic college are prominent buildings.
2883		Ste. Rose	A pleasant river-suburb of Montreal, much resorted to by summer visitors and pic-nic parties.
2893	7.31	St. Martin's Jc.	Passengers for Quebec change cars.
2896		Sault aux Recollets	Crossing of Riviere des Prairies, commonly called Back river. The name of the village is derived from an incident in 1626, when a Recollet father was drowned in the rapids seen on the left.
2900 2903	7.47	Mile End Hochelega	As Mile End is approached, Mount Royal, in the rear of Montreal, appears at the right, and as it is gradually left behind the city itself comes into view beyond. Across a tree-dotted and richly cultivated suburban plain the train steadily swings to the right, and at <i>Hochelega</i> fairly enters the city, the spires and higher parts of which show to great advantage in the distance. This was the site of the aboriginal Indian village discovered by the first European visitors to this locality. Extensive wharves, stock-yards and factories now replace the aboriginal huts. A mile further along the margin of the St. Lawrence river, past a continuous line of wharves, shipping and warehouses, brings the traveller to his destination.
		Mount Royal	
2906	ARRIVE 8.00 A.M.	Montreal	Pop. (with suburbs) 250,000. The city stands upon an island formed by mouths of the Ottawa. It was visited in 1634 by Jacques Cartier, who found the Indian village of Hochelega on its site, at the base of Mount Royal, now the city's park. A trading post and fort was established here a century later, called <i>Ville Marie</i> , and was the last point yielded by the French in 1763. Settlements accumulated about this post, and a city rapidly grew up; about three-fourths of the population at present are of French descent. The building of the canal about the Lachine rapids, just above the city, and the growth of railways and commerce, caused Montreal to increase, until it became the metropolis of the Dominion. Here resided the governors of the great fur companies, and the fur trade has always occupied a prominent place in the city's commerce. In summer, great numbers of steamships and sailing vessels ascend to Montreal, which is one of the best harbors, as well as most thoroughly furnished warehouse-ports, in the world. The city is built almost entirely of stone, possesses imposing public buildings, churches and institutions, and many handsome residences, and is provided with superior hotels. Its suburbs are quaint and beautiful, and the whole neighborhood abounds in objects of interest. Steamships of the Allan, Beaver and other lines run to Europe; and steamers connect Montreal with all the river and lake towns. This is the headquarters and
	SEVENTH DAY		

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Station

Mls. fr. Vau-couver	Trans-Cont'n'l Train
	LEAVE

STATIONS—DESCRIPTIVE NOTES

initial point of the Canadian Pacific Railway system. The new cantilever steel bridge of this Company, 10 miles above Montreal, gives it an independent outlet for its trains to Boston, the White Mountains and all parts of New England, over the tracks of the South-Eastern Railway—The station is at Dalhousie square, Notre Dame street (on the site of the old Quebec gate and barracks), where omnibusses and cabs await, and horse-cars pass for all parts of the city.

QUEBEC LINE

Montreal to Quebec : 172 Miles

Mls. fr. Mont-real	Trans-Cont'n'l Train
	LEAVE

STATIONS—DESCRIPTIVE NOTES

0	8.10 A.M.	Montreal—Quebec Gate station, Dalhousie square.	
2		† Hochelaga	
5	8.25	Mile End	
10	8.33	Sault aux Recollets	
13	8.40	§ St. Martin's Junction	Populous and prosperous French villages, cut up into small farms, and frequented in summer by sportsmen and city visitors. (See page 24.)
17		St. Vincent de Paul	
23	8.54	Terrebonne	
27		St. Henri de Mascouche	
35	9.17	L'Epiphanie	
39		L'Assomption	
42		La Valtrie Road	
48	9.38	† Joliette Junction —Branch line to JOLIETTE , 7 miles, and to St. Felix de Valois , 17 miles, northward.	
48		Lanoraie —Station for LANORAIE , a river-landing.	
56	9.53	Berthier Junction —Branch line to the port of BERTHIER .	
61		St. Cuthbert	French villages. The St. Lawrence expands here into Lake St. Peter. Getting out timber and fuel occupies people in the winter. <i>St. Leon Springs</i> , near Louiseville, is a popular watering place and health-resort.
61		St. Berthelemi	
70.		Maskinonge	
74	10.20	Louiseville	
79		Yamachiche	
86		Pointe du Lac	
94	11.00	§ Three Rivers —Pop. 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. The chief buildings are the stately Catholic cathedral, the court-house, the Ursuline convent, St. Joseph's college, and the Episcopal and Wesleyan churches. Besides the daily boats of the Richelien line, several steamers ply to adjacent river villages. The chief industry is the shipment of lumber. The Dominion government has expended \$200,000 in improving the navigation on the St. Maurice, and over \$1,000,000 has been invested in mills and booms above. There are large iron-works and machine-shops here, where stoves and car-wheels are made in great numbers from the bog-iron ore of the vicinity.	
		St. Maurice River	

