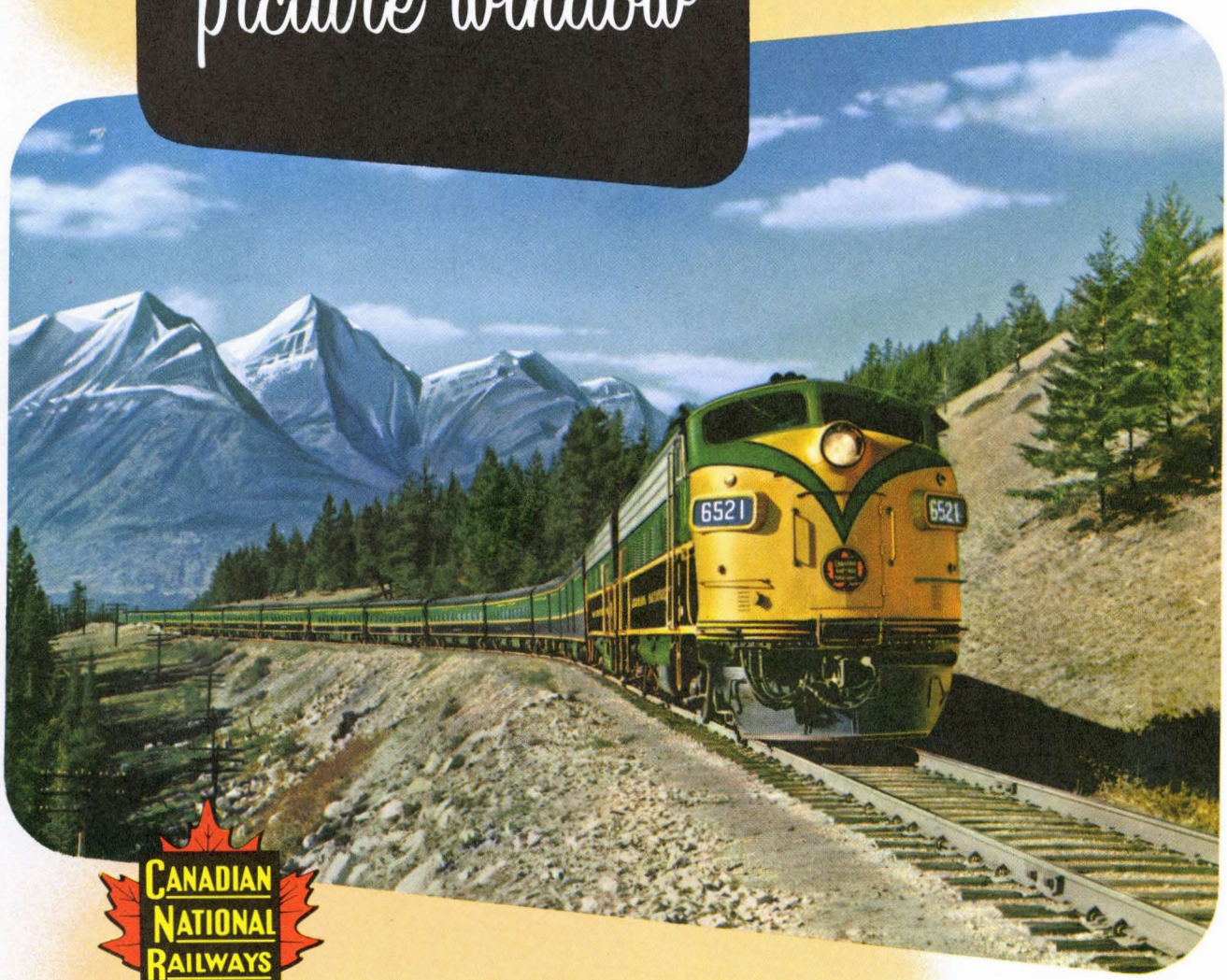
Through your picture window



CANADIAN NATIONAL RAILWAYS

ALONG THE ROUTE OF THE *SUPER CONTINENTAL* AND THE *CONTINENTAL*

Through your picture window

ROUTE OF THE SUPER Continental

AND THE Continental

This booklet is a guide on your journey, an interpreter of your private passing parade. From your snug seat you will see a tableau of towns and cities, lakes and forests, prairies and mountains . . . those natural and man-made features that make up the face of Canada.

Whether you cross the country, or ride only a few hundred miles, the following pages are intended to add pleasure to your trip and increase your knowledge of Canada. They are divided into five sections, proceeding from east to west. Simply refer to the region in which you are travelling. If eastbound from the Pacific coast or prairies, read from back to front.

This booklet is a perfect travel companion, a silent partner who never intrudes on your privacy. Pick it up when some sight or scene attracts your attention, enticing you to learn more. Put it aside when other matters take up your time. You will enjoy a more meaningful trip and reach journey's end a wiser traveller.

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Montreal . . . *Life in Montreal revolves about Mount Royal, from which the city gets its name. At night, lights from theatres, night clubs, traffic, shops and restaurants blaze about its base. A 100-foot steel cross, visible for miles, glows from its summit. By day, visitors to the mountain's lookout gaze over midtown Montreal and across the St. Lawrence River. Since Maisonneuve founded the city in 1642, Mount Royal has watched over the destinies of this island metropolis.*

The Way West from Ville Marie

MONTREAL TO CAPREOL

This first phase of your trip takes you through portions of two scenic geographical regions. They are the fertile St. Lawrence lowlands — a 50 thousand square mile area, where four-sevenths of Canada's population live — and the remote recesses of the Canadian Shield.

The former is part of the interior lowlands of North America, lying along the length of the continent from Quebec City to the Gulf of Mexico. The Shield is a huge tract of land, over one-third the size of Canada, sprawling from the Great Lakes to the Arctic Islands, from Labrador to Keewatin. It is little known and sparsely settled.

You leave from either of Canada's two largest cities, Montreal or Toronto. Montreal — named Ville Marie by its founder — is the financial, industrial and commercial centre of the province of Quebec and second largest French-speaking city in the world. It is Canada's biggest metropolis, a thriving deep-sea port on the St. Lawrence River though it is 800 miles from the Atlantic Ocean.

Many historic attractions are here, like the Maisonneuve Monument in Place d'Armes, where the city's founder defeated the Iroquois in 1644. Old Notre-Dame Church dates from 1824; the Chateau de Ramezay was erected in 1705 and the sailors' Church of Notre-Dame de Bonsecours has a history that reaches back to 1657. One of the city's most impressive mid-town structures is the 1216-room Queen Elizabeth — Le Reine Elizabeth hotel. Its spacious accommodations permit the holding of large conventions, banquets and social functions. The Queen Elizabeth is owned by CNR and operated by Hilton of Canada, Limited.

