

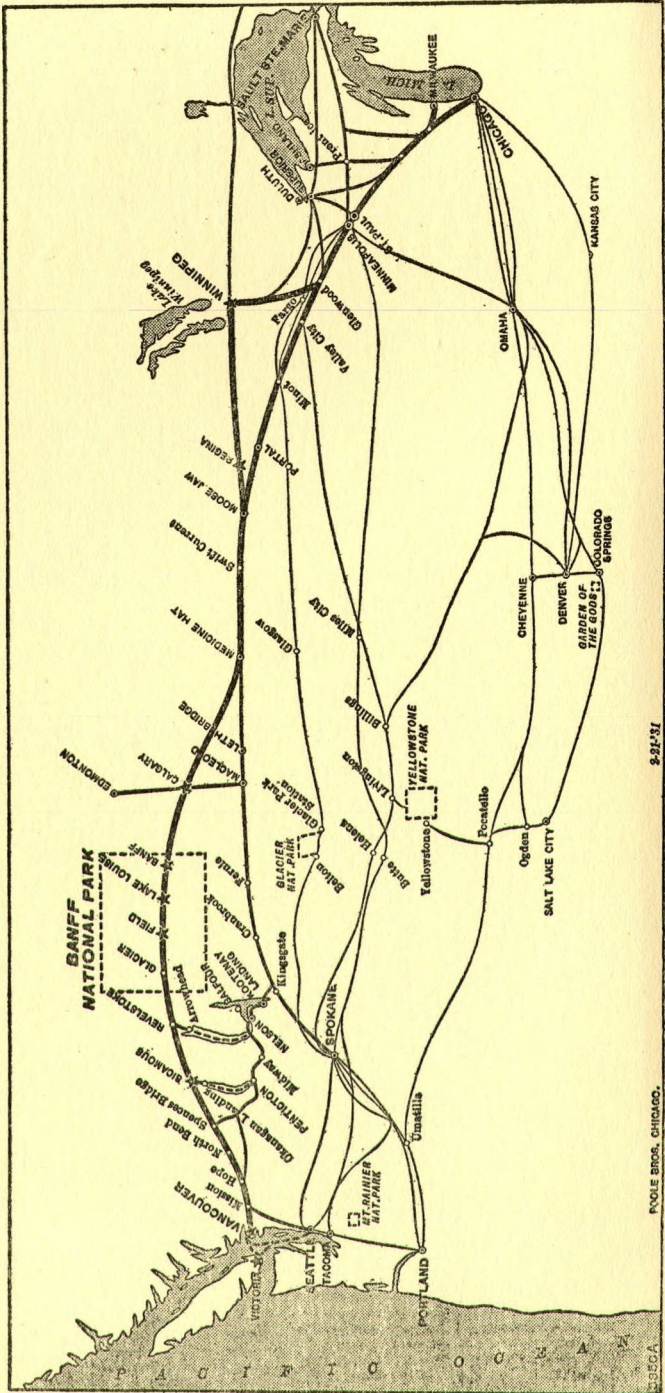
**NOTES  
BY THE  
WAY**



THROUGH THE  
**CANADIAN ROCKIES**

**SEASON  
1941**

THROUGH THE CANADIAN ROCKIES TO THE PACIFIC COAST



MOORE BROS., CHICAGO.

\$-91-'31

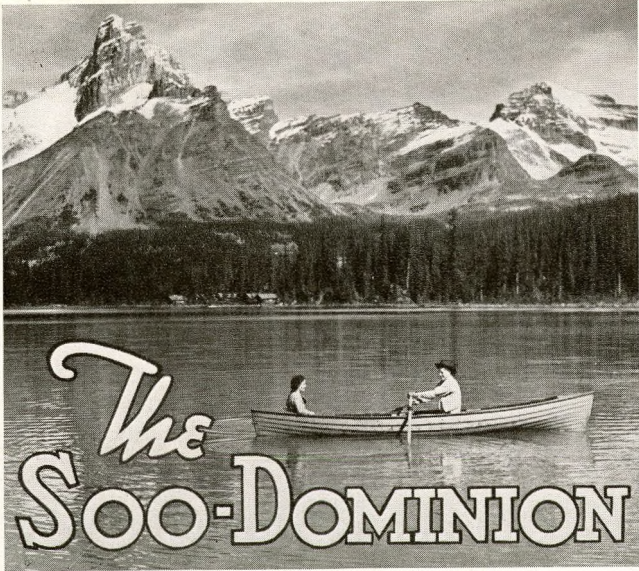
★ INDICATES CANADIAN PACIFIC RY. HOTELS

----- STEAMER LINES

PACIFIC COAST



*LAKE O'HARA*  
*Reached from Lake Louise and Hector*  
1



# The Soo-Dominion

**ALL YEAR**

(Except During Summer Service)

## EQUIPMENT

Observation, Parlor and Dining Car, Chicago, St. Paul and Minneapolis.  
 Standard Drawing Room Compartment Sleeper, St. Paul, Minneapolis and Vancouver.  
 Tourist Sleeper, St. Paul, Minneapolis and Vancouver.  
 Lounge Car — Dining Car — Coaches.

REGULARLY ASSIGNED CARS AIR-CONDITIONED.

Ex-ample	DAILY	FOR SUMMER SERVICE PLEASE SEE PAGE 3			Ry.	DAILY	Ex-ample
		P. M.	DAILY				
Sat.	3.00	Lv.	Chicago (CT)	Ar	C. &	6.05	Sat.
Sat.		Ar	Madison	Lv	N. W.	2.55	Sat.
Sat.	4.15	Lv.	Milwaukee	Ar	"	7.00	Sat.
Sat.		Ar	Madison	Lv	"	5.00	Sat.
Sat.		Lv.	Madison	Ar	"	2.55	Sat.
Sat.	7.50		Eau Claire		"	10.46	Sat.
Sat.	9.15	Ar.	St. Paul	Lv	"	8.45	Sat.
Sat.	10.00	Lv.	St. Paul	Ar	Soo	7.15	Sat.
Sat.	10.30	Ar.	Minneapolis	Lv	"	6.45	Sat.
Sat.	10.40	Lv.	Minneapolis	Ar	"	6.35	Sat.
Sun.	1.45	Ar.	Glenwood		"	3.15	Sat.
Sun.	4.20		Hankinson		"	12.25	Sat.
Sun.	7.05		Valley City		"	9.24	Fri.
Sun.	8.43		Carrington		"	8.06	Fri.
Sun.	11.40		Minot		"	4.55	Fri.
Sun.	1.15		Kenmare		"	3.38	Fri.
Sun.	2.20	Ar.	Portal, N. D. (CT)	Lv	"	2.35	Fri.
Sun.	1.45	Lv.	North Portal, Sask. (MT)	Ar	C P R	1.15	Fri.
Sun.	7.00	Ar.	Moose Jaw	Lv	"	7.50	Fri.
Sun.	7.40	Lv	Moose Jaw	Ar	"	6.45	Fri.
Mon.	7.50	Ar	Calgary	Lv	"	8.15	Thu.
Mon.	8.30	Lv.	Calgary	Ar	"	7.40	Thu.
Mon.	11.10	Ar.	Banff	Lv	"	5.35	Thu.
Mon.	12.15	Ar.	Lake Louise	Lv	"	4.35	Thu.
Mon.	1.25	Ar.	Field (E'ld Lk) (MT)	Lv	"	3.25	Thu.
Mon.	12.40	Lv.	Field (E'ld Lk) (PT)	Ar	"	2.10	Thu.
Mon	6.00	Ar.	Revelstoke	Lv	"	8.50	Thu.
Tue.	8.35	Ar.	Vancouver	Lv	"	7.15	Wed.
			C. P. S. S. Line				
Tue.	* 10.30	Lv.	Vancouver	Ar	Str.	6.35	Wed.
Tue.	3.10	Ar.	Victoria	Lv	"	1.55	Wed.
Tue.	4.30	Lv.	Victoria	Ar	"	1.15	Wed.
Tue.	9.15	Ar	Seattle	Lv	"	* 9.00	Wed.

CT—Central Time; MT—Mountain Time; PT—Pacific Time.

All train schedules shown in this publication are subject to change without notice.

\* Daily. Light face type A. M. and **black face** type P. M. time.

SUMMER  
SERVICE  
OF THE

# MOUNTAINEER

SEASON  
1941

A SPLENDID THROUGH  
DAILY TRAIN

## CHICAGO-VANCOUVER

THROUGH THE  
CANADIAN ROCKIES

Via St. Paul and Minneapolis

FROM  
CHICAGO

JUNE 29 TO  
AUGUST 23

FROM  
VANCOUVER

JULY 2 TO  
AUGUST 27

Ex-ample	P. M. Daily	C. & N. W.	P. M. Daily	Ex-ample
..... Mon.	1.00	Lv.....Chicago (C.T.)..Ar	2.50	Wed. ....
..... "	3.40	Ar.....Madison.....Lv	12.13	..... "
..... "	▲ 4.15	Lv.....Milwaukee.....Ar	7.00	..... "
..... "		Ar.....Madison.....Lv	5.00	..... "
..... "	3.40	Lv.....Madison.....Ar	12.13	..... "
..... "	9.00	Ar.....St. Paul.....Lv	7.15	..... "
..... "		Soo Line		..... "
..... "	10.00	Lv.....St. Paul.....Ar	6.50	..... "
..... "	10.40	Lv.....Minneapolis.....Ar	6.10	..... "
..... Tue.	1.40	Ar.....Glenwood.....Lv	2.55	..... "
..... "	3.50	Ar.....Hankinson.....Lv	12.11	..... "
..... "	6.33	Ar.....Valley City.....Lv	9.30	Tue. ....
..... "	8.07	Ar.....Carrington.....Lv	8.00	..... "
..... "	11.00	Ar.....Minot.....Lv	5.00	..... "
..... "	1.15	Ar.....Portal (C.T.)..Lv	3.00	..... "
..... "		Can. Pac.		..... "
..... "	12.50	Lv.....No. Portal (M.T.)..Ar	1.30	..... "
..... "	5.30	Ar.....Moose Jaw.....Lv	8.45	..... "
..... "	6.00	Lv.....Moose Jaw.....Ar	8.15	..... "
..... Wed.	6.30	Lv.....Calgary.....Lv	9.35	Mon. ....
..... "	7.00	Lv.....Calgary.....Ar	9.05	..... "
..... "	9.15	Ar.....Banff.....Lv	★ 6.55	..... "
..... "	9.35	Lv.....Banff.....Ar	★ 4.25	..... "
..... "	10.50	Ar.....Lake Louise.....Lv	3.35	..... "
..... "	12.25	Ar.....Field (M.T.)..Lv	2.30	..... "
..... "	11.40	Lv.....Field (P.T.)..Ar	1.10	..... "
..... "	1.07	Ar.....Golden.....Lv	11.20	..... "
..... "	5.05	Ar.....Revelstoke.....Lv	7.45	..... "
..... Thu.	7.45	Ar.....Vancouver (P.T.)..Lv	6.45	Sun. ....
..... "		C. P. S. S. Line		..... "
..... Thu.	A. M. 10.30	Lv.....Vancouver.....Ar	P. M. 5.55	Sun. ....
..... "	2.40	Ar.....Victoria.....Lv	1.45	..... "
..... "	5.00	Lv.....Victoria.....Ar	12.50	..... "
..... Thu.	9.00	Ar.....Seattle.....Lv	9.00	Sun. ....
..... "	P. M.		A. M.	

▲ C. & N. W. Streamliner "400" provides a 45 minute connection in St. Paul with the SOO-DOMINION and the MOUNTAINEER.

★ Two and one half hours at Banff for sight-seeing drive.

CT—Central Time. MT—Mountain Time. PT—Pacific Time.

## EQUIPMENT

Regularly Assigned Cars

AIR-CONDITIONED

SOLARIUM LOUNGE CARS  
DRAWING ROOM COMP. SLEEPERS

BEDROOM SLEEPERS

TOURIST SLEEPERS

DINING CARS

COACHES

THE  
**Soo-Dominion**  
**CHICAGO and VANCOUVER**

VIA

ST. PAUL, MINNEAPOLIS,  
BANFF and LAKE LOUISE

THROUGH THE  
**CANADIAN ROCKIES**

THE route is Chicago & North Western, Soo Line and Canadian Pacific, and serves the Canadian Rockies, including Banff, Lake Louise, Emerald Lake, The Yoho Valley . . . then on to Vancouver. It provides through travel for those who wish to enjoy the glories of the Canadian Rockies as a feature of their summer vacation.

(For Summer Service, Please See Page 3.)

The Soo-Dominion

The Soo-Dominion

**P.M.**  
C.&N.W.  
Line

**P.M.**  
C.&N.W.  
Line

Lv. 3.00

**CHICAGO to ST. PAUL and MINNEAPOLIS**

● **Chicago** Chicago, second city in size and importance in the United States, is beautiful as seen leaving the Chicago & North Western Railway station. An hour's ride through the growing northwestern suburbs to Crystal Lake in the heart of the Fox River region and then past

Ar. 6.05

Harvard before entering Wisconsin. Beloit, Wisconsin, an industrial city and college town, is on the Rock River. For miles north of the city lie the highest river bluffs in Rock County. Janesville, industrial like Beloit, is a gem on the Rock River. After leaving the city the route runs along the river bank.