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Mls. fr. Montreal	Trade-Contin'l Train	STATIONS—DESCRIPTIVE NOTES	
	LEAVE		
97	11.06	Piles Junction	Junction for branch line to GRAND PILES, 22 m. north, up the St. Maurice. Quantities of lumber and produce come down this river, which is noted for its fishing. At Shawanegan (21 m.) the river falls 150 feet.
107	11.20	Champlain	Stations for French agricultural parishes. Many rivers afford power for mills and factories, devoted principally to paper-making and wood-working.
114		Batiscan	
119		Ste. Anne de la Parade	
126	11.42	Grondives	Churches and schools abound. Fishing and Fall shooting good toward the head of the streams.
129		Lachevrotiere	
133		Deschambault	
136	12.15	Portneuf	Pop. 2,200. Factories of wood-pulp and paper.
	NOON		
142		St. Bazile	Villages of French-Canadian farmers and lumbermen, whose houses are picturesque and customs widely different from those of their English neighbors.
146		St. Jean de Neuville	
158		Belair	
164		Lorette	Originally a settlement of Christianized Huron Indians, with celebrated cascade scenery and fishing.
168		Lake St. John R'y Junction	Junction with Q. & L. St. J. R'y for Lake St. John and the upper Saguenay.
172	ARRIVE	Quebec	Pop. 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river (1534), spent a winter at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. A few years later the headland was fortified, and, as the settlement grew, the fortifications were enlarged until Quebec became the stronghold of Canada, remaining so until captured by the English, under Wolfe, in 1759.—No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In the "upper town," on the highlands, the public buildings, churches, best business blocks, hotels and schools are found, and here the English and modern part of the town has outgrown its antecedents. The "lower town," near the water, abounds in irregular, narrow streets, quaint old houses, and is the commercial quarter of the town.—The commerce of Quebec began with the fur trade, and this remains an important element. Enormous transactions in lumber go on here annually. The whole lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre.—The suburbs of Quebec are remarkably interesting in scenery, history, and opportunities for sport, especially fishing.—The railways centring here, other than the Canadian Pacific, are the Grand Trunk, the Intercolonial, the Quebec Central, and the Quebec & Lake St. John. Transatlantic steamers of the Allan, Beaver, etc., lines land here in summer, and local steamers depart for all parts of the St. Lawrence and Saguenay rivers. Extensive docks, warehouses, etc., incidental to the terminal facilities of the Canadian Pacific Railway, will be noticed. The railway station is at the wharf, where assistance will be given by the Company's agents to passengers intending to sail upon outgoing steamers.
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Route by the Great Lakes and Ontario

By Canadian Pacific Steamship Line from Port Arthur to Owen Sound ;
thence by Rail to Toronto and Montreal

Canadian Pacific Steamships—The steel steamships, ALBERTA and ATHABASCA, of this line, sail twice a week between Port Arthur and Owen Sound, Ont., departing from Port Arthur every Tuesday and Saturday during the season of navigation, and connecting at Owen Sound the second morning after with a special steamship express, taking their passengers to Toronto, over the "Toronto, Grey & Bruce Division" of the C. P. R.

