

Westward Across Canada

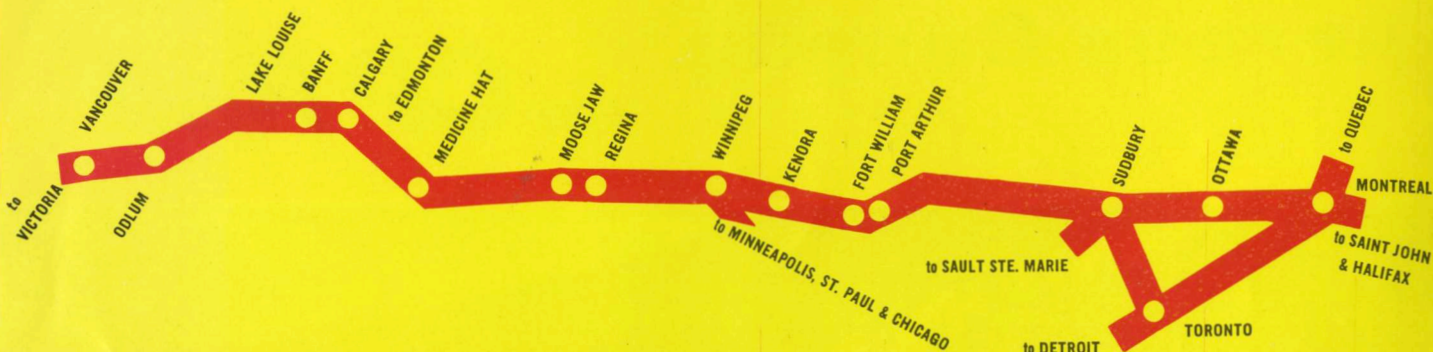
BY **CP Rail**



The Canadian

CANADA'S SCENIC DOME ROUTE

Across Canada by CP Rail



Travel, even the luxurious travel of today, in the comfort of "The Canadian" Scenic Domes, is an adventure. Travel, the CP Rail way from tidewater to tidewater across the wide provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia is an adventure in which the traveller of today follows the trail-blazing of a glorious past into a boundless future.

The CP Rail transcontinental main line retraces in the 20th Century the routes of many brave and pious explorers of the 17th Century. It follows the track of such heroes as Père Marquette, LaSalle, Radisson, Nicolet, Champlain, Thompson, Fraser, Mackenzie, Joliet, Dulhut, whose names are indissolubly imprinted upon the histories of Canada and the United States.

"Across Canada by CP Rail", prepared for riders of the longest "Dome" route in the world, is based upon the railway practice of dividing the track into Sub-Divisions. While the timetable shows the distance between Montreal and Vancouver as 2,878.7 miles and between Toronto and Vancouver as 2,703.7, the "Mileage Boards" found on telegraph poles along the right of way start afresh at the eastern boundary of each sub-division. For instance, Pembroke, 216.6 miles from Montreal, is indicated on the track side by Mileage Board 93 of the Chalk River Sub-Division. In order to pinpoint points of interest in the scenery for ready location from a moving train, reference is made throughout this book to the nearest mileage board and each sub-division traversed is named at its start. Following the operational practice of dividing the line from east to west, these pages divide the CP Rail transcontinental main line — the "Scenic Dome" route — from Montreal and Toronto to Vancouver. At the side of each page a yellow plan map bears the names of all stations on that page. Because the CP Rail main line travels generally in an east-west direction, "north" is used throughout the book to indicate scenes and places on the right as you travel from east to west.

Explorers of the river routes that first opened the Great Lakes and the rivers to the Gulf of Mexico; discoverers of the great prairies that sweep majestically upward from lake level to the Rockies; pioneers who traced mighty streams through the mountain barriers to the Pacific Ocean, all led the builders of the world's first transcontinental railway. These great men of the past lead you, who sit in the air-conditioned comfort of a high-level "Scenic Dome", through forests and lake-lands, along the edge of the rich Pre-Cambrian Shield, through gentle farm-lands, by inland seas, between great wheatfields, beside roaring streams that point their silver arrows through the mountain passes. In the wake of the explorers you see, through the picture windows on four sides of you, mines, mills, factories, great cities; Ottawa, North Bay, Sudbury, Port Arthur-Fort William, Winnipeg, Brandon, Regina, Moose Jaw, Swift Current, Medicine Hat, Calgary, Vancouver: the pleasure-lands of the Gatineau, Muskoka, French River, the North Shore of Lake Superior, Lake of the Woods, Banff, Lake Louise and the British Columbia coast.