In other sectors of this metropolis are the University of Montreal, McGill University, the Botanical Gardens, the Wax Museum, St. Joseph's Oratory and the Art Gallery. There are also fine shops, large department stores, modern restaurants, theatres and night clubs.

Between Montreal and Ottawa, the Montreal sections of the *Super Continental* or *Continental* pass over the level lowlands of the St. Lawrence Valley, dotted with pastoral farms, patches of forest and quiet towns. In about two hours you will have travelled the 118 miles separating the nation's largest city from the nation's first city.

Ottawa ... *Both the craft of the woodsmen and the craft of statesmen have highlighted Ottawa's history. Lumbering was the industry that supported this community when it was Bytown. Now, Parliament Hill's Peace Tower symbolizes its role as Canada's Capital. Mounties, diplomats, couriers, civil servants, parliamentarians and potentates are part and parcel of its cosmopolitan scene. Their presence is a constant reminder that Ottawa is this nation's seat of government.*

Ottawa . . . THE NATION'S CAPITAL

At the junction of the Ottawa and Rideau rivers is Canada's Capital, Ottawa. In 1827, a British soldier, Colonel John By, founded a lumber town, known as Bytown. The settlement was incorporated in 1854 and its name changed to Ottawa. Four years later, in 1858, Queen Victoria officially proclaimed it to be the seat of government in Canada. In 1867, Ottawa became Capital of this new Dominion.

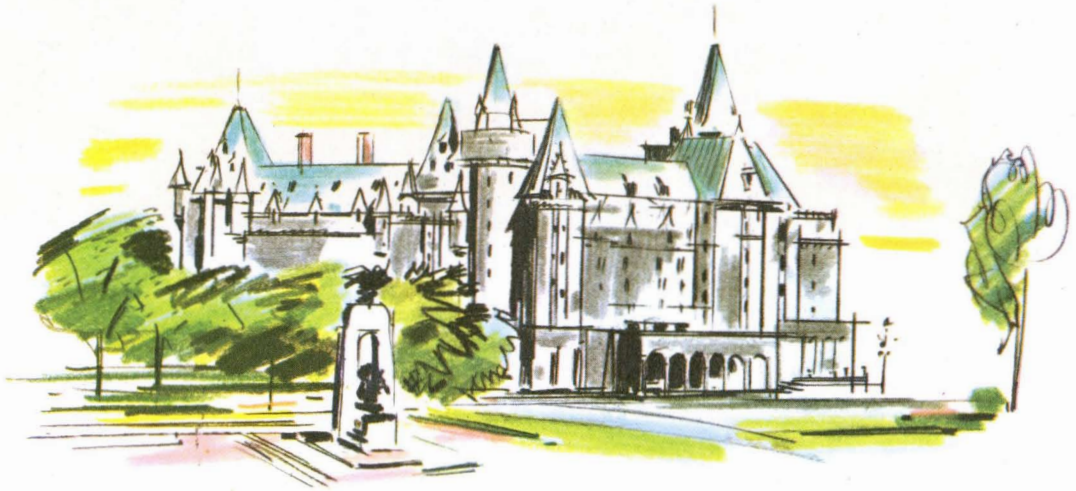
Its population of 222 thousand is two-thirds English, one-third French. The city is roughly divided into an upper and lower town by the Rideau Canal, built by Colonel By.

The Capital's most famous landmark is its group of Parliament Buildings. Other impressive attractions are CNR's Chateau Laurier hotel, the National Art Gallery, the Royal Canadian Mint, Rideau Hall, the National War Memorial, the Dominion Observatory, Laurier House and the University of Ottawa.

The Ottawa area has much lovely scenery, such as miles of parkways and canals, the gentle slopes of the Gatineau Hills and the tumbling Rideau and Chaudière Falls.

Ninety miles northwest of Ottawa is the prosperous manufacturing town of Pembroke, at which point your train enters the Canadian Shield. Not far away is Chalk River, Ontario, where the federal government has set up an atomic energy research centre. The section between Pembroke and North Bay is partly preserved as Algonquin Park, a game reserve and vacation resort. After following the shoreline of Lake Nipissing, North Bay comes into view. It is the commercial crossroads of the north, gateway to the mines of Timiskaming and Abitibi and jumping-off point for James Bay. Little more than 80 miles ahead is Capreol.

The Montreal and Toronto sections of the *Super Continental* join here for their journey west. The same applies to the Montreal and Toronto sections of the *Continental*.



Toronto . . . *Huron Indians called it Toronto, meaning "meeting place". It became Fort York in 1793 and, in 1834, was incorporated as Toronto. Over a million and a quarter people live here. They have Canada's only subway, only Old World castle . . . plus a friendly rivalry with Montreal. Toronto is the country's financial capital. The St. Lawrence Seaway, of which it is to be a part, will channel even more wealth into this Great Lakes port. The future looks fine for Canada's Queen City.*

From City Sights to Mineral Sites

TORONTO TO CAPREOL

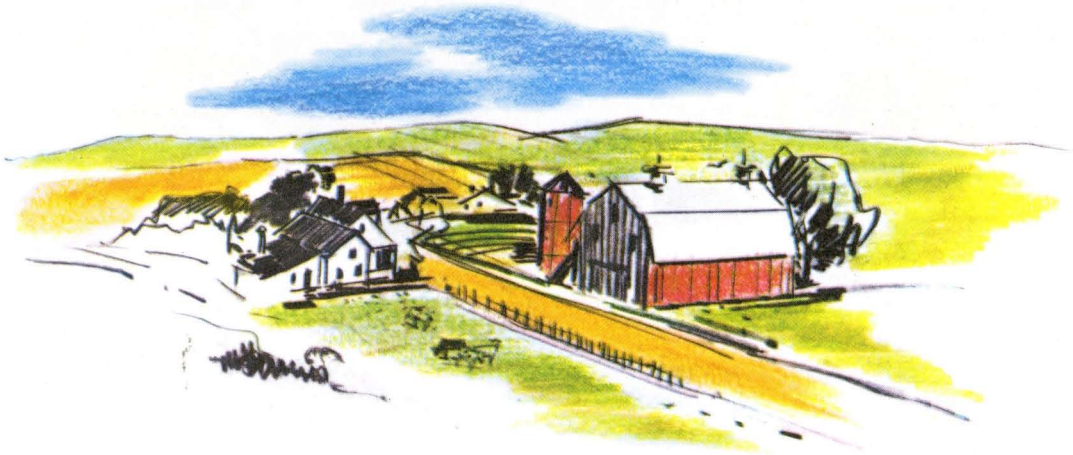
Toronto is the other eastern terminus of CNR's two trans-continental "name" trains. It is the capital of Ontario, hub of a prosperous manufacturing area, a transportation centre and largest English-speaking city in Canada.