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

Mis. fr. Vancouver	Steamer sails	STATIONS—DESCRIPTIVE NOTES
1913	3.00 pm SATURDAY OR TUESDAY	Port Arthur —See page 20. The voyage is straight out of Thunder bay, between the frowning headland of Thunder cape and the rocky shores of Pic island into the breadth of Lake Superior. Isle Royal lies, hilly and forested, on the right, while near the north shore, away towards the left, can be seen the cluster of deserted mining buildings on Silver islet. In the morning the eastern or Algoma shore of the lake is visible ahead on the left, and Whitefish point is soon passed in close proximity on the right. The lake then narrows into Whitefish bay, whose outlet is through the St. Mary's river.
2163	12.00 NOON SUNDAY OR WEDNESDAY	Sault Ste. Marie —This is on the Michigan side, and has always been an important place to the aborigines, early traders and modern commerce. All vessels must stop here to pass through the canal by which the falls, or "Sault Ste. Marie," are avoided. "The first canal was built in 1853-5. . . Since then a new canal has been made. It is 1 m. long, with one lock 515 ft. in length, admitting vessels of 16 ft. draught, and overcoming a rise of 18 ft. The width of the canal varies from 108 to 270 ft. The old canal has two locks, of 350 ft. each. Both are on the United States side."—A garrison of U.S. troops has enabled a large and busy village to grow up. There is a smaller village on the Canadian side. The fishing here is excellent, and a favorite local sport is running the rapids in boats guided by Indians. Here will soon be built the bridge connecting the Algoma branch of the Can. Pac. Ry. with United States railways running westward to St. Paul.—From Sault Ste. Marie the steamer descends the St. Mary's river and Detour channel, between lovely shores and among innumerable islands, and emerges into Lake Huron, which is crossed during the night. Morning discloses the cliffs and forests of "the peninsula," between Lake Huron and Georgian bay, on the right; and the shores rapidly contract into the bay of Owen Sound.
2414	ARRIVE 8.00 am	Owen Sound —Pop. 6,000. Port on Georgian bay for Canadian Pacific steamships. This town has grown rapidly

Mls. fr. Van-couver	Steamer	STATIONS—DESCRIPTIVE NOTES
	ARRIVES 7.30 am	since the building of the railway, and is the shipping point for a vast area of farming country. The huge elevators and lumber piles will be observed. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting and fishing in great variety is easily accessible, and the surrounding country is exceedingly beautiful.—In addition to the steamships of the Canadian Pacific line for Port Arthur, steamers depart regularly for Collingwood, and all ports on Georgian bay; the Indian peninsula separating Georgian bay from Lake Huron; Manitoulin island; and ports along the Algoma shore.
	MONDAY OR THURSDAY	

Rail Route—Owen Sound to Toronto : 122 miles

Mls. fr. Van-couver	Steam-ship Express	STATIONS—DESCRIPTIVE NOTES
2414	8.00 am	Owen Sound —Station at the steamship wharf.
2418	or on arrival of steam-ship	St. Vincent Road A rolling, timbered and well-watered region. Fine farming in the valleys southward. Lumber, cordwood, railway ties, tanbark and lime are exported largely. Scotch and Irish people predominate throughout this neighborhood, which has long been settled.
2424		Rockford
2429		Chatsworth
2431		Arnott
2436		Holland Centre
2441		Berkeley
2446		Markdale
2451		Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 4 m. east, and <i>Priceville</i> 4 m. west. In the neighborhood are <i>Eugenia falls</i> , and many picturesque brooks, cataracts and lakes, abounding in trout and bass.
2457	As the time of starting varies with the time of arrival of the steamships, exact hours cannot be given.	Proton —A small village.
2462		Dundalk —The road has here ascended to the top of the Ontario plateau, about 1,300 ft. above the level of L. Ontario, and the country becomes level, with soil suitable for coarse grains, root-crops, and grazing.
2466		Corbetton Wooded hills, somewhat cultivated, and furnishing lime and building stone.
2470		Melancthon The lakes of this region, especially at <i>Horning's Mills</i> , 4 m. from <i>Shelburne</i> , are noted for extraordinary trout.
2474		Shelburne
2478		Crombies
2482		Laurel
2486		Orangeville Junction —Branch to <i>Teeswater</i> .
2490		Orangeville —Pop. 4,000. A farmers' market town.
2493		Melville Junction —With the Credit Valley Division.
2494		Alton Farming and dairying communities.
2497		Caledon
2502		Cardwell Junction —With Northern & North-Western Ry.
2504		Mono Road
2507		Macville
2510		Bolton
2515		Kleinburg Market towns and shipping points for wide and populous agricultural districts.
2520		Woodbridge
2522		Humber Summit
2524		Emery
2528	Weston	
2531	Toronto Junction —Convergence of Canadian Pacific lines to Montreal, St. Thomas, etc.	
2534	ARRIVE at NOON	Parkdale —Western suburb of Toronto.
2536		Toronto —See page 30.