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The World's Longest "Dome" Ride



An artist's sketch of Place du Canada—38-storey Le Château Champlain luxury hotel...28-storey modern office building—new Canadian Pacific complex in the heart of downtown Montreal.

Founded in 1642, Montreal is a city on an island surrounded by the waters of the mighty St. Lawrence which flows 1,000 miles to the sea, and has become the world's largest inland seaport. Terminus of CP Rail and CP Ship routes, CP Air also links Montreal with other important cities in Canada and to destinations in Mexico, South America, Europe, Japan, China and Australasia.

Through more than three centuries, while growing from a fur-trading outpost to Canada's metropolis, Montreal has retained its stimulating Gallic flavour, reflected in hundreds of large and small intimate restaurants blending Old World culinary skills with those of the New World. Scores of art centres, museums, new and beautiful theatres for the performing arts; recreation parks, sports arenas and night clubs reflect the cosmopolitan tastes of a great world centre.

Montreal's skyline has been made exciting by new high-rise commercial structures and apartment houses and by new hotel complexes including CP Hotel's magnificent Le Chateau Champlain, on Place du Canada. Expo '67 focussed the eyes of the world on Montreal.

Winchester Montreal West is the junction for **Sub-Division** Quebec, the Laurentian Mountains, Saint John, Halifax, Boston and New York. North of Sortin lies the great Cote St. Luc marshalling yard of the Canadian Pacific, directly south is the industrial suburb of Lachine. It was historically named for LaSalle's dream of a route to China

beyond the rapids. In modern contrast is Montreal's great international airport at Dorval. Golf links and bright new suburbs line the track to St. Anne de Bellevue where Du Lhut defeated Iroquois warriors in 1690. Ile Perrot, across the east channel of the Ottawa River, was Lord Jeffery Amherst's camp in 1760 before the capitulation of the French. Vaudreuil-Dorion, played a part in the war of 1776, when de Lorimier captured an invading American force. On both sides of the island the Ottawa River flows into the St. Lawrence — greatest river draining to the Atlantic coast of North America. Its 1,900 miles drains 359,000 square miles of Ontario, Quebec and north-eastern United States.

M. & O. From Vaudreuil, named for an **Sub-Division** early Governor of Canada, the line follows the Ottawa River, the route of early explorers. Isle Cadieux, a flag station, marks Point Cavagnal where an early missionary, Père Garreau, was martyred by Iroquois Indians in 1656. Across the Ottawa, now widened into the Lake of the Two Mountains, the gleaming spire of Oka Church marks the site of an early Hudson's Bay Post where J. G. McTavish, who went to the relief of David Thompson, the mapmaker and explorer, in 1811, settled down as factor. The lake broadens out at Hudson Heights to be joined at Rigaud, site of a Seminary and strange geological formation known superstitiously as "The Devil's Garden", by the Rigaud River. Before St. Eugene, at mileage 21.6, the boundary into Ontario is crossed. From here to Ottawa, farms replace the forests that made many fortunes a century ago. Vankleek Hill was given its name for Simeon Vankleek, a royalist from Dutchess County, N.Y., serves a rich farm area. Alfred, early settlement formed in 1798, bears the name of a son of George III. At mileage 50.1 the South Nation River is crossed. Plantagenet, also settled in 1798, bears another royal name. Bour-



Ottawa, showing the Rideau Canal, Confederation Square and Parliament Buildings

WINDSOR STATION
MONTREAL

WESTMOUNT

MONTREAL WEST

LACHINE

GROVEHILL

DORVAL

PINE BEACH

STRATHMORE

VALOIS

LAKESIDE

CEDAR PARK

POINTE CLAIRE

BEACONSFIELD

BEAUREPAIRE

BAIE D'URFE

STE. ANNES
(Ste. Anne
de Bellevue)

ILE PERROT
(Terrace)

VAUDREUIL
(Dorion)