4.39

● **Milwaukee**

● **Baraboo** Madison, state capitol of Wisconsin, is a "Four-Lake" city. The University of Wisconsin, on one of America's most picturesque campuses flanked by Lake Mendota, is located here. The city's setting, on an isthmus, is fitting for the capitol of a state filled with lakes as is Wisconsin. Baraboo and Devil's Lake are almost synonymous. The lake, one of the scenic high-spots of the state, is on the right before going into the city. It is widely known as a "gem city."

4.05

3.45

Lv. 2.55

**Ar. 7.00**

Central Time

Elroy and Merrillan are passed and in early evening we reach Eau Claire, beautifully located at the confluence of the Eau Claire and Chippewa Rivers. The route from Eau Claire to Chippewa Falls is one of the most picturesque in Wisconsin, broad river combining with sloping uplands to present fascinating scenery.

Entering restful Hudson the train passes the Willow River on the right with Lake St. Croix lying on the left. Leaving Hudson, the wide St. Croix River is crossed and the train travels in the valley of the river into St. Paul.

(The description of the route given above applies to the service via Madison. Westbound the train runs via Milwaukee.)

**St. Paul**

2.03

1.20

11.45

10.46

9.19

Lv. 4.15

Central Time

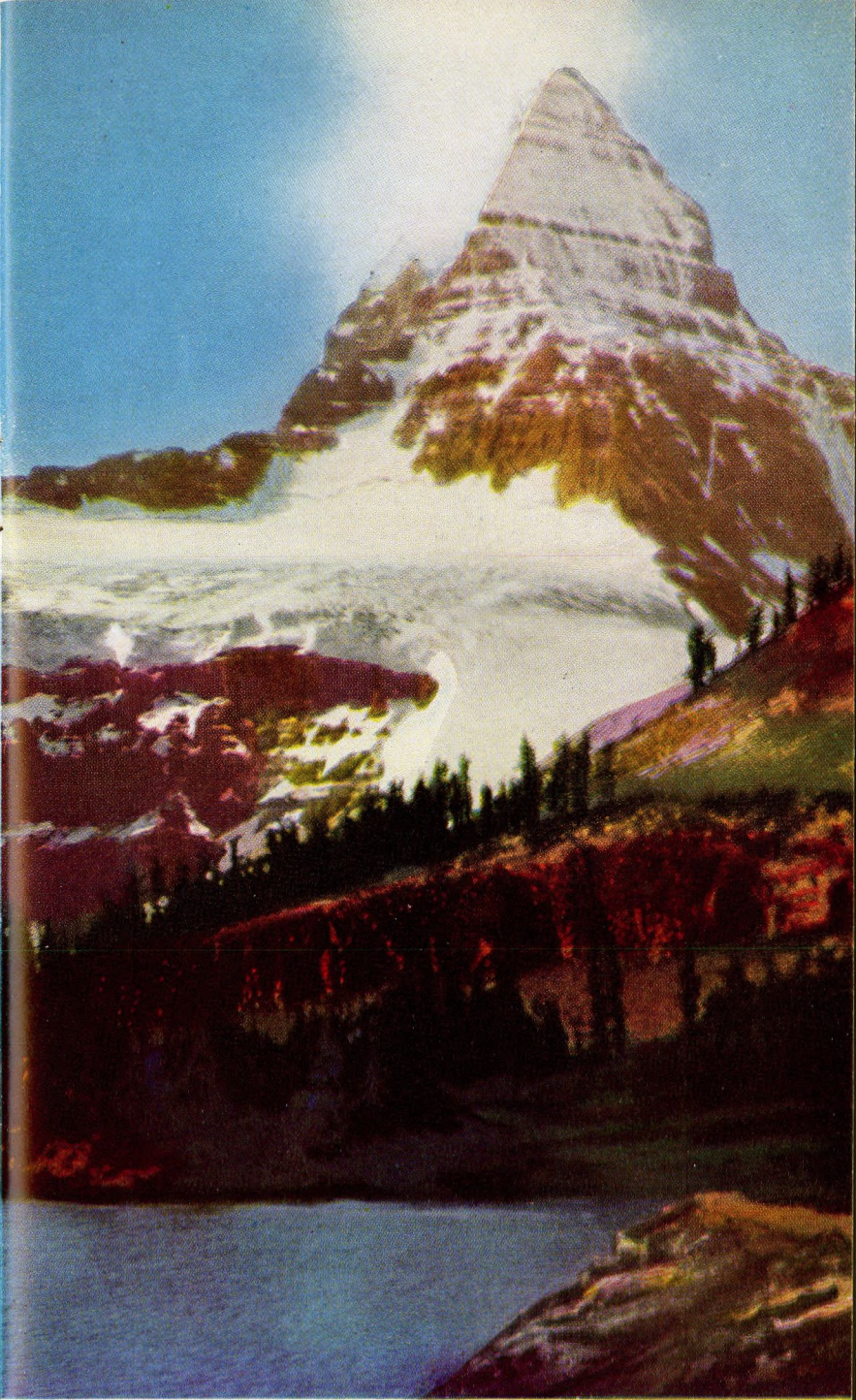
7.50

**Ar**  
C.&N.W.  
Line  
9.15

**8.45**  
C.&N.W.  
Line  
Lv.

**P.M.**

**A.M.**



*South of Banff is  
Mount Assiniboine,  
the Matterhorn of  
the New World.*



The Soo-Dominion

(For Summer Service, Please See Page 3.)

The Soo-Dominion

P.M.

SOO LINE

A.M.

Lv.  
10.00  
10.40

ST. PAUL-MINNEAPOLIS TO PORTAL

**St. Paul** St. Paul and Minneapolis, the Twin  
**Minneapolis** Cities of the Northwest, form the most important financial and manufacturing center between Chicago and Milwaukee, on the east, and the Pacific Coast on the west. Politically two municipal corporations, they are in substance one large community.

Ar.  
7.15  
6.35

St. Paul contains, among other state institutions, the State Capitol, State Historical Library, and State Fair Grounds. Its parks are many and varied. You are sure to find interest in the historic Indian Mounds Park—the burial ground of Indian braves who fought for this territory. Como Park is a charming spot for the lover of flowers, and Lake Phalen for the followers of sports.

Minneapolis is built upon approved modern lines. Its downtown streets are broad and light, and lined with towering office and business buildings. Just beyond the center of the city wide curving highways radiate in all directions and connect with a chain of lakes:—Nokomis, Harriet, Calhoun, Lake-of-the-Isles, and Minnehaha Falls made famous by Longfellow's "Hiawatha"—forming a boulevard system which is the most unique in the country. The great University of Minnesota and the world-famous flour mills are worth an extended visit.

There are 26 golf courses in the Twin Cities, several are open to the public.

Ar.  
11.52

**Buffalo** The country along the Soo Line running west from Minneapolis to the International Boundary Line between North Dakota and Canada may for convenience be split into three divisions. The first, running slightly northwest to Elbow Lake, passes through the lake country.

4.09  
3.15

12.23

Here the settlement is comparatively old, and the people are prosperous. This is one of the rich dairy sections of the state. Every little community has its creamery, or milk station.

Almost every station on the Soo Line running west from Minneapolis has its lake resorts. Often there are a number of lakes of considerable area within a radius of five miles from the town. Some of the finest lake cottages in the Northwest are on this line. Buffalo, Maple Lake, Annandale and Glenwood are particularly famous, Glenwood being the location of a state fish hatchery, although South Haven, Kimball, Paynesville and other towns are having increased attention and a corresponding appreciation from summer visitors. At all of these lake resorts the fishing is excellent.

2.59  
3.39  
4.20  
6.10  
7.05  
8.43  
f 9.20

**Elbow Lake** The second division into which the country along the Soo Line naturally divides itself may be called the great wheat belt of the Northwest running from Elbow Lake in Western Minnesota to Harvey, in the north central part of North Dakota, passing through the Big Bend country of Richland county, through Hankinson, Enderlin, Valley City, Carrington, and Fessenden en route.

1.42  
1.00  
12.25  
10.50  
9.34  
8.06  
7.25  
Lv.

Bend country of Richland county, through Hankinson, Enderlin, Valley City, Carrington, and Fessenden en route.

F—Stops on signal.

A.M.

P.M.



NOTES BY THE WAY

The Soo-Dominion  
A.M.

(For Summer Service, Please See Page 3.)

The Soo-Dominion  
P.M.

10.00  
11.50  
1.15  
Ar. 2.20  
Soo Line

**Harvey** The third natural division of the country along the Soo Line from Minneapolis west is aptly called "Flaxland."  
**Minot**  
**Kenmare** Flax is a crop particularly adapted to the soil of the Dakota prairie.  
**Portal**

7.00  
4.55  
3.38  
Lv. 2.35  
Soo Line

P.M.  
Lv.

C. P. RY.

P.M.  
Ar.

1.45  
2.40  
3.07  
3.21  
3.36  
f 3.49

**North Portal** Here we leave the metals of the Soo Line and continue our journey on those of the Canadian Pacific Railway. We enter an interesting territory of large coal deposits, with many operating mines and very extensive clay areas supplying material to numerous brick plants. The country is somewhat rough, and is drained by the Souris river. North of Estevan, we enter a very fertile area, flanked on the west by the Dirt Hills and on the east by a continuation of the Regina plains. It has always been a good crop territory, settled many years ago with farmers mostly from the United States.

1.15  
12.15  
11.44  
11.29  
11.16  
11.03

Mountain Time

Mountain Time

Ar.  
7.00  
Lv.  
7.40

**Moose Jaw** (Altitude, 1779 feet.) Moose Jaw is the center of a rich wheat-growing district and an important division point. Its unusual name is a contraction of an Indian word meaning "The - creek - where - the - white - man - mended - the - cart - with - a - moose - jaw - bone" — an illuminating sidelight on an episode of pioneering days. The city is situated in a fine agricultural country extending from the elbow of the Saskatchewan on the north to the Dirt Hills on the south.

Lv.  
7.50  
Ar.  
6.45

9.26

**Caron** Leaving Moose Jaw on the westward journey, and still climbing, we pass through a somewhat varied country. Old buffalo trails can be plainly seen, scarred and pitted on the prairie by their "wallows." Practically the only reminder of the huge herds of buffalo that roamed the prairies fifty years ago are at Banff and Wainwright, in government enclosures. Caron supplies Moose Jaw with part of its water supply. Morse and Herbert are growing towns with large tributary agricultural districts to serve. Rush Lake is a hunter's paradise; there are literally millions of ducks in its great lake and marshes during the breeding and shooting seasons. Presently we wind around an unusually large roll in the prairie formation, and reach Swift Current.

Ar.  
10.20  
Lv.  
10.35

**Swift Current** (Altitude 2,432 feet.) Is situated on a pretty stream. The city is an important one, with large distributing area for merchandise. A government meteorological station is located here.

Lv.  
4.35  
Ar.  
4.20

11.33

**Gull Lake** Westward we travel through what was at one time a purely ranching country but which is today rapidly settling with first-class farmers.  
**Tompkins**  
**Piapot**  
**Cross**

3.31

12.43

**Maple Creek** Many of the small towns have sprung into active existence within the last few years. South are the Cypress Hills, a country valuable because of the extensive clay  
**Kincorth**  
**Walsh**  
**Dunmore**

2.26

P.M.

A.M.



*Banff Springs Hotel and the Valley of the Bow*

NOTES BY THE WAY

The Soo-Dominion

(For Summer Service, Please See Page 3.)

The Soo-Dominion

A.M.

A.M.

Ar.  
2.35  
Lv.  
2.55

deposits which it contains.

**Medicine Hat** (Altitude, 2,181 feet.) Is the city that Rudyard Kipling once called "that town that was born lucky with all hell for its basement." His allusion was to the famous natural gas wells. The gas is used by the many factories of Medicine Hat for power and by the inhabitants for lighting, heating, and producing electric light.

Lv.  
12.50  
Ar.  
12.30

**Redcliff** Crossing the South Saskatchewan River, and climbing up the slope to Redcliff, we can obtain a very fine backward view of the river and the city. Natural gas plays a very important part in the industrial life of Redcliff also, glass, steel and other manufactures being established here.

4.30  
5.22

**Alderson** The railway crosses a fine stock raising country, where some of the largest herds of cattle in Canada are to be seen. The Bow River, occasionally appears to the south. The prairie is here seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal and natural gas is frequently found in boring deep wells. From Tilley on a very clear day the higher peaks of the Rocky Mountains, nearly two hundred miles distant, can be seen.

11.05  
10.27

6.10

**Crowfoot** At Crowfoot the Rocky Mountains are again in view. Near this point, south of the railway, is a large reservation occupied by the Blackfoot Indians, some of whom are frequently seen about the station.

9.43

Beyond Gleichen the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon.

Ar.  
7.50  
Lv.  
8.30

**Calgary Alt. 3438** Calgary has municipally owned water works, electric light and power system and street railway and asphalt paving plants. Natural gas is piped from Bow Island at very cheap prices. The city has some beautiful parks and golf courses.