It is also a great tourist attraction. Each summer the Queen City puts on an annual extravaganza, the Canadian National Exhibition, which organizers say is the biggest show of its kind anywhere. See Toronto's authentic, old-world castle . . . Casa Loma. There is first-class shopping for the ladies in smart shops and department stores and lots of fun in the sun for the family at Sunnyside Beach. This city is a busy port on North America's inland sea, the Great Lakes. Residents say that mid-town Bay Street is the financial core of the country. Toronto is also home to one of Canada's great institutions of learning, the University of Toronto. The provincial Parliament Buildings stand in the city's Queen's Park.

On leaving Ontario's capital, your train runs along the eastern shore of Lake Simcoe, passes Beaverton and stops at Washago on the edge of the Canadian Shield. It then turns northwest into the Muskoka Lakes district, a popular summer vacationland.

After passing Parry Sound you cross the French River which drains Lake Nipissing into Georgian Bay. This river was once a waterway for French "voyageurs" bound westward. Two hundred and sixty-two miles from Toronto, you reach Sudbury Junction, in the rich Sudbury Basin. The world's largest nickel mines and smelters are here.

Much of the first leg of your journey from Toronto takes you through the lowlands, a populous and productive region. From your wide window you can see fertile farms, brightly-painted barns and browsing herds of livestock. Wooded groves reflect Nature's splash of Fall colors . . . the scarlet and gold of sugar and red maple, tracts of burnished beech and oak, tapering evergreen spires of white pine and hemlock. Prosperous communities cluster along the right of way. The lowlands are a vital segment of the Canadian scene.



Winnipeg

... East meets West at Winnipeg, the city that sits half way between the Atlantic and Pacific. Modern office buildings mark it as a centre of commerce. Many of them look down on Canada's widest traffic artery, Portage Avenue. Two other arteries, the Red and Assiniboine rivers, flow into one another nearby. Where their waters unite, eighteenth-century pioneers built the trading post of Fort Garry. That settlement has since become our fourth-largest city . . . Winnipeg.

The Shield and its Natural Resources

CAPREOL TO WINNIPEG

Soon after leaving Capreol, the dark spruce, fir and jackpine, so typical of the silent, secluded north, crowd into view. Lakes, muskeg and isolated Indian villages slide past your vision and slip back into the Shield. This land is vast and primeval, changed little since gigantic glaciers crunched across its expanse and then receded.

Tremendous mineral wealth lies buried here, as yet hardly exploited. Iron ore diggings are worked in the Steep Rock area. Gold mines operate in the Thunder Bay district; nickel ore is taken from the soil of the Sudbury Basin; copper comes out of the earth around Manitouwadge. The world's second largest indicated reserves of uranium oxide are stored in the Shield's crust. Every day, Canadian National branch lines start carloads of these raw resources on their way to market.

Despite its rough exterior, the Shield is relatively flat. Why? Because it is very old, worn down to one of the earth's largest plains by endless ages of erosion. Geologists say it is composed of old volcanic lava and ash, ancient crystalline rock and tough granite. Some of its sparse soil is sediment, swirled along by long-dead rivers and submerged in vanished seas. Much of the water that floats shipping in the St. Lawrence River and Great Lakes pours from the Shield's immense interior. This flow is a rich source of hydro-electric power, now barely tapped.

Your route climbs steadily from Capreol, through lake-pocked Vermillion Valley and cuts across the watershed between Hudson Bay and the Great Lakes. Beyond Foleyet, it descends the Hudson Bay slope and spans the Ivanhoe, Kapuskasing, Missinaibi, Kabinakagami and Shekak rivers.

The railroad is the only road into Hornepayne, a divisional point, built among glacially-sculptured rocks. Forty-three miles ahead is Hillsport, junction for the Canadian National branch line to the copper mines of Manitouwadge, to the south. Pulp mills flank our national transcontinental line to the north, at Kapuskasing, Smooth Rock and Iroquois Falls. Your train passes through their cutting areas.

Longlac, near the Thunder Bay district, is the "doorway to Eldorado" . . . the gold mines east of Lake Nipigon. The northern tip of Long Lake pokes into view about here. Then, the transcontinental route swings north over a 30-mile spur line to Nakina and emerges on what was once the trail of the National Transcontinental Railway. This line was laid early in the century to link Moncton, N.B., Quebec City and Winnipeg.

West of Nakina, the forest continues, rugged and remote. Many place names have Indian origins . . . Kowkash, Tashota, Penequani, Ombabika and Minataree. Southward sprawls Lake Nipigon, largest body of water in the Shield.

Your train hurries on, through the rough terrain and larger lakes west of Armstrong. At Superior Junction, a branch line cuts in from Fort William, to the south. Billions of bushels of prairie wheat and grain have passed over this line, bound for huge elevators at the Lakehead.

A maze of lakes and rivers meets the eye around Sioux Lookout. More than 100 miles long, the Lake of The Woods region is famous for its game and vacation resorts. You are now in the vicinity of the popular Minaki resort area . . . some 22 miles west of here you enter Manitoba.

Just past the Manitoba border, your train crosses the Whiteshell Forest Reserve and emerges on the flat, black-soiled Red River lowlands outside of Winnipeg. The Shield is now behind . . . the prairies are ahead.

Saskatoon is a major marketing centre of prairie produce. Citizens discuss its economy in terms of feed and seed, crops and combines, farm equipment and soil fertility. These words depict essential elements of agriculture . . . the core of prairie commerce. Saskatoon faces across the flatlands that earn its living . . . it stands as a focal point of wheat and grain growers. This city is a vital segment of one of the world's great granaries.

The Canadian Prairies-Land of Plenty

WINNIPEG TO EDMONTON

Everything about the prairies is impressive; their vast sweep, romantic history and colorful cities. Gateway metropolis to this global granary is Winnipeg, capital of Manitoba. This city of 409 thousand was founded as Fort Garry, a fur trading post on the Red River, about 1822. Its finest hotel, owned and operated by the Canadian National, bears the trading post's name. Through Winnipeg's lofty elevators and swarming stockyards move the wheat, grain and livestock of the prairies on their way to domestic and world markets. This city is a great communications centre, the commercial and financial hub of the mid-west.

It is also a gateway to the north. From here, a CNR line reaches out to the port of Churchill on Hudson Bay. The mining town of Flin Flon, on the same route, is a junction for the Canadian National branch line which stretches north to the nickel and copper mines of Lynn Lake. Northwest of Flin Flon, at Sipiwesk, a 30-mile line leads into Thompson. This spur permits transportation of nickel ore from the Moak Lake area to the continent's smelters.

When the French explorer La Verendrye trekked westward, huge herds of hump-backed buffalo thundered along the flatlands. In his footsteps followed the traders of the Hudson's Bay Company, the North West Company, homesteaders in Red River carts and York boats, Mounties and lean-limbed cowboys. Accentuating this traffic were Indian wars, rebellions and clashes between the powerful trading companies.