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Chicago to Montreal via Toronto

Chicago to Toronto via Michigan Central and Canadian Pacific
Railways: 518 miles

Mls. fr. Chicago	Montreal Express	Eastern Express	STATIONS—DESCRIPTIVE NOTES	
0	LEAVE 3.10pm	LEAVE 9.10 pm	Chicago —Michigan Central R.R. station at the foot of Lake street.	
2	3.20 "	9.22	Twenty-second Street —Suburban station.	
57	4.55 "	11.27	Michigan City —A lumber-port on Lake Michigan, in INDIANA.	
94	5.49 "	12.55am	Niles —Pop. 5,000. In MICHIGAN, and surrounded by rich farms and orchards.	
141	6.58 "	2.35 "	§ Kalamazoo —Pop. 15,000. A beautiful and wealthy town.	
164	7.33 "	3.20 "	Battle Creek —Pop. 10,000. A manufacturing town.	
177		3.43 "	Marshall —Pop. 4,000. Flour mills and granaries.	
189		4.05 "	Albion —In the midst of farming lands.	
209	8.49 "	4.50 "	Jackson —Pop. 20,000. Large factories and site of the state prison.	
248	9.45 "	6.08 "	Ann Arbor —Pop. 8,500. Seat of the Michigan state university.	
256	9.56 "	6.24 "	Ypsilanti —Pop. 5,500. Many factories, and a great school.	
267		6.47 "	Wayne Jc. —With various roads southward.	
285	Ar 10.45 Lv 10.55	7.30 " 12.05pm	§ Detroit	Pop. 150,000. Largest city in Michigan. The cars are ferried over the Detroit river to Windsor.
286	11.20	12.30 "	Windsor	
302	11.45	12.57 "	Exeter Centre	
	A.M.			
397	Ar 2.00 Lv 4.35	3.25 " 4.30 "	§ St. Thomas —Junction of Canada Southern line of Michigan Central R.R. with Canadian Pacific. Railways to Port Stanley, Lake Erie, and to towns northward. Largest town in that part of Ontario. The train leaves the Michigan Central tracks here and runs henceforth on the Ontario Division of the Canadian Pacific.	
	EASTERN TIME (From St. Thomas to Montreal)			
416	†5.11am	5.02pm	Putnam	Only the larger towns are given. The Eastern Express stops at many intermediate stations. This is a well populated and highly productive region, supporting some of the most flourishing communities in Canada.
421	5.21 "	5.12	Ingersoll	
431	5.39 "	5.50	Woodstock	
451	6.22 "	6.31	Ayr	
461	6.40 "	6.55	Galt	
486	7.30 "	7.44	Milton	
497	7.55 "	8.08	Streetsville Junction —With Credit Valley line.	
498	8.05 "		Streetsville —A flourishing business town.	
512	8.39 "		Lambton —A large village.	

Mls. fr. Chicago	Mont-real Express	Eastern Express	STATIONS—DESCRIPTIVE NOTES
514	8.50am	8.50pm	<p>Toronto Junction—With trains to Owen Sound.</p> <p>Parkdale—Eastern suburb of Toronto.</p> <p>Toronto—Pop. (with suburbs) 110,000. This point was one of the earliest French fortifications against the Indians, and afterwards a trading post and naval station of importance to the English. It is the capital of Ontario, its people are almost wholly English-speaking, and it is mainly devoted to manufacturing and mercantile pursuits. Many railways centre here, and its lake commerce is considerable. A line of boats makes two trips a day to Niagara Falls, and other lines daily trips east and west, down the St. Lawrence and to the upper lakes. In addition to forming the central point for the various Ontario lines of the Canadian Pacific, Toronto is reached by the Grand Trunk Ry., and is connected by the Northern & North-Western Ry. with the agricultural and lake regions of northern Ontario, reaching the Canadian Pacific at North Bay. The city is laid out in streets crossing at right angles; is excellently built; and possesses many interesting features to the tourist. It considers itself the most enterprising community in eastern Canada, but is not wholly given over to commercial ambition. The University of Toronto, and several lesser educational institutions, have a wide reputation; the city is well supplied with churches; and possesses several large and valuable libraries and collections of pictures. Its parks and suburbs are beautiful, and opportunities for pleasure-taking in the harbor and surrounding hills are many.</p>
516	9.03 " ARRIVE	8.55 " ARRIVE	
518	9.10	9.05pm	