Lv.  
8.15  
Ar.  
7.40

The city is well supplied with clay and building deposits, and is close to immense developed coal areas, large developed water powers, and large gas and oil deposits. A 2,500,000-bushel Dominion Government terminal elevator is located here. Amongst the important industries of the city are meat packing, flour milling and oil refining.

Immediately to the east of Calgary, and extending close to the railway, and on both sides, for about 140 miles, is a large irrigated land project developed by the Canadian Pacific Railway. Drawing its water supplies from the Bow River, this block consists of over 3,000,000 acres.

Alberta, still a country of considerable stock-raising interests, was until recent years one of the principal ranching sections of Canada; and in the "Stampede" held every summer at Calgary—a famous frontier day celebration that draws com-

A.M.

P.M.



The Soo-Dominion  
A.M.

(For Summer Service, Please See Page 3.)

The Soo-Dominion  
P.M.

petitors from all parts of the continent—the glories of the Old West are revived annually in a week's carnival of cowboy sports and contests.

Tributary to Calgary is a most prosperous agricultural, beef-raising and ranching district, in area some thousands of square miles, and by virtue of the nutritious and abundant grasses growing throughout this territory, cattle raised are of excellent quality. Grain and vegetables produced in this district are also very fine.

**CALGARY TO FIELD**

Westward from Calgary we enter the most wonderful region of Canada — the Canadian Rockies, which interpose their giant bulk between the provinces of Alberta and British Columbia. Nature has thrown up this system on so vast a scale that their greatness cannot be grasped except by some comparison. The transcontinental trains take twenty-two hours to pass from Cochrane, at the entrance to the Rockies, to Mission, where one finally leaves them. The simplest parallel is that of the Swiss Alps. To traverse these by train takes only five hours. When, therefore, the late Edward Whymper, one of the most famous mountaineers that ever lived, described the Canadian Rockies as fifty Switzerlands thrown into one, this certainly was no exaggeration.

9.11  
f 9.29  
9.46  
f 10.04

**Robertson**  
**Glenbow** Alt. 3688  
**Cochrane** " 3750  
**Radnor** " 3896  
**Morley** " 4078  
**Seebe** " 4182

The Rockies were first seen several miles east of Calgary, but the finest distant view was that obtained from the roof garden of the Palliser Hotel. Now we leave the city and the hotel

behind. Between Winnipeg and Calgary the line has already climbed over 2600 feet; from Calgary to Banff it must climb another 1100 feet in eighty miles. Following the course of the Bow River, the great stretches of level prairie cease, and the rolling grassy foot-hills succeed, rising tier upon tier to the base of the great ranges to which they are the outposts.

10.14

**Kananaskis** Alt. 4130  
**Exshaw** " 4261  
**Gap** " 4248

The mountains stand up before us, an impenetrable wall; to cross them seems almost impossible, but

over the Kananaskis river, a little above its junction with the Bow, is an iron bridge. Crossing this, we hear the roar of the Bow's mighty cataract called Kananaskis Falls.

A bend in the road brings us between two almost vertical walls of dizzy height, streaked and capped with snow and ice, and we enter the mountains by means of this Gap. On our right is the Fairholme Range, opposite it is the Goat Range. The prominent peak is Grotto Mountain (8870 feet), and those on our left are Pigeon Mountain, Wind Mountain, and the Three Sisters. Contrast the ranges ahead. Those on the right are fantastically broken and castellated; the ones opposite are massive snow-laden promontories, rising thousands of feet.

A.M.

P.M.

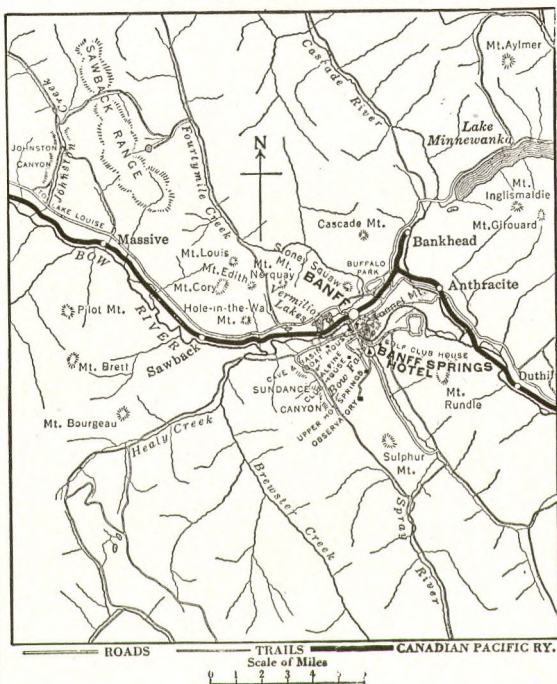
The Soo-Dominion  
A.M.  
10.35

(For Summer Service, Please See Page 3.)

The Soo-Dominion  
P.M.  
f 5.57

**Canmore Alt. 4295** Here on the left is obtained a striking profile of the "Three Sisters," companion peaks that form one of the first notable sights of the journey. The highest peak is 9734 feet. The curious groups of pillars on the right, some of them ten times as tall as a man, are made of hard enough material to withstand the weatherings that have played havoc with the surrounding bank. They are called "hoo-dooos." Ahead the great bulk of Cascade Mountain blocks the view. The pass narrows suddenly. On the left, the sharp peak is Rundle, so called in honor of an early missionary to the Indians. Here we leave the Bow for a time and strike up the valley of the Cascade River directly in the face of Cascade Mountain.

**BANFF and VICINITY**



Ar.  
11.10  
Lv.  
11.20

**Banff Alt. 4534** Banff Park, 2,585 square miles, was established in 1885—the year the Canadian Pacific Railway was completed. Banff is the administrative headquarters. The railway enters from the east, 10 miles east of Banff, and cuts across the Park for 53 miles in a north-westerly direction to its western boundary near Stephen in Yoho Park, which adjoins on the west. Within Banff Park are located Banff Springs and Chateau Lake Louise resort hotels, Moraine Lake Lodge, Lake Agnes and Plain of Six Glaciers Teahouses and Abbott Pass Alpine Hut. Mt. Assiniboine Lodge (in Mt. Assiniboine Park) is 34 miles by trail south of Banff.

Its principal mountain ranges are the Vermilion, Kananaskis, Bourgeau, Bow, and Saw-

Lv.  
5.35  
Ar  
5.25



The Soo-  
Dominion  
A.M.

(For Summer Service, Please See Page 3.)

The Soo-  
Dominion  
P.M.

back ranges; its principal river is the Bow, which has for chief tributaries the Kananaskis, Spray, Cascade and Pipestone rivers. The Panther and Red Deer rivers flow through the northeastern portion of the Park, which includes part of the Bow River Forest reserves. Of the many beautiful lakes within the Park, the principal are Louise, Minnewanka, Hector, Spray, Kananaskis and Bow Lakes.

Within easy walking distance of the village is Sulphur Mountain, a long wooded ridge rising to an elevation of 8030 feet, which has an observatory on its summit and the Canadian Alpine Club's permanent club-house on the slope. The club holds a camp every year somewhere in the Canadian Rockies. In the various mountain ranges that make up the Canadian Rockies—the Rockies proper, the Selkirks, and the Gold, Coast, Cascade, and Purcell Ranges—there are, according to government measurements, no less than 672 mountain peaks over 6,000 feet in height above sea level.

Cascade Mountain (9,826 feet) faces the village like a glowering giant. The sharp pointed edge of Mount Rundle (9665 feet) makes a most striking feature. Mount Edith (8370 feet) and Stony Squaw (6160 feet) are close at hand. Crossing the Bow River bridge from the village, we follow a road to where the Banff Springs Hotel stands on a height between the foaming falls of the Bow and the mouth of the rapid Spray river. This hotel, operated by the Canadian Pacific Railway, has been constructed on a magnificent scale. From its veranda beautiful panoramas are to be viewed. Just below the terrace is one of Banff's three distinctive sulphur swimming pools, supplied with sulphur water piped from Sulphur Mountain and averaging 90 degrees Fahrenheit and possessing great curative value. The pool is a beautiful one, affording excellent swimming; and a semi-circular cold water pool adjoins it on the crest of the hill. The other two pools are at Upper Hot Springs on the wooded slopes of Sulphur Mountain, reached by car or on foot, and at the cave and Basin, about a mile west of the bridge.

In an enclosed park about 1½ miles to the other side of the village are a number of specimens of native animals, such as buffalo, elk, moose, mountain sheep and mountain goat. The buffalo herd, with a somewhat larger one in another park to the north, comprise the sole remains of the million buffalo which roamed the prairie fifty years ago. Long launch trips up the river, tennis, driving, motoring, swimming, horse-back riding, fishing, beautiful walks and mountain climbing are some of the diversions open to visitors. A golf course is situated on the banks of the Bow River at the base of Mount Rundle. There are wonderful fossil beds on the south and east sides of Lake Minnewanka, from which many very fine specimens have been collected. An an-

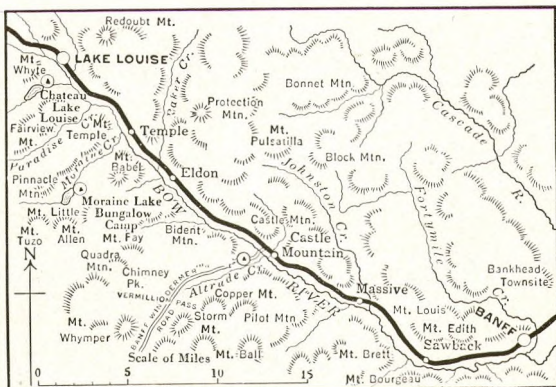


*Chateau Lake Louise*

THE great white wings of the Chateau Lake Louise flank the shores of this lake amongst the clouds. Wide windows frame unbelievably beautiful views from the dining room, the lounges and the private rooms that front on the lake. The borders between the Chateau and the water are carpeted with golden poppies and along the trails are wild flowers to catch the eye and the heart with their charm. The lake is too cold to bathe in, so a large pool of warmed water has been built for the swimmer.

nual Indian "Pow-wow" of sports, races, etc., is held during the month of July.

Of great interest to automobile enthusiasts is the new automobile road that has been constructed by the Dominion Government, the British Columbia Government, and the Canadian Pacific Railway from Banff to the Columbia Valley. Its course is southeast from Castle Mountain, which we shall shortly pass, through Vermilion Pass, over the Rockies and then through some subsidiary ranges until it reaches beautiful Lake Windermere. Twenty miles south of Banff in another direction is Mount Assiniboine (11,860 feet), the "Matterhorn of the New World."



The Route from Banff to Lake Louise

f 11.49

**Castle Mountain Alt. 4633** Leaving Banff, the railway rejoins the Bow and follows it up through a forested valley. We skirt the Vermilion Lakes and obtain an excellent view of Mount Bourgeau on the left. Far to the south these snowpeaks enclose Simpson's Pass. A sharp turn, and also on the left we see Pilot Mountain, a landmark of mountain trappers visible from either end of the Bow, Hole-in-the-Wall Mountain (9184 feet), on the right, has an interesting cavern running into the mountain for 160 feet.

Castle Mountain, a sheer precipice 9030 feet in height that towers almost 5000 feet above the railway, is so named because no imagination whatever is required to see in it the outlines of the towers and battlements of some ancient fortress. This mountain overlooks the railway for almost eight miles. After passing Castle Mountain, we see to the right the bare, rugged and sharply serrated Sawbuck sub-range, with a spur, called the Slate Mountains, in the foreground at Lake Louise. Looking ahead we catch many enchanting glimpses until, at Eldon, the whole array is in full view. Turning to the left, and looking backward we see Pilot Mountain, Copper Mountain, Mount Brett and Vermilion Pass, where the continental watershed sends the Vermilion River westward into the Kootenay.





*On the New Columbia Icefield Highway*

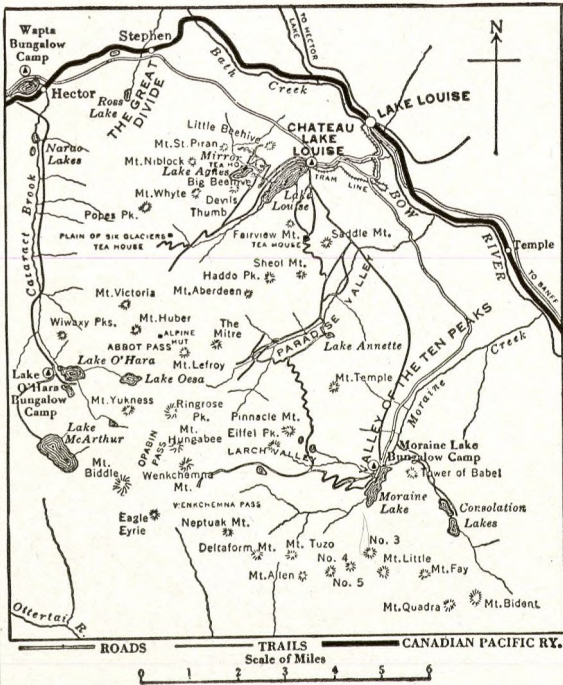


The Soo-  
Dominion  
P.M.