The coming of the railroads helped bind the prairie folk into a regional unit. The "iron horse" helped settle the land too. In the early 1900's, Grand Trunk Pacific Railway, now part of the CNR system, carried thousands of immigrants to new homes in the west.

French voyageurs and "coureurs de bois" called this area "prairie" meaning "grassland". It is a name now associated with solitary grain elevators, droning combines and rippling fields of wheat.

This country isn't all flat, as many people think. The CNR main line slices through a grassy woodland called the Park Belt. This farming country is flanked by forests on the north, level prairie to the south. You will see flatlands when your train breaks out onto the open prairie between Watrous, Sask., and a point near the Alberta border.

There is eye appeal in this land. Look for the yellow bark and green foliage of aspens along the way; the sight of slender poplars and willows drooping along a river bank. Wildflowers, prairie rose and Indian paintbrush brighten the passing scene in the Canadian West.

There is more than meets the eye in the vast expanse of the west. Buried deep below the billowing wheatfields are rich seams of coal and oceans of oil, laid down in pre-historic times. Giant glaciers, as huge as those that now blanket Greenland and Antarctica, once churned across the landscape. They deposited "moraine" . . . piled-up mounds and ridges of glacial debris. Milleniums of soil and vegetation buried them and, in this way, landmarks like the Touchwood Hills between Watrous and Melville, Sask., were created.

When the glaciers receded, their waters carved deep rifts in the terrain. The North and South Saskatchewan, the Red, the Qu'Appelle and Assiniboine rivers course through these troughs, sluggish

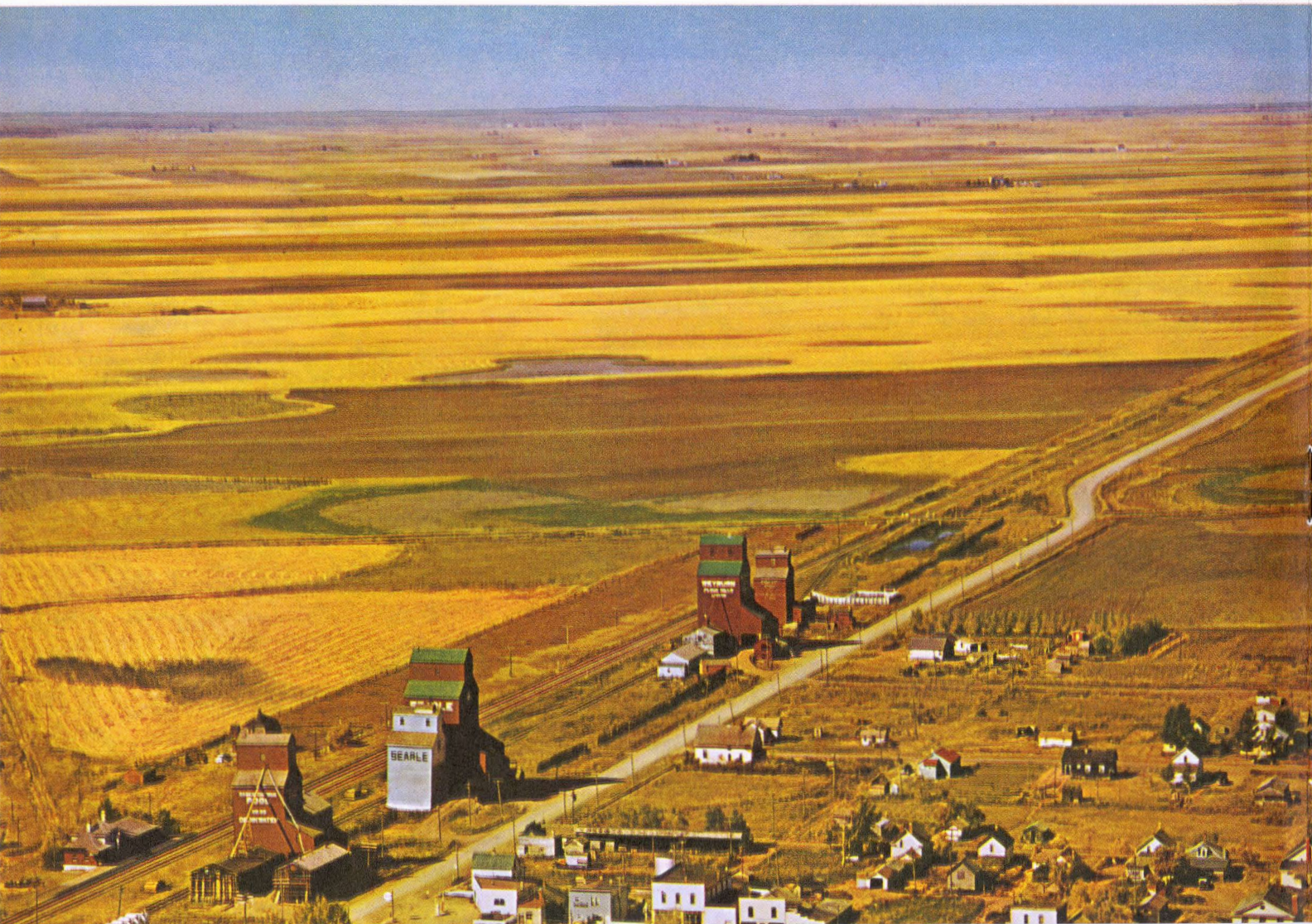
heirs to glacial torrents that once surged here. The present-day rivers also ferried many pioneer families into the west.

You go as far in 15 hours as they went in eight weeks. Once out of Winnipeg, your train speeds over the farmland around Portage La Prairie, a city of 10 thousand, major railway junction and manufacturing centre. You climb the steep ascent to Rivers, dip into the deep cleft of the Assiniboine Valley and then turn westward into the Qu'Appelle Valley. Here is fine farm country, typical of agricultural Saskatchewan.

The next leg of your trans-continental trip sees you cutting across the broad prairie, nearing Melville. Farther on are scattered farms; the land is rougher as your train carries you past the shrub-strewn slopes of the Touchwood Hills. Next major stop is a city of the prairies, home of 70 thousand people, site of high, huge elevators, the University of Saskatchewan and the CNR's stately Bessborough Hotel. This is Saskatoon.

West of Saskatoon, around Biggar, the flatlands fade away and range land looms ahead. You are now approaching the province of Alberta. This is cattle country, backbone of Alberta's prosperous meat-packing industry. After a brief stop at Wainwright, a true "cow town", your CNR train swings north and west as it hastens over black, earthy farmland, crosses the Battle River and rolls through the valley of the North Saskatchewan River. A few miles ahead is Edmonton once a fur trading post, now one of Canada's fastest-growing cities.