Toronto to Montreal: 381 miles

Mls. fr. Toronto	Mont-real Express	Eastern Express	STATIONS—DESCRIPTIVE NOTES
0	LEAVE 8.30 A.M.	LEAVE 8.45 P.M.	Toronto —Union Station.
5	8.50	9.08	<p>Toronto Junc. Stations for the fruitful fields of Central Ontario, a richly cultivated grain and fruit producing region. At <i>Myrtle</i>, L. Scugog is reached, and the <i>Whitby & Pt. Perry Ry.</i> is crossed. Glimpses of Lake Ontario are caught southward. Scotch is the predominating nationality of this section.</p>
9	9.03	9.18	
19	9.21	9.35	
26	9.35		
34	9.50		
43	10.09	10.24	
52	†10.29		
61	†10.46		
65	†10.56		
73	11.11		
82	11.31	11.41	<p>Peterboro'—Pop. 8,000. Here the Otonabee river, in the space of 9 miles, rushes down an incline of 147 ft., furnishing water-power to many mills. "From this point as a centre, a whole realm of wild beauty opens out to the lover of nature,</p>

Mls fr. Toronto	Mont-real Express LEAVE	Eastern Express LEAVE
90	‡11.48	
100	12.04	‡12.12
	NOON	
106	12.20	12.26
111	‡12.28	MIDN'T.
119	12.44	12.49
128	‡ 1.00	
137	‡ 1.17	‡1.22
145	‡ 1.28	
153	‡ 1.50	
164	‡ 2.08	
169	‡ 2.20	2.20
178	2.43	2.40
189	3.06	
195	‡ 3.20	
204	3.35	3.28
210	‡ 3.46	
213	4.07	3.58
223	4.22	‡4.13
234	4.44	4.35
241	4.57	4.43
249	5.11	‡5.02
255	5.21	‡5.12
263	‡5.34	‡5.25
269	‡5.45	‡5.36
274	‡5.53	‡5.46
279	‡6.04	‡5.56
288	‡6.19	‡6.12
296	‡6.32	‡6.26
302	6.44	6.38
307	‡6.54	‡6.50
	P.M.	

STATIONS—DESCRIPTIVE NOTES

quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice lake canoe was invented, and in it the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain from L. Huron, leading the Huron raid into Iroquois-land."

Indian River
Norwood

Beyond *Norwood* the good farming country begins to be superseded by a more thinly settled, wooded and rocky region, whose hills, rivers and lakes are inviting to the tourist and sportsman. Timber, fine building stone, iron and other minerals abound, and water-power is available everywhere. At *Blairton* the Cobourg and Marmora Railway is crossed; and at *Central Ontario Junction*, the Central Ontario Ry. These roads open iron-mining districts northward. At *Ivanhoe*, much charcoal is made. *Tweed* is on the Moira, an important lumbering stream.

Havelock
Blairton
Cent. Ont. Jct.
Ivanhoe
Tweed
Sheffield
Kaladar
Arden
Mount'n Grove

Sharbot L. Junction—With Kingston and Pembroke Ry., for KINGSTON, on Lake Ontario, 46 miles southward.

Maberly—Crossing of narrows of Sharbot lake.

Bathurst—A farming station near Christie's lake.

Perth—Pop. 4,000. A stirring farming centre of Scotch and Irish people mainly. Considerable milling is done. In the neighborhood, quarries of fine white free-stone and phosphates are worked.

Pike Falls—A water-power point on the Rideau river.

Smith's Falls
Merrickville
Kemptville Junc.
South Mountain
Winchester
Chesterville
Finch
Avonmore
Monklands
Apple Hill
Green Valley
Dalhousie Mills
St. Polycarpe
St. Clet

Growing villages devoted to farming and lumbering. Good sport all along the line. Passing through St. Annes, famous in song as the landing of the old French Voyageurs, the train crosses a fine bridge flung across

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Mls. fr. Toronto	Mont- real Express	Eastern Express	STATIONS—DESCRIPTIVE NOTES	
	LEAVE	LEAVE		
318	+7.12	+7.10	Vaudreuil	the river, which is here broken up by numerous islands, and continues on through pretty French villages used as summer resorts by Montrealers, till it reaches Montreal.
322	+7.20	+7.18	St. Annes	
327	+7.30	+7.28	Beaconsfield	
329	7.35	7.33	Valois	
332	+7.41	+7.39	Dorval	
335	+7.46	+7.44	Lachine Bank	
337	7.50	7.48	Montreal Junc.	
	ARRIVE	ARRIVE		
342	8.15pm	8.15am	Montreal—Quebec Gate Station ; see pp. 24 and 25.	

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