(For Summer Service, Please See Page 3.)

The Soo-  
Dominion  
P.M.

LAKE LOUISE and VICINITY



Ar.  
12.15  
Lv.  
12.15

**Lake Louise Alt. 5044** Thirty-five miles from Banff we reach Lake Louise. This is one of the most perfect gems of scenery in the world—"a lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the sombre forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead." On the shores of this beautiful lake the Canadian Pacific Railway operates one of its splendid hotels, the Chateau Lake Louise. The out-door warm water swimming pool is popular.

Lv  
4.35  
Ar  
4.35

The principal mountains surrounding Lake Louise are (from left to right as you stand on the hotel veranda) Saddleback (7,783 feet), Fairview (9,001 feet), Lefroy (11,220 feet), Victoria (11,355 feet), Whyte (9,776 feet), Devil's Thumb (8,066 feet), Big Beehive (7,440 feet), Niblock 9,754 feet), St. Piran (8,681 feet), and Little Beehive (7,110 feet), Victoria Glacier, which shuts off the southern end of the lake, is an awe-inspiring spectacle. Along the westerly shores of the lake is a delightful mile-and-a-half walk affording splendid views of these gigantic peaks.



*Yoho Valley and Mount Cathedral*

Among the numerous delightful excursions from Lake Louise is that to Lakes in the Clouds, two gems that nestle high up on the mountain side. The trail leaves the west end of the Chateau and rises gradually to Mirror lake (altitude 6,650 feet), and thence to Lake Agnes (6,875 feet). There are beautiful views on the way up, and the trail is excellent. A charming tea house has recently been established on the shore of Lake Agnes. The trail continues around Lake Agnes and up a zigzag path to the Observation House on the Big Beehive. The trip can be made either by sure-footed mountain pony or on foot, and the round trip distance is about five miles. Return can be made if desired via the Little Beehive and Mt. St. Piran, or via the lower glacier trail.

Another charming trip is that to Moraine Lake, a lovely mountain lake lying in the "Valley of the Ten Peaks." These ten peaks, all of which are over 10,000 feet high, and the highest of which, Mount Deltaform, is 11,225 feet, encircle the eastern and southern sides of the lake, and present a serrated profile that affords a most majestic view. Lake Moraine affords good trout-fishing. On the eastern shore of the lake is the Tower of Babel (7,580 feet), a mountain of somewhat curious shape, on the other side of which is Consolation Lake.

Still another fine pony trip is to Paradise Valley. Ponies may be taken up Paradise Valley, via either the Saddleback and Sheol Valley, or via the low trail. The journey is continued up the valley to a short branch trail leading to the Giant's Steps, a step-like rock formation over which the water glides in silver sheets. The journey may then be continued across the valley to Lake Annette (altitude 6,500 feet), a tiny emerald sheet of water on the side of Mount Temple, and thence back to Lake Louise, a distance of thirteen miles.

In a southwesterly direction from Lake Louise is Lake O'Hara. There is an excellent trail from Wapta Lodge, a few miles west of Lake Louise station, and the trip affords an extremely delightful two days' camp. There is also a new trail to Lake O'Hara direct from Lake Louise. Consolation Lake, which is about three miles from Moraine Lake, is a very profitable place to fish for cut-throat trout.

For those who wish to visit the glaciers, climb mountains, or make some of the more strenuous trips through the passes, Swiss guides, whose services can be obtained by visitors, are attached to the Chateau Lake Louise. There is good trout-fishing at several points near Lake Louise.

**The Great Divide Alt. 5298** Six miles west of Lake Louise is the "Great Divide," which is the highest elevation of the Canadian Pacific Railway, the boundary between Alberta and British Columbia, and the very backbone of the continent. It is marked by a rustic arch spanning a stream under which the water divides.

The Soo-Dominion  
P.M.

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The Soo-Dominion  
P.M.

f 12.47

**Hector** From the Great Divide the railway begins to descend. Wapta Lodge on Wapta Lake (Hector Station) is an attractive summer resort for tourists, consisting of rustic bungalows with a central community house.

Between here and Field, a distance of fourteen miles, it descends nearly a quarter of a mile through the Kicking Horse Pass. Formerly this was a difficult track, the gradient being 4.5 per cent; but by two wonderful tunnels—forming one of the most notable engineering feats in existence—this difficulty has now been eliminated, and the grade reduced to 2.2 per cent. These tunnels are the famous "Spiral Tunnels."

Mountain Time

Ar.  
1.25

**FIELD TO REVELSTOKE**

Mountain Time

Lv.  
3.25

Lv.  
12.40

**Field Alt. 4072** Towering 6,000 feet higher than the little town is seen Mount Stephen (10,485 feet) and in front of it roars Kicking Horse River, which the railway will now follow for a considerable distance.

Lv.  
2.10

Pacific Time

Pacific Time

Field is the gateway to a wonderful mountain resort, the far-famed Yoho Valley, which stretches away to the north between great glacier-bound peaks. Yoho Park, another national park, has an area of 476 square miles. Among its attractions are Takakkaw Falls, Twin Falls, Yoho Glacier, etc. Takakkaw Falls, the trip to which can be made in a day by either motor or pony along a good trail, are among the most wonderful in the world. An immense volume of seething, boiling water rushes over the precipice on the far side of a narrow gorge, and descends the rock sides in clouds of foam, a drop of 1,200 feet. Farther up the Yoho Valley, following the Yoho River, is a rather more rugged country, affording a longer trip. Twin Falls, divided by a high rock on the edge of the precipice, are of even greater interest than Takakkaw Falls, owing to the vast columns of steam-like spray caused by the concussion of their two columns of water with the rock flooring nearly 700 feet beneath. From here one can penetrate still farther into the ranges and reach Yoho Glacier.

The trip from Field to Emerald Lake is a delightful one. An excellent auto road crosses the Kicking Horse River at Field to the base of Mount Burgess, and leads through a forest of balsam and spruce to Emerald Lake, seven miles distant. This beautiful lake, of most exquisite coloring and sublimity of surroundings, lies placid under the protection of Mount Wapta, Mount Burgess and Mount President. It is well stocked with fish, and its vicinity affords many charming excursions on foot. A picturesque two-story log chalet has been erected on the shore of the lake, and is operated by the Canadian Pacific. Here the tourist may break his journey en route to the Yoho Valley.

It is also possible to reach the Yoho Valley from Emerald Lake. From Emerald Lake an excellent trail leads around the lake to the Yoho Pass (altitude 6,020 feet), where it is joined by the trail from Field over Mount Burgess. Reaching the summit by pony, a wonderful view is obtained. Summit Lake, a small but beautifully

P.M.

P.M.



*LOVELY LA*

Lake Louise will stand out in a lifetime of memories. Swimming in a glass-walled pool high in Canada's Rockies. Riding along the skyline on sure-footed ponies. Swiss guides for your mountain climbing adventures whether you're amateur or veteran. Boating on the waters of Lake Louise, encircled by mountains. From sun-up to sun-down the surrounding beauty calls you to happy and healthful living.



## LAKE LOUISE

Indoors and out there's color and pleasant life at lovely Lake Louise. Handsome suites and big, inviting rooms in your Chateau. Lounges and ballroom, spacious and beautiful. And wide, high windows make your dining room the sun parlor of this famous beauty spot. Motor to nearby Moraine Lake in the Valley of the Ten Peaks, or along the Columbia Icefield Highway.

NOTES BY THE WAY

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P.M.

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The Soo-Dominion  
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colored lake, is passed, and thence descent is made into the Yoho Valley. Yet another route to the Yoho Valley is over Burgess Pass. The pony trail from Field rises up the wooded slopes of Mount Burgess to the pass (altitude 7,150 feet), from which a magnificent panoramic view of the surrounding mountain ranges may be obtained. Mount Burgess, a sharp-topped mountain (8,463 feet) is in the center, with the Kicking Horse River on the left and the road to Yoho Pass on the right. Continuing along the slopes of Mount Wapta the trail is almost level until the Yoho Pass is reached, whence descent is made to either Takakkaw Falls or to Emerald Lake.

At Wapta Lake, Lake O'Hara and in the Yoho Valley are picturesque lodges for the accommodation of visitors.

f 1.18

**Leancoil Alt. 3682** Resuming our journey westward from Field, we use the open observation cars provided for travelers, which afford the utmost opportunities for viewing the magnificent scenery. The locomotives are oil-burning, which means an absence of smoke and dust. The railway begins to descend steadily. The narrow valley of the Kicking Horse divides the Ottetail Range on the left from the Van Horne Range on the right. A vivid contrast in mountain formation can be made between the two ranges. One mile west of Emerald we can see Mount Goodsir (11,676 feet), on the left, the highest of the Ottetail group. At Leancoil we leave the Yoho Park.

On the left, Mts. Vaux and Chancellor are seen, the glacier on the former plainly visible. Mount Chancellor (10,731 feet), is one of the giant peaks of the Ottetail Range. At the base of Mount Hunter the river turns abruptly and plunges into the lower Kicking Horse Canyon.

2.05

**Golden Alt. 2583** The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical. The roar of the river as it rushes from side to side of the narrow gorge, the thunder of the train as it follows the river—pandemonium increased a thousandfold by the reverberations of the canyon walls—gives an indescribable sensation until at Golden we suddenly reach daylight again, and the noisy, turbulent Kicking Horse is received into the calm bosom of the mighty Columbia.

Golden, an interesting town, commands the trade of the fertile Windermere Valley to the south. The Columbia river, the most important waterway flowing into the north Pacific Ocean on the western side, rises in the north end of Lake Windermere, and flows north in a famous "Big Bend," paralleling the railway for several miles until it leaves it at the lower slopes of the Selkirks to reappear at Revelstoke on its way south to the United States. To the right on the track, shortly after leaving Golden station, can be seen the model Swiss village of "Edelweiss," erected by the Canadian Pacific for the Swiss guides whom

Lv.  
12.25

P.M.

P.M.



The Soo-Dominion  
P.M.

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The Soo-Dominion  
A.M.

it employs for the benefit of mountain climbers. Previous to the erection of this village, which lies on the slopes of a hill and reproduces with remarkable verisimilitude the characteristic architecture of the Swiss chalet, the guides had always returned to Switzerland at the end of each season, but now they live in Canada the entire year.

f 2.18

**Moberly Alt. 7731** takes its name from Mount Moberly, one of the most prominent peaks for some miles along the river valley. About two miles west of Moberly, on the south just before crossing Blaeberry River, is the site of the oldest cabin in the mountains—the cabin where a government survey party under Walter Moberly, C. E., engaged in a preliminary surveying for the railway, passed the winter of 1871-2. They wintered their stock on the shore of what is now Lake Windermere.

3.08

**Beavermouth** is the farthest north station of the transcontinental route, at the base of the Selkirks.

11.27

**Stoney Creek** The bridge which crosses Stoney Creek, 270 feet above the gorge, is the highest on the main line of the Canadian Pacific. Stoney Creek is a noisy mountain torrent, flowing in the bottom of a narrow V-shaped channel cut deeply into the steep slopes along which the railway creeps.

4.20

**Glacier Alt. 3778** Mount Macdonald towering more than a mile in vertical height above the railway, makes a most impressive picture.

Lv  
10.31

**Connaught Tunnel** Until the end of 1916, the railway crossed the Selkirks through Rogers Pass, following Bear Creek and then bending round to Glacier and back again to the Illecillewaet River in a series of sharp loops. This was a most spectacular route, affording some magnificent views of Mount Macdonald, Mount Tupper, and other giant peaks; but it had many disadvantages, among which were the enormous track curvature and the necessity of maintaining long stretches of snowsheds.

These difficulties were finally overcome by the construction of the Connaught Tunnel, under Mount Macdonald, named in honor of H. R. H. the Duke of Connaught, then Governor General of Canada. This tunnel measures slightly over five miles from portal to portal, it not only eliminated track curvature to an amount corresponding to seven complete circles, but also lowered the summit attained by the railway by 552 feet, reduced the length of the line by  $4\frac{1}{2}$  miles and dispensed with  $4\frac{1}{2}$  miles of snow-sheds. The tunnel is double tracked, and measures 29 feet from side to side and  $21\frac{1}{2}$  feet from the base rail to the crown. The method by which it was pierced involved the tunnelling of a pioneer bore paralleling the center line of the main tunnel—a feature that was new and aroused the interest of tunnel engineers the world over. The railway emerges from the tunnel at Glacier station.

P.M.

A.M.

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P.M.

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The Soo-Dominion  
A.M.

5.09 **Albert Canyon** is a deep fissure in the solid rock, its walls rising straight up on both sides to wooded crags. The railway runs along the very edge of this gorge. We see the river nearly 150 feet below, boiling angrily in a narrow twenty foot flume.

f 5.31 **Twin Butte** takes its name from the double summit nearby to the left, now known as Mounts Mackenzie and Tilley. In this district is the home of the woodland or black-faced caribou, the mountain goat, the grizzly, cinnamon and black bears.