Photo courtesy of Caterpillar Tractor Company



From Mountainside to Oceanside

EDMONTON TO VANCOUVER

Edmonton typifies the spirit of the west . . . big, bustling and bountiful. It is the capital of Alberta and oil and natural gas centre of Canada. It is portal to the Peace River country and the booming northwest. Skeletal oil rigs dot the northwest, their deep-set drills probing the subterranean pools of Pembina and Leduc. A multi-million dollar petro-chemical industry flourishes in Edmonton's outskirts. The CNR's Macdonald Hotel stands in the heart of this modern metropolis, its modern exterior matching the progressive mood of the city it so well serves.

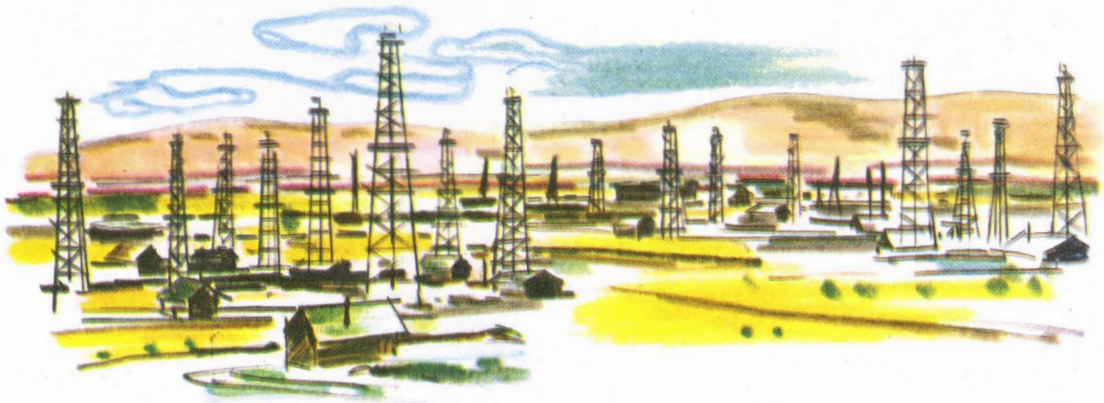
Your first view of the mountains will be a memorable one. After a short trip from Edmonton, you see the jagged ridges of the Canadian Rockies, creeping across the western horizon. A misty mantle of deep purple wraps weather-worn slopes. Tints of white and gold glint from snowy summits and massive, slow-moving glaciers.

Down in the deep passes, you gaze upon a profusion of peaks, gorges, lakes and torrents. Forested tracts of tall timber sweep across the lower reaches. The fragrance of pine, spruce and fir fills the crisp mountain air.

Contrary to popular belief, the Rockies are not the only range between Alberta's foothills and the Pacific Ocean. Westbound, they are the first you enter and they slope away to the western limits of the Fraser Valley. Next appears the Selkirk Range and then British Columbia's magnificent Coast Range overlooking the Pacific Ocean. Your route winds for 600 miles through mountain country.

The CNR main line threads past the base of Mount Robson, Monarch of the Canadian Rockies. In Jasper National Park, you will see majestic Mount Edith Cavell. Centuries ago it was a landmark for French explorers who christened it the Mountain of The Grand Passage. Such splendor is a fitting introduction to the most striking mountain scenery in the world.

The following notes are your guide to this region of grandeur. They are written for the westbound traveller but can easily be used on an eastbound trip by Canadian National.



Edmonton ... *There is lots of room to grow in the West and Edmonton has made the most of it. Less than a century ago it was a remote post on the North Saskatchewan River. It was incorporated as a town in 1892, as a city in 1904. Two years later Edmonton became capital of Alberta.*

Today it is the hub of a multi-million dollar oil and petro-chemical industry . . . a modern metropolis of 251 thousand hospitable westerners.

A Passage among Peaks

EDMONTON (Alt. 2185) Edmonton, capital of the Province of Alberta, on the North Saskatchewan River, is an important manufacturing and distributing centre, gateway by rail, air, water and highway to the Northwest Territories, Yukon and Alaska, and hub of vast oil, gas, coal and agricultural resources. Taking its name from Edmonton, near London, England, it was originally a Hudson's Bay Company fort, 20 miles downstream. Established on its present site in 1808, it it today Canada's fastest growing city, home of the University of Alberta and Canadian National's Macdonald Hotel. Wabamun and Seba Beach on Wabamun Lake are attractive summer resorts, favorites with Edmonton residents.

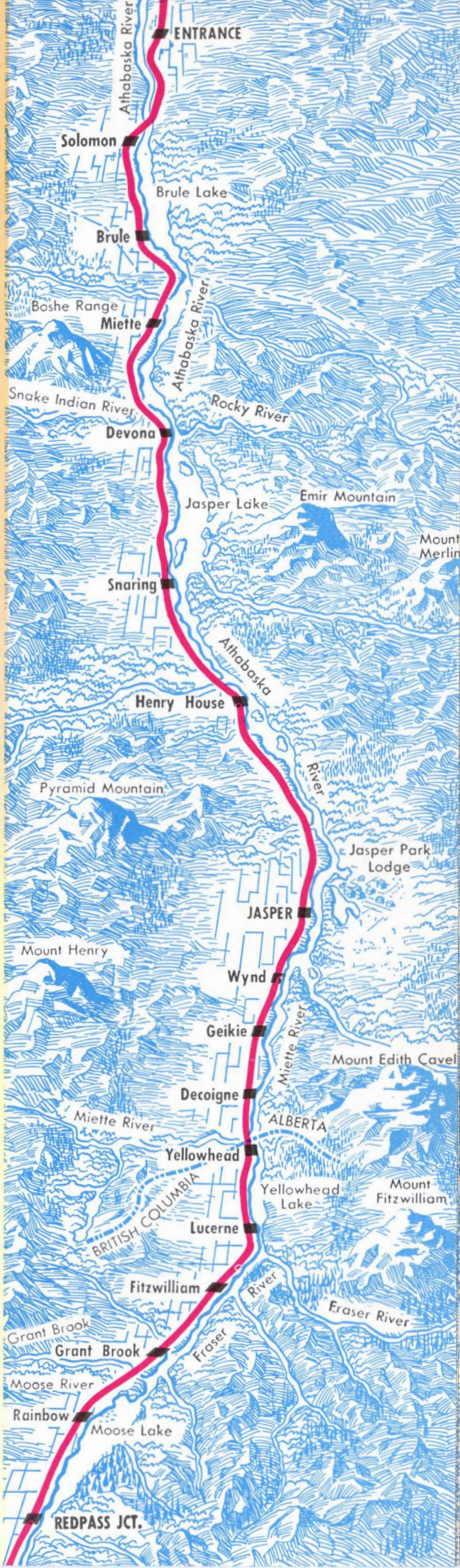
ENTWISTLE (Alt. 2571) At mile 67.7 the line crosses the Pembina River on the highest of the many bridges encountered on the journey between Edmonton and the Pacific Coast.