Ar.  
6.00

**REVELSTOKE TO VANCOUVER**

Lv.  
6.15

**Revelstoke Alt. 1494** This flourishing city lies in the beautiful Columbia River Valley, surrounded by lofty and picturesque mountains, some clothed with trees and verdure to their very peaks, others crowned with rugged and rocky spires or glistening glaciers. It is the gateway to the Kootenay and Arrow Lakes, and is the center of large timber and mineral districts. Revelstoke is in the heart of very fine hunting grounds, and the Alpine climber will find whole worlds to conquer. In winter, a popular winter-sport carnival is held here. Besides the drive up Mount Revelstoke, there is also the beautiful excursion along the Columbia River.

**Mount. Revelstoke National Park** 100 square miles in extent, is bounded on the south by the Illecillewaet River. It includes not only the striking mountain from which it derives its name, but also the Clach-na-Cudainn Range.

The park, altogether a mountain-top one, provides a wonderful automobile trip. A road, as hard and smooth as a city boulevard, has been constructed by the Dominion Government. It ascends by an easy grade through a virgin forest, winding along rocky ledges and on the verge of deep chasms. The glory of the ride is the remarkable view that can be obtained, all the way up, of the valley below—the Selkirks to the southeast, the Monashee Range to the southwest, and the Columbia and Illecillewaet Rivers twisting like ribbons around the city.

f 7.18 **Craigellachie Alt. 1225** Here an obelisk alongside the track commemorates the completion of the construction of the Canadian Pacific Railway. It was here, on November 7th, 1885, that the rails from the East met the rails from the West, and the long-cherished vision of a Canadian transcontinental railway became a reality.

Ar.  
8.05

**Sicamous Alt. 1153** on Shuswap Lake, is not only the junction of the main line with the Okanagan Valley branch; it is also a favorite stop-over point for travelers who, having traversed the mountains, wish also to see by daylight the wonderful canyon scenery that lies between here and Vancouver. To accommodate this traffic, the Canadian Pacific has erected a comfortable hotel on the shore of the lake.

Ar.  
11.20

**Kamloops Alt. 1159** The chief town of the interior country of British Columbia, is over a hundred years old, having originally been a Hudson Bay post. Situated at

Lv.  
8.50

Ar.  
8.35

Lv  
7.00

Lv.  
4.05

P.M.

A.M.



*Mount Stephen, Towering and Snow Capped*



# NOTES BY THE WAY



The Soo-Dominion

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A.M.

A.M.

the confluence of the North and South Thompson Rivers, both draining fertile valleys, it is a beautiful city, with a climate that makes it a most desirable resort. Trout fishing and game add to its charm for the tourists and sportsmen.

**Tranquille** Just below Kamloops the Thompson widens out into

f 12.24 **Cherry Creek** Kamloops Lake, a beautiful sheet of water. The railway runs

1.15 **Savona** along its south shore for twenty miles and, because of the series

**Ashcroft** of mountain spurs projecting

2.15 **Spatsum** into the lake, a number of tunnels punctuate this twenty miles. At Savona the lake ends, and we enter the series of Thompson River canyons which leads us through marvelous scenery westward to the Fraser.

**Drynoch** From this point on we notice various peculiarities of the scenery and soon

3.05 **Thompson** we find ourselves running upon a ledge cut out of the bare hills on the

**Lytton** irregular south side of the river. The mountains draw together and we wind

**Keefers** along their face and gaze upon the boiling flood of Thompson Canyon hundreds of feet below.

At Lytton the canyon widens to admit the Fraser, the chief river of British Columbia, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The great river is forced between vertical walls of black rock, where, repeatedly thrown back upon itself by opposing cliffs, it madly foams and roars. Six miles below Lytton we cross the Fraser by a fine bridge, plunge into a tunnel and emerge at Kanaka. Along the way we can see the old Government Road, abandoned now, and often Indians spearing salmon or scooping them out with dip-nets.

**North Bend** North Bend is a desirable stopping place for those who wish to see

4.05 **Spuzzum** more of the Fraser Canyon than is possible from the train. From Boston Bar, a few miles below, where

f 5.20 **Yale** the principal canyon of the Fraser begins, to Yale, the scenery is startling. Ten miles below North Bend two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottleneck outlet. This is the famous "Hell's Gate." This section of the railway commands the admiration for the way it has overcome apparently insuperable difficulties. The railway follows the canyon, at often a considerable height above the river bank; the track, hewn from the solid rock, also tunnels through great rock spurs. Ten miles below Spuzzum there is an interesting engineering feat, the four tunnels of the Fraser Canyon, located in rapid succession.

**Ruby Creek** Soon the canyon widens out and

6.20 **Agassiz** broad level fields displace the rude Indian farms. Ruby Creek

**Harrison Mills** obtains its name from the garnets found in the neighborhood. Agassiz has a Government Experiment-

7.11 **Nicoamen**

**Mission**

A.M.

P.M.

NOTES BY THE WAY

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P.M.

tal Farm and is also the station for Harrison Hot Springs. There are hot sulphur springs on Harrison Lake, highly regarded for their curative properties. Here we cross the Harrison River just above its confluence with the Fraser. A few miles beyond Nicoamen, that isolated cone we see is the gigantic Mount Baker, in the State of Washington.

**Whonnock** The country through which we  
**Haney** are now passing—practically on  
**Hammond** sea-level—has a rapidly expand-  
**Westminster Jct.** ing small fruit industry. The  
 fields, in growing season, pre-  
 sent to the traveler a very attractive picture.  
 When we come to the crossing of the Stave River  
 we should look back up the Fraser. This is the  
 best way to get a good view of Mount Baker.  
 We traverse Pitt Meadows, cross Pitt River, and  
 reach Westminster Junction, where we leave the  
 Fraser River.

**Port Moody** Port Moody, at the head of Burrard  
**Barnett** Inlet, was once the terminus of the  
**Hastings** Canadian Pacific Railway. We fol-  
 low the south shore of the Inlet, en-  
 joying its picturesque features, pass Hastings,  
 formerly a watering place, and at last find our-  
 selves in Vancouver.

A.M.  
 Ar.  
 8.35  
 Lv.  
 10.30  
 A.M.

P.M.  
 Lv.  
 7.15  
 Ar.  
 6.35  
 P.M.

**Vancouver** Vancouver, the terminal of the Ca-  
 nadian Pacific transcontinental rail  
 lines and its trans-Pacific steamship routes, is the  
 largest commercial center in British Columbia. It  
 has an excellent harbor nearly land-locked and  
 fully sheltered, facing a beautiful range of moun-  
 tains that are tipped with snow the year around.

C.P.S.S.

C.P.S.S.

The magnificent Hotel Vancouver is operated  
 by the Canadian Pacific and Canadian National  
 Railway Companies.

Vancouver is most picturesquely situated on  
 Burrard Inlet. Surrounding it are beautiful en-  
 vironments of varied character. All kinds of water  
 sports are available, and are encouraged through  
 a mild climate and extensive bodies of water.  
 There are many bathing beaches, parks, boulevards,  
 automobile roads and paved streets. The  
 roads around the city are famous for their excel-  
 lence, and there are many fine drives, varying  
 from an hour to a day in time. Among them may  
 be mentioned Stanley Park—one of the largest  
 natural parks in the world, a primeval forest  
 within the city limits and containing thousands of  
 Douglas firs and giant cedars of a most amazing  
 size and age. The park is encircled by a perfect  
 road. The "Marine Drive" takes the visitor  
 through the best residential parts of the city, in-  
 cluding Shaughnessy Heights and Point Grey,  
 thence to the mouth of the Fraser River with its  
 fleets of salmon trawlers, and back along the  
 coast. Capilano Canyon, a gorge of great natural  
 beauty, in North Vancouver, is reached by a re-  
 cently completed road. The Pacific Highway, in-  
 cluding Kingsway, runs through Vancouver, con-  
 necting up with the main American roads of the  
 Northwest.

A.M.

P.M.



The Soo-Dominion P.M.

(For Summer Service, Please See Page 3.)

The Soo-Dominion P.M.

Vancouver has several good golf courses which are open to visitors. There are a number of good tennis clubs.

Vancouver is the port of the trans-Pacific services of the Canadian Pacific Steamships, which maintain regular services to Japan and China. A large proportion of the silk trade of the Orient passes through Vancouver, and the Canadian Pacific "Silk Train" is perhaps the most famous freight train in the world. From Vancouver the steamers of the Canadian-Australasian Line ply to Honolulu, Fiji, New Zealand and Australasia. Various Canadian Pacific steamer services along the British Columbia coast run from Vancouver.

VANCOUVER TO VICTORIA AND SEATTLE

Ar. 3.10  
Lv. 4.30

Lv. 1.55  
Ar. 1.15

**Victoria** From Vancouver to Victoria is a pleasant sail of about five hours across the Strait of Juan de Fuca. There is a double, daily service on this trip, one by day that makes the triangular route to Seattle, the other by night that goes direct.

Victoria, charmingly situated at the southern end of Vancouver Island, is the Garden City of Canada. Its delightfully mild climate makes it a favorable resort for both summer and winter. It is the provincial capital of British Columbia, and owing to the characteristic beauty of its residential district has often been called "A bit of England on the shores of the Pacific." It is distinctively a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speak of a rich commerce drawn from the fishing, lumber and agricultural industries of Vancouver Island. Victoria's beauty lies in its residential districts, its boulevards, parks, public buildings, numerous bathing beaches, and semi-tropical foliage. The famous strawberry growing districts of Gordon Head and Keatings are close to Victoria.

The Empress Hotel, last in the chain of Canadian Pacific hotels, overlooks the inner harbor, within a stone's throw of the Parliament Buildings.

Victoria is the seat of the British Columbia Provincial Government. The Parliament Building is a handsome structure, overlooking the inner harbor.

Golf can be enjoyed every day of the year at Victoria. Several golf courses are open to visitors.

Saanich Mountain Observatory, reached by splendid auto road or interurban car, was selected as observatory site, owing to Vancouver Island's equable climate. The observatory, in addition to being of interest itself, commands from its site one of the finest views on the Pacific Coast.

Pacific Time

Pacific Time

Ar. 9.15

9.00 Lv.

**Seattle** Seattle is the largest city in the State of Washington, and one of the most important on the Pacific Coast. It is a beautiful and progressive city, with a rapidly increasing population. Situated on the east side of Puget Sound, up the slopes of the hills that front the latter, it has a fine harbor accessible to the largest vessels afloat. Lake Washington, a body of fresh

P.M.

A.M.



*Moraine Lake in the Valley of the Ten Peaks*

An unforgettable motor trip from the Lake Louise Chateau is that to Moraine Lake, a lovely mountain lake lying in the "Valley of the Ten Peaks." These ten peaks, all of which are over 10,000 feet high, and the highest of which, Mount Deltaform, is 11,225 feet, encircle the eastern and southern sides of the lake, and present a serrated profile that affords a most majestic view. Moraine Lake affords good trout fishing. On the eastern shore of the lake is the Tower of Babel (7,580 feet), a mountain of somewhat curious shape, on the other side of which is Consolation Lake.

The Soo-Dominion

The Soo-Dominion

water about twenty miles long and three miles wide, bounds the city on the east, and is now connected with the Sound by the Lake Washington Canal, a very notable feat of engineering that has a great and important bearing upon Seattle's future. The down-town business section of Seattle has many large buildings, including the L. C. Smith Building, one of the highest in America. Seattle has a very pleasing residential section, especially in the vicinity of the University of Washington, and many beautiful parks and summer resorts. A large number of enjoyable trips can be made from Seattle, by train, steamer, and motor, such as to Bellingham, Everett, Tacoma, Mount Rainier, the Olympic Peninsula wonderland, and to many resorts and lakes in the Cascade and Olympic mountain ranges.



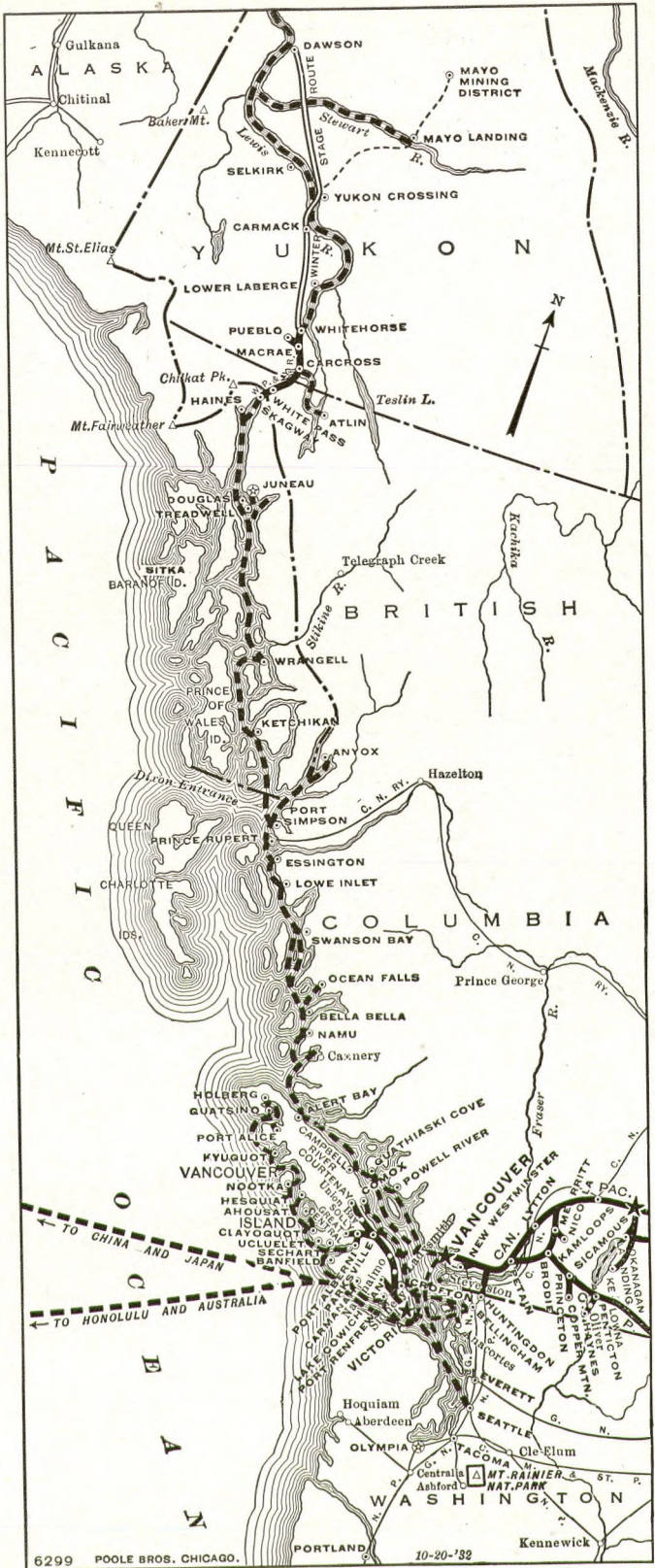
*Takakkaw Falls  
in the  
Yoho Valley*





*The Chalet, Emerald Lake*

There are many glacial lakes of emerald hue in the Canadian Rockies, but none that more adequately justifies its name than the Emerald Lake to which you motor from Field Station through the fragrant forest of Snow Peak Avenue. The lake is encircled by mountains with Mount Carnarvon, Emerald Peak and Mount Burgess towering above, while Mount President rears its snowy twin head behind. The Chalet is supplemented by cottages equipped with private baths. These cottages are ideal for those planning a restful vacation, while there is a spacious club house for social entertainment.



# ALASKA - YUKON

FROM  
SEATTLE, VICTORIA, VANCOUVER  
TO  
SKAGWAY and RETURN

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TO Alaska and back by the Inside Passage is a two-thousand mile nine-day journey from Vancouver, with six ports of call. During the summer months the Canadian Pacific assigns for this service the finest units of its well-known "Princess" fleet. All staterooms are outside rooms—light, cozy and well ventilated. Public rooms—dining room, observation room, lounges, smoking room—are bright, cheerful and charmingly furnished. All ships have dance floors and carry orchestras.

Alaska is a land of gold, of flowers, of fox farms, salmon, Indians and totem poles. Its scenery is of a character unknown elsewhere on this continent. For four days the steamer threads the long, almost land-locked "Inside Passage," winding through mountain-hemmed fiord-like waterways, with wooded islands, tremendous glacier-clad peaks and fascinating old settlements as continuous episodes.

It is a country of mystery—a strange land of charm and contrast. Busy towns with their modern industries beside weird, ancient totem poles—silent snow-fields, great granite peaks lifting snow-covered heights into brilliant sunshine—painted hills like magic rainbows—heavy green-clad shores with filmy mists. Strong and vast, free and untamed, with the pulse of fresh life rising high in its veins.

It is a land of contrasts. Never was so mistaken an idea as that it is all winter. If it were, whence come the gorgeous, vivid flower gardens that one sees everywhere, such masses of color that they dazzle the eye? The answer is simple: the warm Japan current, striking Vancouver Island, is deflected northward, and carries to the Land of the Midnight Sun the same delightful humidity that the Pacific Coast knows.

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***No Water Journey in America can quite compare in Scenery with the Trip to Alaska.***

## HOTELS AND LODGES

### Reached by Canadian Pacific

Name of Hotel	Altitude	Season 1941	Recreations
Sunshine Chalet.....A Banff, Alta. (Owned and operated by Brewster Transport Co. Ltd.)	7800	All Year	Trail Riders and Hikers headquarters on the Continental Divide. 15 miles southwest of Banff.
Mount Assiniboine Lodge. A Reached via Banff, Alta. (Owned and operated by Erling Strom.)	7200	July 1 to Oct. 15	Two days' horseback ride from Banff, 35 miles by trail, stopping overnight in half-way cabin. Lodge is at the foot of Mount Assiniboine (11,870 ft.).
Columbia Icefield Chalet. A Reached via Lake Louise, Alta. (Owned and operated by Brewster Transport Co. Ltd.)	6526	June 10 to Sept. 3	At the foot of Athabasca Glacier on the spectacular Columbia Icefield Highway. Riding, Hiking, Climbing and Summer Ski-ing. Daily bus service to and from Chateau Lake Louise.
Radium Hot Springs Lodge.....A Radium, B.C. (Owned and operated by Miss Charlotte Armstrong.)	3456	June 7 to Sept. 7	Hiking, Motoring, Fishing, Mountain Climbing, Swimming in hot Radium Pools.
Hotel Sicamous.....A Sicamous, B.C. (Leased and operated by M. J. Brennan.)	1153	All Year	Rowing, Canoeing, Motor Boats, Trout Fishing (Shuswap Lake).
Hotel Incola.....A Penticton, B.C. (Owned and operated by Okanagan Hotel Co.)	1132	All Year	Boating and Fishing, Okanagan Lake. Splendid Motor Roads.
Harrison Hot Springs Hotel.....A Agassiz, B.C. (Owned and operated by Harrison Hot Springs Hotel Co. Ltd.)	60	All Year	Two Natural Hot Springs (Sulphur and Potash). Motor Boating, Golf, Canoeing, Fishing, Swimming, Tennis, Mountain Climbing.

A—American Plan (i.e., includes room and meals).



*A Morning Ride—Lake Louise*

## CANADIAN PACIFIC HOTELS AND LODGES

Name of Hotel	Altitude	Season	Recreations
Devil's Gap Lodge.....A Kenora, Ont.	1091	June 14 to Sept. 7	Motor Boating, Canoeing, Fishing, Swimming, Tennis, Golf.
Royal Alexandria Hotel..E Winnipeg, Man.	772	All Year	Golf, Motoring, centre of Canadian West (Site of old Fort Garry).
Hotel Saskatchewan.....E Regina, Sask.	1896	All Year	In the Queen City of the Western Plains. Golf, Motoring.
Hotel Palliser.....E Calgary, Alta.	3438	All Year	Golf, Motoring, Fishing (Trout), Calgary Stampede, July 7-12, 1941.
Banff Springs Hotel.....E Banff, Alta.	4625	June 7 to Sept. 7	Mountain Drives and Climbs, Golf, Tennis, Bathing, Fishing, Boating, Riding, Hiking (Banff National Park).
Chateau Lake Louise....E Lake Louise, Alta.	5680	June 7 to Sept. 7	Boating, Swimming, Mountain Climbs, Pony Trails, Fishing, Lakes in the Clouds, Moraine Lake Glaciers (Banff National Park).
Moraine Lake Lodge.....A Motor from Lake Louise, Alta.	6200	June 7 to Sept. 7	Head of Valley of Ten Peaks. Consolation Lake. Trout Fishing.
Lake O'Hara Lodge.....A Hector, B.C.	6664	June 23 to Sept. 6	Riding, Hiking, Mountain Climbing, Fishing, Trips to Lake McArthur and Lake Oesa, also Alpine Hut, Abbot Pass.
Lake Wapta Lodge.....A Hector, B.C.	5219	June 23 to Sept. 6	Centre for Explorations. Excursions to Lake O'Hara, Yoho Valley, etc. Very good fishing in Sherbrooke Lake near Lodge.
Yoho Valley Lodge.....A Field, B.C.	5000	June 23 to Sept. 6	Half way between Wapta Lodge and Emerald Lake Chalet, by road and trail. Takakkaw Falls, Twin Falls, Summit Lake.
Emerald Lake Chalet....A Field, B.C.	4272	June 7 to Sept. 7	Boating, Fishing, Pony Trails to Yoho Valley, Takakkaw Falls, Riding to Summit Lake and Twin Falls (Yoho National Park).
Empress Hotel.....E Victoria, B.C.	Sea Level	All Year	Golf, Motoring, Yachting, Sea and Stream Fishing, Salt Water Bathing in Crystal Garden. Canada's Evergreen Playground.
Hotel Vancouver.....E Vancouver, B.C. (Operated by the Van- couver Hotel Co. Ltd., on behalf of the C.P. & C.N. Rys.)	100	All Year	Golf, Motoring, Fishing, Steamer Excursions.

A—American Plan (i.e., includes room and meals).

E—European Plan (i.e., room only).

# ALL EXPENSE CANADIAN

The following are illustrative of 2, 3, 4 and 6 day of \$36.25, \$46.00, \$55.75 and \$73.25 respectively (per \$81.25)

**4 Colorful Days** **\$55.75**  
PER PERSON  
2 in room accommodation.  
**SINGLE ROOM \$61.75**  
**ACCOMMODATION**

## WESTBOUND

- 1st Day—Ar. Banff, Train..... 9:15 A.M.  
Transfer to Banff Springs Hotel.  
Lunch—Dinner—Lodging.
- 2nd Day—At Banff Springs Hotel.  
Meals and Lodging—Drive around Banff 10:00 A.M. or 1:30 P.M.
- 3rd Day—At Chateau Lake Louise.  
Breakfast at Banff Springs Hotel.  
Lv. Banff Springs Hotel 9:00 A.M. Motor to Chateau Lake Louise.  
Lunch—Dinner—Lodging at Chateau Lake Louise.
- 4th Day—At Chateau Lake Louise.  
Meals and Lodging.  
Motor to Moraine Lake, or Pony Trip 10:00 A.M., 1:30 or 4:00 P.M.
- 5th Day—At Emerald Lake Chalet  
After breakfast at Chateau Lake Louise—  
Lv. Chateau Lake Louise 9:00 A.M. Motor to Emerald Lake Chalet via  
the Great Divide, Kicking Horse Pass and Yoho Valley.  
Lunch at Emerald Lake Chalet.  
Lv. Emerald Lake Chalet by Motor to Field Station.  
Lv. Field, Train..... 1:10 P.M.  
or Lunch in Dining Car and Lv. Field..... 11:40 A.M.

## EASTBOUND

- 1st Day—Ar. Field, Train..... P. M.  
Lunch in Dining Car prior to arrival Field.  
Motor to Emerald Lake Chalet—Half-hour sightseeing.  
Lv. Emerald Lake Chalet by Motor to Chateau Lake Louise via Yoho Valley.  
Kicking Horse Pass and the Great Divide.  
Dinner—Lodging at Chateau Lake Louise.
- 2nd Day—At Chateau Lake Louise.  
Meals and Lodging. Motor to Moraine Lake, or Pony Trip 10:00 A.M.,  
1:30 or 4:00 P.M.
- 3rd Day—At Banff Springs Hotel.  
After breakfast at Chateau Lake Louise—  
Lv. Chateau Lake Louise 9:00 A.M. by Motor to Banff Springs Hotel.  
Lunch—Dinner—Lodging at Banff Springs Hotel.
- 4th Day—At Banff Springs Hotel.  
Meals and Lodging—Drive around Banff 10:00 A.M. or 1:30 P.M.
- 5th Day—Lv. Banff.  
Breakfast and Luncheon at Banff Springs Hotel.  
Lv. Banff Springs Hotel. Transfer to Banff Station.  
Lv. Banff, Train..... 6:55 P.M.

These low-cost all-expense tours will be operated during the period when hotels are open, from June 7 to September 7, 1941. They offer a complete adventure in the world-famous Canadian Rockies . . . play in two great national parks—Banff and Yoho . . . visits to three delightful resorts—Banff Springs, Lake Louise and Emerald Lake . . . and 126 miles of spectacular mountain motoring. Banff, Lake Louise and Emerald Lake are as exquisitely different as you could imagine—ranging from the baronial grandeur of Banff to the Continental charm of Chateau Lake Louise and the Swiss-like chalet of Emerald.

## GENERAL

**BAGGAGE**—Two pieces of hand baggage carried free throughout tour, each extra piece 50 cents. Trunks \$3.00 each for tour. Children under twelve travel at Half-Fare, if accompanied by an adult and occupying a cot in room with adult. All-Expense Tours include accommodation in room with bath at Banff Springs Hotel, facing Sulphur Mountain, in room with bath at Chateau Lake Louise facing Pipestone Range and in room without bath at Emerald Lake Chalet. Patrons

# TOURS IN ROCKIES

"All-Expense" tours which will be available at rates person if 2 in room) and \$39.25, \$50.50, \$61.75 and (single).