WOLF CREEK (Alt. 2852) About mile 122 Wolf Creek and the McLeod River are spanned. Both of these rivers flow northward to join the Athabaska and eventually reach the Arctic Ocean.

HINTON (Alt. 3325) Hinton stands on a 6000-square mile tract of timberland set on the eastern slopes of the Canadian Rockies. It is the site of a large pulp mill.

ENTRANCE (Alt. 3216) So named because it is the eastern gateway to the Canadian Rockies and Jasper National Park. At mile 64 the Athabaska River is bridged. The Athabaska (from the Indian meaning "Were there are reeds") rises in the Columbia Icefield and flows north to join the Mackenzie, which reaches the Arctic 2,000 miles away.

SOLOMON (Alt. 3248) Near mile 67 the first "Jasper House" was established at the northern end of Brule Lake. This, in addition to being a trading post, stabled the horses used by the "Columbia Brigade" to transport goods through Athabaska Pass to "Boat Encampment" at the junction of Canoe River and the Columbia. "Boat Encampment" is so named because of an enforced winter stop made here by Thompson during his explorations of the Columbia. At mile 75, at the western end of a short tunnel, we see, on the north, Boule Roche of the Bosche range, Bosche and Coronach peaks, and, across the river, Roche Miette and the Miette range.



Jasper ... *When men . . . and women too . . . want to meet mountains, they journey to Jasper Park Lodge. One trip will tell you why. For this is a mountain summer resort, ringed by the ranges of the Canadian Rockies. Every comfort is at your command in this alpine retreat — built to blend with the beauty of the Athabaska Valley. Accommodations are luxurious, recreation is plentiful and service is unsurpassed.*

DEVONA (Alt. 3304) At mile 82 the Snake Indian River is crossed; on the north rises the De Smet range, with De Smet, Gargoyle and Cummock peaks; across the river is the Jacques range. All of these peaks rise from 8,000 to 8,500 feet.

JASPER (Alt. 3470) Administrative headquarters of Jasper National Park, and detraining point for Jasper Park Lodge, three miles distant. The Park covers 4,200 square miles, is a game sanctuary and vacation centre. There are such scenic attractions as Maligne Lake, the largest glacial lake in the Rockies, Mount Edith Cavell and its glacier of the Angel, the rugged Tonquin Valley and the Columbia Icefield, 110 square miles in area and the source of mighty rivers that run down to the Arctic, Pacific and Atlantic oceans. The Lodge is a village of log bungalows grouped on the shore of Lac Beauvert. It has its own 18-hole golf course and private lake, a warm outdoor pool and miles of bridle trails. The lakes and streams in the Park offer excellent fishing for rainbow, speckled, lake and Dolly Varden trout. The "Raven" totem pole near the station is from the Queen Charlotte Islands. Mountain and Pacific time zones meet at Jasper and watches should be changed, forward or back, depending on which way you are travelling.

YELLOWHEAD (Alt. 3717) At mile 17 the height of land is crossed. It is also the Alberta-British Columbia boundary and a marker can be seen to the north of the track. This pass was named for a Metis who was called "Tête Jaune" by the natives on account of his light colored hair. He had a cabin and trap line to the west of Mount Robson and used the pass as a route to bring his furs to Jasper House.

LUCERNE (Alt. 3650) East of here, at mile 20, Yellowhead Lake is seen to the south of the track, with Mount Fitzwilliam rising to a height of 9,538 feet across the lake. This lake flows into the Fraser River which rises to the south of here. At mile 36 Moose Lake is seen to the south of the track. Rainbow and Dolly Varden trout are to be found in these and many of the other lakes in the district.

RED PASS JUNCTION (Alt. 3403) Here the Vancouver and Prince Rupert lines of the Canadian National Railways diverge. Just west of the station the Fraser River is crossed. In 1793 this river was discovered by Sir Alexander Mackenzie who came up the Peace River to the Parsnip River which he followed to its source and then portaged over the height of

Mount Robson *is a regal peak; correctly christened by some mountain-struck admirer as the Monarch of The Canadian Rockies. It is an impressive pile, rearing in craggy grandeur for 12,972 feet above the forest floor. Fleecy clouds swirl about its summit, in high-blown homage. Far below, the Fraser River pursues its pre-historic path to the Pacific Ocean. And to the south, on the CNR line through Yellowhead Pass, travellers muse on the magnificence of this mighty mountain.*

land to the Fraser River. It was not until 1808 that Simon Fraser explored it to the mouth and for him the river was named. This is the longest river entirely within the Province of British Columbia and flows 790 miles from its source in the mountains to the sea.

MOUNT ROBSON (Alt. 3150) Coming from the east, at mile 52, we get a spectacular view of Mount Robson, the loftiest peak in the Canadian Rockies, 12,972 feet. Its neighbor is Mount Resplendent, 11,240 feet. Mount Robson dominates a provincial park which offers excellent hunting for grizzly and black bear, moose, caribou. Hunting parties go in through Mount Robson station where guides and outfitters are located.

CANOE RIVER (Alt. 2723) The canyon of the Canoe River, here some 70 feet in width, with sheer walls of 100 feet, is bridged near Canoe River station. Rising in the Mica Mountains, the Canoe empties into the Columbia River and for 70 miles traverses a region of peaks and glaciers of impressive size.