**6 Wonderful Days** **\$73.25**  
 PER PERSON  
 2 in room accommodation.  
 SINGLE ROOM **\$81.25**  
 ACCOMMODATION

## WESTBOUND

- 1st Day—Ar. Banff, Train..... 9:15 A.M.  
 Transfer to Banff Springs Hotel.  
 Lunch—Dinner—Lodging.
- 2nd Day—At Banff Springs Hotel.  
 Meals and Lodging.  
 General Drive around Banff 10:00 A.M. or 1:30 P.M.
- 3rd Day—At Chateau Lake Louise.  
 Breakfast at Banff Springs Hotel.  
 \* Lv. Banff Springs Hotel 9:00 A.M. Motor to Chateau Lake Louise.  
 Lunch—Dinner—Lodging at Chateau Lake Louise.
- 4th Day—At Chateau Lake Louise.  
 Meals and Lodging.  
 Motor to Moraine Lake and return, or Pony Trip 10:00 A.M., 1:30 or 4:00 P.M.
- 5th Day—At Chateau Lake Louise.  
 Meals and Lodging.
- 6th Day—At Emerald Lake Chalet.  
 Breakfast and Lunch at Chateau Lake Louise.  
 Lv. Chateau Lake Louise 2:30 P.M. Motor to Emerald Lake Chalet, via the Great Divide, Kicking Horse Pass and Yoho Valley.  
 Dinner—Lodging at Emerald Lake Chalet.
- 7th Day—At Emerald Lake Chalet.  
 Breakfast at Emerald Lake Chalet. Motor to Field.  
 Lv. Field, Train..... 11:40 A.M.  
 Lunch at Emerald Lake Chalet or in Dining Car. or 1:10 P.M.  
 \* Departure from Banff Springs Hotel is optional for third or fourth day.

## EASTBOUND

- 1st Day—Ar. Field, Train..... P. M.  
 Lunch in Dining Car prior to arrival.  
 Motor to Emerald Lake Chalet, Dinner Lodging.
- 2nd Day—At Emerald Lake and Lake Louise.  
 Breakfast Emerald Lake Chalet.  
 Lv. Emerald Lake Chalet 9:15 A.M. by Motor to Chateau Lake Louise, via Yoho Valley, Kicking Horse Pass and the Great Divide.  
 Lunch—Dinner—Lodging Chateau Lake Louise.
- 3rd Day—At Chateau Lake Louise.  
 Meals and Lodging.  
 Motor to Moraine Lake, or Pony Trip 10:00 A.M., 1:30 or 4:00 P.M.
- 4th Day—At Banff Springs Hotel.  
 After breakfast Chateau Lake Louise—  
 \* Lv. Chateau Lake Louise 9:00 A.M. by Motor to Banff Springs Hotel.  
 Lunch—Dinner—Lodging Banff Springs Hotel.
- 5th Day—At Banff Springs Hotel.  
 Meals and Lodging.
- 6th Day—At Banff Springs Hotel.  
 Meals and Lodging.  
 General Drive around Banff 10:00 A.M. or 1:30 P.M.
- 7th Day—Lv. Banff.  
 Breakfast and Lunch at Banff Springs Hotel.  
 Lv. Banff Springs Hotel. Transfer to Banff Station.  
 Lv. Banff, Train..... 6:55 P.M.  
 \* Departure from Chateau Lake Louise is optional for fourth or fifth day.

## INFORMATION

desiring choicer accommodations such as "Bow Valley" view rooms at Banff Springs Hotel and "Lake" view rooms at Chateau Lake Louise, or room with bath at Emerald Lake Chalet, if available, may obtain it on additional payment at the hotel of difference in rate for room selected. Reservations will be made by selling agents for all accommodation, but premium for preferred rooms will be arranged at hotel when registering and payment made there,

# THE BREWSTER TRANSPORT, BANFF, ALBERTA

offers a delightful Motor Detour



Every day in each direction, from June 7 to September 7, 1941

Motor Miles	Traveling Westward
0	Arrive Banff from Chicago and Twin Cities.
2	Transfer to Banff Springs Hotel, General Drive around Banff _____ 1:30 pm
	Returning to hotel at _____ 3:30 pm
24	Leave Banff Springs Hotel _____ 4:00 pm
40	Ar. Johnston Canyon, 40 minutes' stop—30 minutes' walk
65	Arrive Chateau Lake Louise _____ 6:30 pm
<b>STOP OVERNIGHT</b>	
65	Leave Chateau Lake Louise _____ 8:30 am
	Arrive The Great Divide
73	“ Wapta Bungalow Camp 9:00 am
	“ Kicking Horse Pass
81	“ Meeting of the Waters
86	“ Yoho Valley Camp _____ 10:00 am
97	“ Field Station _____ 11:00 am
99	“ Natural Bridge
103	“ Emerald Lake Chalet _____ 11:30 am
103	Leave Emerald Lake Chalet _____ 11:45 am
	Arrive Kicking Horse Canyon
	“ West Park Entrance
142	“ Golden Station _____ 1:45 pm
	<b>Time changes at Golden to Pacific time—One Hour Slower</b>
	<b>Leave Golden for Vancouver</b>

Motor Miles	Traveling Eastward
	Arrive Golden from Vancouver
	All times below are Mountain time, one hour faster.
0	Leave Golden Station _____ 2:15 pm
	Arrive West Park Entrance
	“ Kicking Horse Canyon
35	“ Natural Bridge
39	“ Emerald Lake Chalet _____ 4:15 pm
39	Leave Emerald Lake Chalet _____ 4:30 pm
45	Leave Field Station _____ 5:00 pm
56	Arrive Yoho Valley Camp _____ 6:00 pm
61	“ Meeting of the Waters
	“ Kicking Horse Pass
69	“ Wapta Bungalow Camp 7:00 pm
	“ The Great Divide
77	Arrive Chateau Lake Louise _____ 7:30 pm
<b>STOP OVERNIGHT</b>	
77	Leave Chateau Lake Louise _____ 9:00 am
	Arrive Lake Louise Station
102	“ Johnston Canyon
	40 minutes' stop—30 minutes' walk
118	Arrive Banff Springs Hotel _____ 12 noon
118	Leave Banff Springs Hotel _____ 1:30 pm
	General Drive around Banff, returning to hotel at _____ 3:30 pm
142	Transfer to Banff Station
	Leave Banff
	For Twin Cities and Chicago

## COST

The cost of the above Motor Detour in either direction is:

*General Drive around Banff _____	\$ 3.00
Banff to Lake Louise _____	4.50
Lake Louise to Emerald Lake _____	4.50
Emerald Lake to Golden _____	4.50

### \*Optional.

Not included—Meals en route or room at Chateau Lake Louise.

Any part of the above trip can be omitted, or the journey may be broken at any intermediate point and resumed at a later date. The entire Detour may be made in an elapsed time of 24 hours when necessary.

## BAGGAGE

Two club bags or valises will be carried free, additional pieces as follows—no trunks or heavy pieces.

Banff to Lake Louise _____	\$0.25 per piece
Lake Louise to Emerald Lake _____	.25 per piece
Emerald Lake to Golden _____	.25 per piece
Through trip, Banff to Golden _____	.75 per piece

## SLEEPING CAR ACCOMMODATIONS

If you want sleeping car reservations made, so that when you come to the end of this Motor Detour you will have reservations—and if you have not already made them—you should:—

Going Westward—Apply on arrival at Banff, either Depot Ticket Office or Hotel Ticket Office, for space west of Golden.

Going Eastward—Apply on arrival at Chateau Lake Louise (Ticket Office) for space east of Banff.





### ALL EXPENSE TOURS

A comprehensive programme of economical All Expense Tours are operated during the season from June 7th to September 7th, embracing all the high lights of the Canadian Rockies and enabling the traveler to get the fullest benefit from whatever length of stay is desired, in hotel accommodation to meet the individual taste and at a predetermined cost.

2 Day Tour—3 Day Tour—4 Day Tour—6 Day Tour.  
 West bound—detrain at Banff. Eastbound—detrain at Field.  
 Ask your railway ticket agent for full particulars and schedules.

### HUNTING, CAMPING AND FISHING TRIPS IN THE CANADIAN ROCKIES

Banff and Lake Louise are two of the most convenient outfitting points in the Canadian Rockies.

For the angler, there are many lakes and streams seldom fished, within a day or two's journey into the mountains.

In season the hunter has an opportunity to bag such game as deer, elk, moose, sheep, goat and bear. From 10 days to a month should be allowed for this sport.

**RIDING** is very popular among visitors to the National Parks. Saddle horse rates and charges for Guides are as follows:

Saddle Horses	Guides
Per hour .....	Per hour .....
Each additional hour...	Per half day.....
Per half day.....	Per day .....
Per day .....	

**Note**—One day consists of nine (9) hours and not more than twenty miles.

### SPECIMEN TRIPS Banff

Sulphur Mountain .....	One Day
Spray Valley .....	Half Day
Loop and Golf Links.....	Half Day
Sunshine Lodge .....	Two Days

#### Lake Louise

Lakes in the Clouds.....	Half Day
Plain of Six Glaciers.....	Half Day
Paradise Valley .....	One Day
Lake O'Hara (1 way).....	One Day

#### Emerald Lake

Yoho Valley, one way.....	Half Day
Yoho Valley, via Burgess Pass.....	One Day
Hamilton Falls .....	Half Day
Mt. Burgess .....	One Day

### BREWSTER TRANSPORT COMPANY BANFF, ALBERTA

# MOTOR DRIVES IN ROCKIES

Brewster Transport Co.

## BANFF

### Tour No. 1—General Drive

To Buffalo Park, thence Tunnel Mountain Road; an excellent view of the Bow Falls. Spray Valley and town of Banff.

Daily at 10:00 a. m., 1:30 p. m., and 4:00 p. m.—2 hours.....\$3.00

### Tour No. 2—Lake Louise via Johnson Canyon

An excellent motor trip, among many points of interest en route being Vermillion Lakes, Hole-in-the-Wall, Pilot Mountain, Mt. Ball and Castle Mountain. A stop at at Johnson Canyon to visit the Falls.

Daily at 9:00 a. m. and 4:00 p. m.—3 hours—\$4.50. Return Trip—All Day \$6.50

### Tour No. 3—Lake Minnewanka

A combined motor and launch trip of thirty-six miles. The road passing through the village continues to the Lake via Buffalo Park, Bankhead and Devil's Canyon. A delightful sail on the Lake included.

Daily at 2:30 p. m.—2½ hours.....\$2.50

### Tour No. 4—The Lariat Trail (Three Days)

This feature tour leaving Banff, Lake Louise or Emerald Lake, embraces all the highlights of three National Parks along the Kicking Horse, Columbia Valley and Windermere Highways. Each Tuesday, July and August.

9:00 a. m.—With four or more passengers—Any day

Motor Coach only.....\$25.00—All Expense \$40.00

## LAKE LOUISE

### Tour No. 1—Moraine Lake and Valley of Ten Peaks

A motor trip of eighteen miles. At Moraine Lake Lodge refreshments may be obtained.

Daily at 10:00 a. m., 1:30 and 4:00 p. m.—2 hours.....\$2.00

### Tour No. 2—Banff via Johnson Canyon

Visitors to Lake Louise should take advantage of the excellent motor trip to Banff, described under Trip No. 2 out of Banff.

Daily at 9:00 a. m., 2:00 p. m., and 4:00 p. m.—3 hours.....\$4.50

Return Trip—all day ..... 6.50

### Tour No. 3—Emerald Lake via Yoho Valley

An interesting feature on this trip is crossing the Continental Divide. After leaving Wapta the road continues through the Kicking Horse Canyon, thence into the famous Yoho Valley, terminating at the C. P. R. Chalet.

Daily at 8:30 a. m. and 3:30 p. m.—3 hours.....\$4.50

Return Trip—all day ..... 6.50

### Tour No. 4—The Lariat Trail (Three Days)

First day same as Tour No. 3 above; thence via Kicking Horse Canyon to Golden and up Columbia River Valley to Radium Hot Springs for one night stop. Third day via Marble Canyon and Castle Mountain, terminating at either Banff or Lake Louise. Each Tuesday, July and August.

2:30 p. m.—With 4 or more passengers—Any day

Motor Coach only.....\$30.00—All Expense \$45.00

### Tour No. 5—Bow Lakes and Peyto Glacier

On the Ice Fields Highway, 60 miles—3 hours—Daily at 9:00 a. m. and 2:00 p. m.  
Rate \$5.00

This scenic tour to Bow Pass, thirty miles north of Lake Louise opens up an Alpid district heretofore accessible only by Park Train. The route runs parallel to the main chain of the Rockies, forming the Continental Divide.

### Tour No. 6—Columbia Icefield—June 15th to October 15th

Including all the features of Tour No. 5 above, this trip of 85 miles north on the new highway to Jasper terminates at Columbia Icefield Chalet. Waterfowl Lakes, Mt. Chephren, Mistaya Canyon, Mt. Forbes, Saskatchewan River and Mt. Murchison are outstanding attractions.