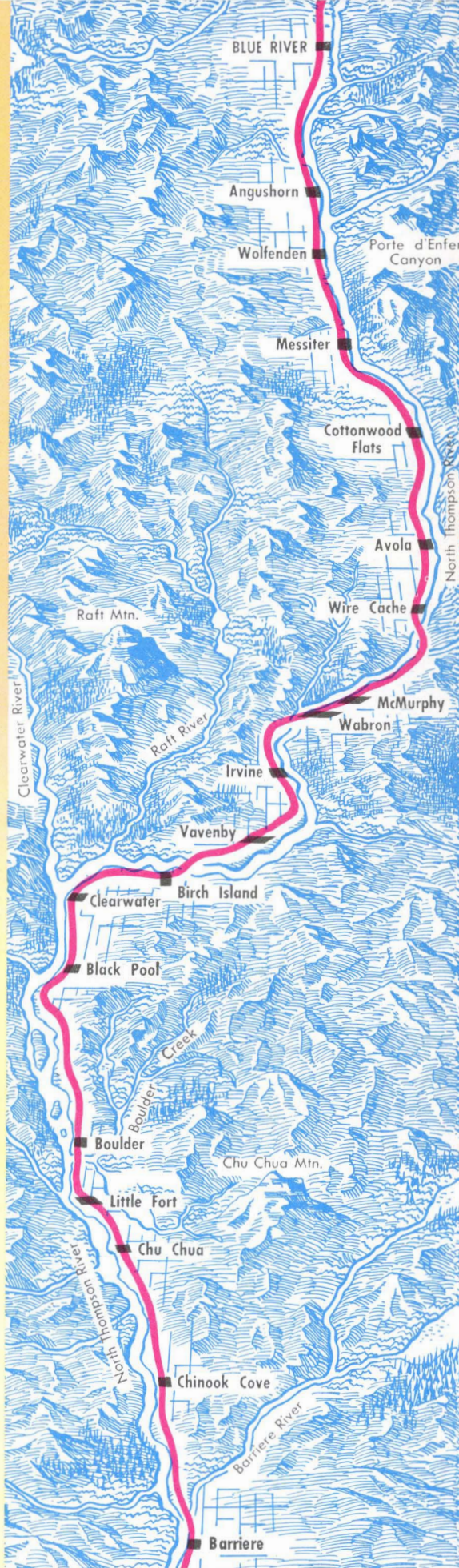
ALBREDA (Alt. 2867) Here is an excellent view of Mt. Albreda, altitude 10,000 feet, and its glacier. At mile 104, travelling westerly, we get our first view of the north branch of the Thompson River. This river was named for David Thompson, geographer and explorer, who ranged and mapped the Columbia and Kootenay Rivers early in the 19th century.

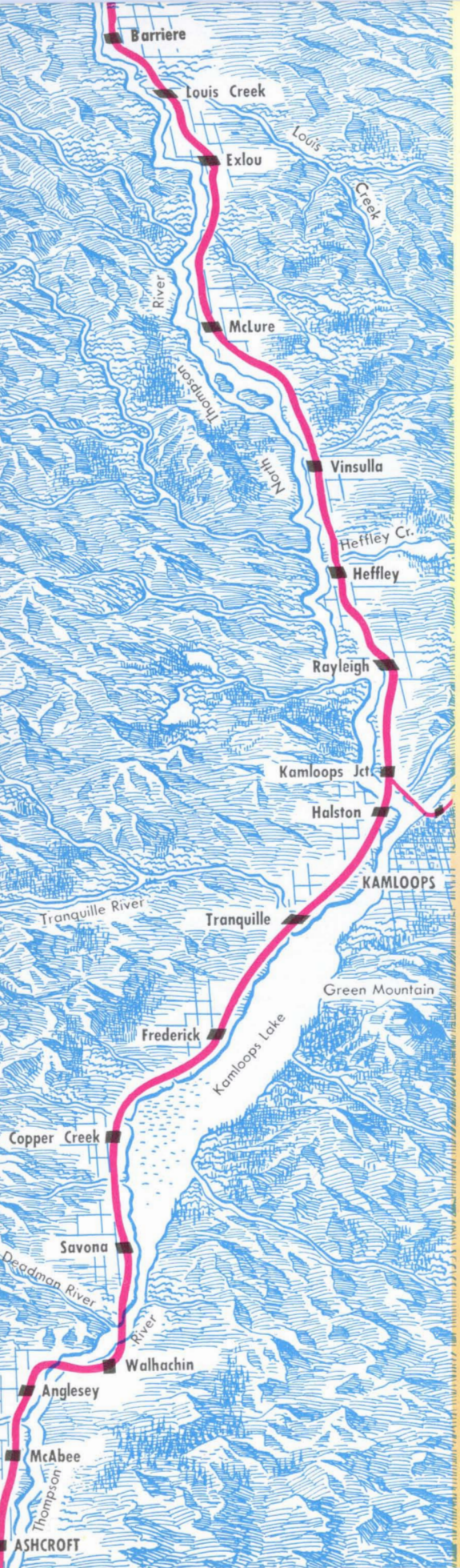
PYRAMID FALLS (Alt. 2304) Pyramid Falls, at mile 113.7 have a drop of about 300 feet into a wide bowl so close to the railway that the spray wets the train when the river is at its greatest height.

BLUE RIVER (Alt. 2237) Blue River, a railway divisional point, is the gateway to Wells Gray Park—a lake and mountain park with many attractions for the camera enthusiast, the lover of nature, the fisherman, or the big-game hunter.

WOLFENDEN (Alt. 2169) Near Wolfenden the entrance to the Thompson Canyon may be seen.

MESSITER (Alt. 2079) At mile 12.3 and mile 13.5 we see Little Hell's Gate on the Thompson River, outlet of an eight mile canyon through which the rushing waters boil and toss. In 1863 the leading rafts carrying a party on their way to the Cariboo gold fields were drawn into the canyon and many





were drowned. This is good trout fishing country (Rainbow, Dolly Varden and Kamloops) and accommodation can be had at lodges at Clearwater and Little Fort.

WIRE CACHE (Alt. 1894) At Wire Cache a ferry crosses the North Thompson. The name originates with an early overland telegraph project that was planned to reach Alaska.

BIRCH ISLAND (Alt. 1386) Near Birch Island the North Thompson is again crossed. Silver-lead properties are located in this neighborhood.

CLEARWATER (Alt. 1329) The Clearwater River joins the North Thompson here. This stream is noted for its excellent Dolly Varden and rainbow trout fishing. During the spawning season when the salmon are running, they can be seen as they move up the North Thompson into the Clearwater. The Fraser plateau, which the railway traverses between Clearwater and Lytton, extends northward from the International boundary to the Nechako plateau. Clearwater is another entrance to Wells Gray Provincial Park.

HEFFLEY (Alt. 1182) The region between Heffley and Savona, where the North Thompson is crossed, is excellent agricultural country. Irrigation is employed extensively for farm crops, market gardens and orchards.

RAYLEIGH (Alt. 1176) In the vicinity of Rayleigh are large deposits of bituminous coal of excellent quality.

KAMLOOPS JCT. (Alt. 1153) From Kamloops Junction it is three miles to Kamloops, the route traversing an Indian reservation and crossing the south branch of the Thompson near its junction with the north branch. Here, in 1812, a trading post was established at the confluence which was called "Cumeloups" (the meeting of the waters) by the Indians. Kamloops is the centre of an important fruit and vegetable industry. A CNR branch line runs from here to the fruit-rich Okanagan Valley.

TRANQUILLE (Alt. 1183) Here the government of B.C. has established a sanatorium. Between miles 10 and 11 the train passes through the longest CNR tunnel in the mountains (2,827 feet), to the west of which Kamloops Lake is followed for nearly 20 miles. At mile 20 the entrance to a mine can be seen. Here 7,000 pounds of mercury were produced before operations ceased.

ASHCROFT (Alt. 992) Ashcroft is the gateway to the 6,000 square miles of the Cariboo District. It is famous for its potatoes grown in the sandy soil of the area. From mile 51 to mile 54.7 the river has worn through the bed rock of black cretaceous shale, and the famous "Black Canyon" is followed.

SPENCE'S BRIDGE (Alt. 742) Although situated in a dry belt, with the aid of irrigation this region produces excellent crops. The old wagon road, now a modern highway, to the Cariboo District passes through the town which is the distributing centre for the mining and ranching areas back in the hills. Here is seen what is thought to be an extinct volcano, "Arthur's Seat", rising to a height of 5,500 feet. In 1905 the face of the seat broke away, damming the Thompson River and causing the destruction of an Indian village on the far bank.

LYTTON (Alt. 565) Lytton was named for the English novelist who was British Colonial Secretary when the gold rush started in 1858. Here the Thompson is crossed. The Fraser River can be seen coming in from the north, and the difference in the rivers is noticeable, the Fraser being muddy and the Thompson bright green. The distinction continues for about two miles when all trace of the Thompson is lost. West of Lytton the Fraser is spanned twice, and a change is noted in the physical nature of the country as we cross the eastern boundary of the Coast Range.

BOSTON BAR (Alt. 453) This is a railway divisional point. The name of the town was given in the gold rush days when the bars on the river were panned for gold and the claims named for the owners. Many such names still exist as "China Bar", "Dutchman's Bar", etc.

GORGE (Alt. 388) At mile 7.3 "Hell's Gate" can be seen. At this point the river boils through a canyon only 100 feet wide. Fish ways are visible on both sides of the river. These were built at a cost of one and a half million dollars. During the rush to the Cariboo gold fields of British Columbia in 1858, seven white men were murdered by Indians near this spot.

YALE (Alt. 218) This is the head of navigation on the Fraser. It was from here in 1861 that construction was started by the British Engineers on the famous Cariboo Road, which followed the left bank of the river. Just below the town, Hills Bar, one of the richest claims to be worked on the Fraser, was staked.

HOPE (Alt. 157) It was here, in 1856, the first discovery of gold was made on the Fraser, but it was not until the spring of 1858 that the real rush started. It was estimated that more than 10,000 miners were in the valley of the Fraser during the rush.

CHILLIWACK (Alt. 34) Chilliwack is a progressive, thriving town in the midst of a good dairying and fruit country. It is the gateway to popular hunting and fishing districts. The resort of Harrison Hot Springs is reached from here. Mount Baker (10,927), in the state of Washington, may be seen to the south.

FORT LANGLEY (Alt. 23) A trading post was established here in 1827. Sir James Douglas was sworn in as the first Governor of the newly created colony of British Columbia at this point in 1858.

NEW WESTMINSTER (Alt. 34) Because of its name, often called the Royal City, New Westminster has a splendid fresh water harbor and good wharfage sites on the Fraser River. It is an important commercial centre, with canning factories and many lumber and shingle mills. It is the home of the Fraser River salmon canning industry. A mile long railway bridge spans the Fraser River here.

VANCOUVER (Alt. 14) Vancouver is named for the great navigator, Captain George Vancouver, and is delightfully situated on Burrard Inlet. It is the largest Canadian city west of Toronto. It is a great all-year seaport with one of the finest natural harbors in the world. Vancouver is headquarters of the larger industrial interests of British Columbia, which include lumbering, paper making, salmon canning, mining and shipbuilding. The beauty of its setting and the nearness of its playgrounds in the mountains and along the sea, make it perennially attractive to tourists. Stanley Park, a thousand acres in extent, is famous for its virgin forest and towering firs and cedars. Thirteen beaches, numerous golf courses, and, in winter, skiing on Hollyburn, Seymour and Grouse mountains, offer a wide range of recreations. Vancouver has many fine hotels including the 560 room Hotel Vancouver which is operated under the joint management of Canadian National and Canadian Pacific Railway Companies. The Canadian National Steamships' popular "Prince George" plies from Vancouver to Ocean Falls, Prince Rupert, Ketchikan, Juneau and Skagway, Alaska.

Vancouver *is Canada's principal port of the Pacific coast, its third-largest city and gateway to the Orient. British Columbia's Coast Range slopes away from its outskirts; the waves of the Pacific Ocean wash up on its shores. Probing through Vancouver's metropolitan skyline is the distinctive Hotel Vancouver. Each year thousands of guests start out from its luxurious interior to see such attractions as Capilano Canyon, Lions Gate Bridge, Grouse Mountain and English Bay.*

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Cornwall, Ont.	11 Second St. East
Detroit 26, Mich.	131 W. Lafayette Blvd.
Edmonton, Alta.	Cor. Jasper & 100th Sts.
Flint 3, Mich.	1639 Mott Foundation Bldg.
Fredericton, N.B.	580 Queen St.
Guelph, Ont.	CNR Station
Halifax, N.S.	505-507 Barrington St.
Hamilton, Ont.	7 James St. North
Kansas City 6, Mo.	414 Fairfax Bldg., 101 West Eleventh St.
Kingston, Ont.	115 Princess St.
Kitchener, Ont.	19 King St. West
London, Ont.	430 Richmond St.
Los Angeles 14, Cal.	510 West 6th St.
Milwaukee 3, Wis.	Room 502, 231 W. Wisconsin Ave.
Minneapolis 2, Minn.	1040 Rand Tower, 527 Marquette Ave.
Moncton, N.B.	CNR Station
Montreal, Que.	384 St. James St. W.
New York 20, N.Y.	630 Fifth Ave.
North Bay, Ont.	203 Main St. West
Oshawa, Ont.	3 King St. West
Ottawa, Ont.	Cor. Sparks & Metcalfe Sts.
Peterboro, Ont.	324 George St.
Philadelphia 7, Pa.	Philadelphia National Bank Bldg., Cor. Broad and Chestnut Sts.
Pittsburgh 22, Pa.	355 Fifth Ave.
Portland, Me.	Grand Trunk Railway Station
Prince Rupert, B.C.	528 Third Ave. West
Quebec, Que.	10 Ste. Anne St.
Regina, Sask.	Union Station
San Francisco 8, Cal.	502 Shreve Bldg., 210 Post St.
Sarnia, Ont.	117 Front St. North
Saskatoon, Sask.	CNR Station
Seattle 1, Wash.	214 Vance Bldg., Third Ave. & Union St.
Sherbrooke, Que.	50 Depot St.
St. Albans, Vt.	Cor. Lake & Federal Sts.
St. Catharines, Ont.	13 Queen St.
Saint John, N.B.	49 King St.
St. John's, Nfld.	CNR Station
St. Louis 2, Mo.	314 North Broadway
Sudbury, Ont.	41 Durham St. South
Toronto 1, Ont.	6 King St. W.
Vancouver, B.C.	527 Granville St.
Victoria, B.C.	Cor. Gov't. & Fort Sts.
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