Daily at 8:30 a. m.....One Way \$7.25—Round Trip \$12.50

### Tour No. 7—Jasper Park—June 15th to October 15th

After luncheon or overnight stop at Columbia Icefield this tour in addition to the features outlined in Tours No. 5 and No. 6 above, continues beyond the Icefield, passing Sunwapta Canyon and Falls, down the Athabasca River Valley and across the Astoria River into Jasper.

Daily at 8:30 a. m.....One Way \$13.50—Round Trip \$22.50

## EMERALD LAKE

### Tour No. 1—Yoho Valley

We strongly recommend the trip to Yoho Valley, as it embraces all points of interest in this district accessible by motor.

Daily at 9:00 a. m., One Way—2 hours.....\$2.00

Daily at 9:00 a. m., Return—all day..... 3.50

### Tour No. 2—Field Bus Service

Daily, connecting all trains.....\$1.00

### Tour No. 3—Lake Louise via Yoho Valley

The road is via Yoho Valley, continuing to Lake Louise through the Kicking Horse Canyon, and over the Great Divide.

Daily at 9:00 a. m., 3:30 p. m., and 4:30 p. m.—3 hours.....\$4.50

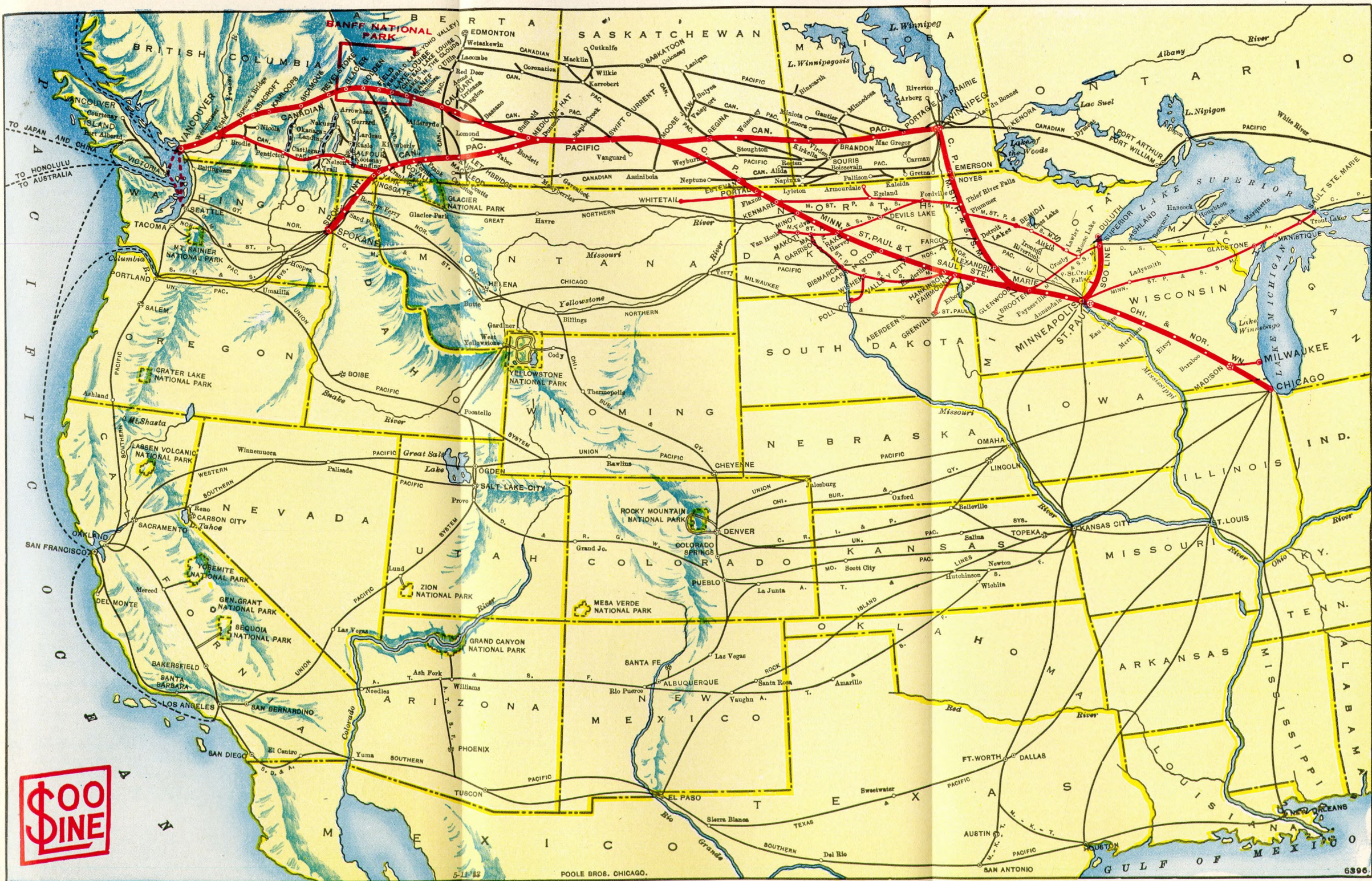
Return Trip—all day ..... 6.50

### Tour No. 4—Golden—June 8th to September 8th

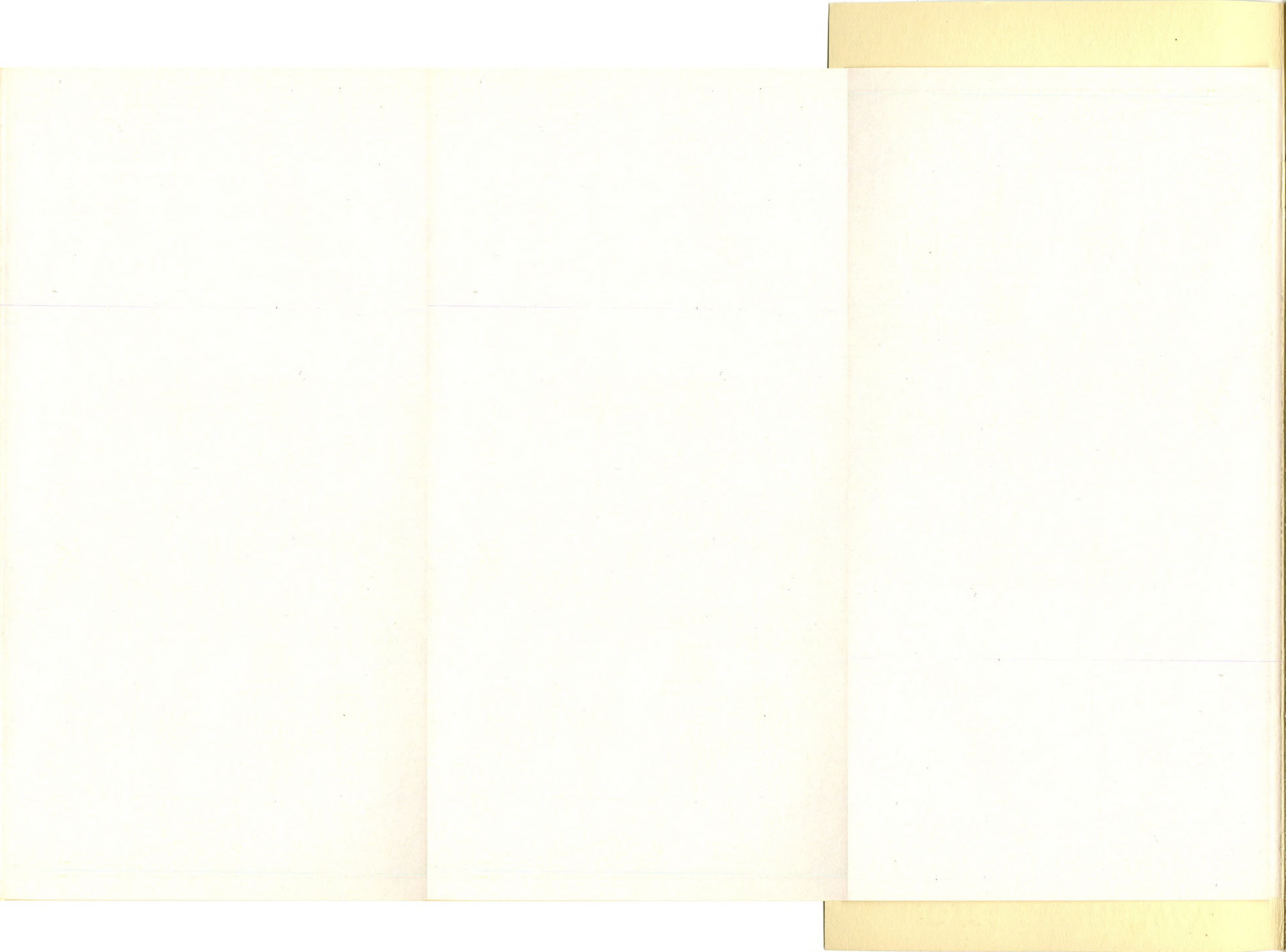
This trip features Natural Bridge, Kicking Horse Canyon, Ottertail and Leanoil Districts.

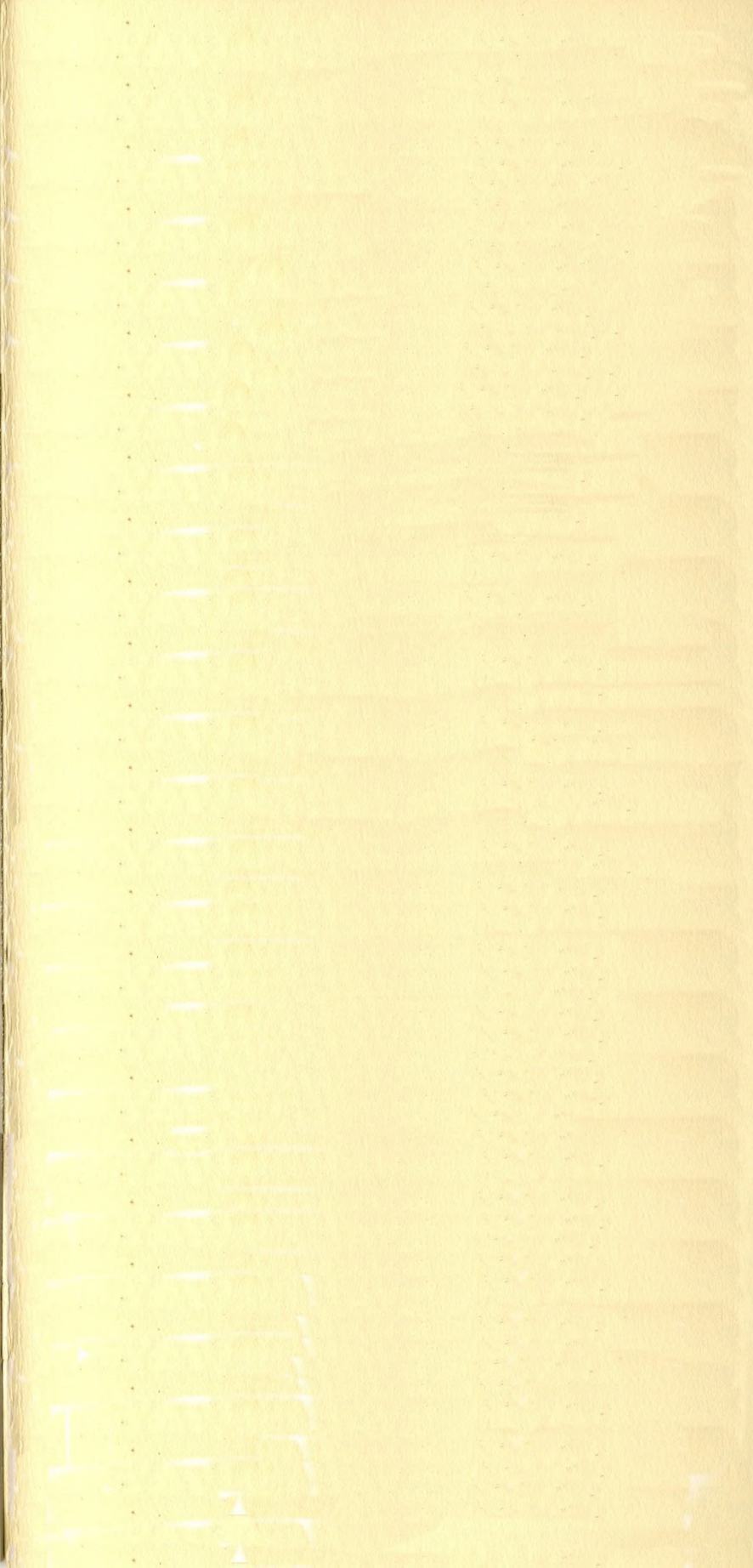
Daily at 11:45 a. m.—2 hours. Return trip, 4½ hours

One Way \$4.50—Round Trip \$6.50



**\$100 DINE**





**NOTES BY THE WAY**



**THROUGH  
THE**

**CANADIAN  
ROCKIES**

**C. & N. W., SOO LINE and CANADIAN PACIFIC RY.**