ISLE CADIEUX

COMO

HUDSON

HUDSON HEIGHTS

ALSTONVALE

CHOISY

DRAGON

RIGAUD

ST. EUGENE

STARDALE

VANKLEEK HILL

CALEDONIA SPRINGS

ALFRED

PLANTAGENET

BOURGET

LEONARD

NAVAN

BLACKBURN

OTTAWA

BELLS JUNCTION
NEPEAN

STITTVILLE

ASHTON

CARLETON PLACE

ALMONTE

SNEDDEN

PAKENHAM

ARNPRIOR

BRAESIDE

SAND POINT

CASTLEFORD

MAYHEW

RENFREW

PAYNE

HALEY'S

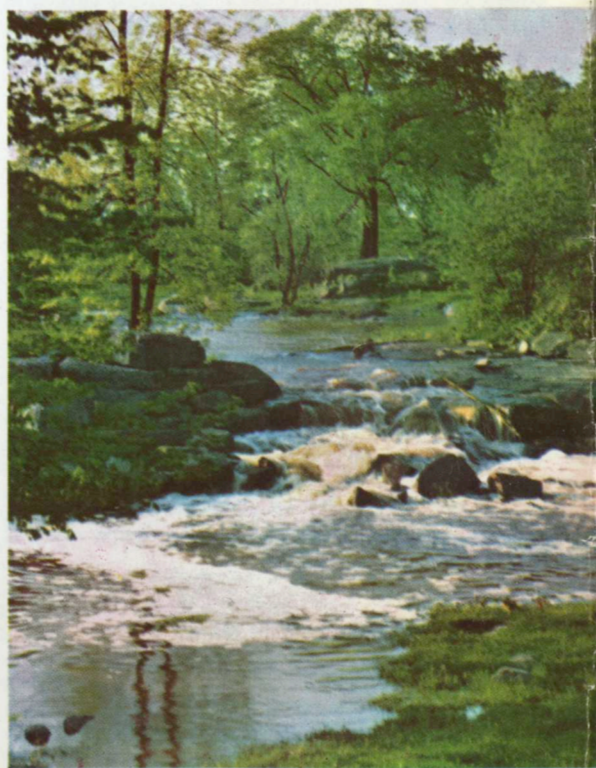
get, once known simply as "The Brook", was named for Bishop Bourget, head of the Roman Catholic diocese of Montreal. Ottawa, capital of Canada, in addition to light and heavy manufacturing and many other industries, is a lumbering centre. The area was first seen by Champlain, de Vigneau and Brulé. First called Bytown, Ottawa was started by Colonel By, builder of the Rideau Canal, in 1827, incorporated as "Ottawa" in 1854 and chosen as capital of Canada in 1858. The Canadian Pacific main line joins the Ottawa Sub-Division at mileage 82.5, M. & O. Sub-Division and the new \$10,000,000.00 CP-CN Ottawa Station opened on July 31st, 1966, is located at mileage 3.89 Ottawa Sub-Division. This new station was given an architectural award for design and is one of the most modern stations on the North American continent. Leaving Ottawa Union Station the "Canadian" passes through a modern urban area and crosses the Rideau River at mileage 9.63 connecting with the Carleton Place Sub-Division at Bells Junction, mileage 15.43, Ottawa Sub-Division.

Carleton Place Sub-Division The transcontinental line skirts the Ottawa River for a few miles through an area only recently farm lands but which are now giving place to modern residential areas. At Stittville, mileage 14.2, the agricultural character of the Ottawa Valley begins to reassert itself. Dairying and mixed farming, mostly to supply the Ottawa market, proceeds along with lumbering and small manufacturing in this area. Carleton Place, a pleasant trading, textile and manufacturing centre, named for Sir Guy Carleton who became Lord Dorchester, is the junction of the Chalk River sub-division connecting with Smiths Falls, on CP Rail's Toronto-Montreal line. Freight trains from the main line by-pass the Carleton Place Sub-Division, moving over the Chalk River Sub-Division to and from Carleton Place and Smiths Falls.

Chalk River Sub-Division Pleasantly sited, Almonte, named for the Mexican General, is a textile centre. Note, south of track, the clever use of mill tailraces in landscaping of gardens. At mileages 17.6 and 32.4 we cross Canada's Mississippi River. Pakenham, marked by attractive falls south of the railway, commemorates General Sir E. M. Pakenham, killed at the Battle of New Orleans in 1815. Wide meadows and well-tended grain and root crops characterize this part of Ontario. At mileage 39, the Madawaska River is seen to the south and the track crosses it at mileage 40. Arnprior, next, busily devotes itself to textiles, boat-building, electronics, dairy products, lumbering and construction. Its name, like that of Braeside, where the Ottawa River is visible north of the track, is Scottish in origin. Sand Point, named for the bar which juts into Chats Lake, faces Norway Bay. Renfrew is noted for castings manufacturing, woodworking, refrigerators, airplane engine parts, plastics, flour, feed and textiles. The West Bonnechere River is crossed at mileage 59.8. Payne, junction for the Eganville Sub-Division, and Haley's, where magnesium is mined and the Chenaux Falls Plant of the Ontario Hydro-Electric Power Com-

mission is located, and Cobden, livestock centre named for the 19th century British statesman, are of interest. At mileage 74, Muskrat Lake lives up to its name and at mileage 79, the Spring and Fall migrations of Canada geese are a sight worth seeing. The stopover flocks sometimes are numbered in thousands. Snake River Station marks the crossing of Snake River. The Muskrat River, mileage 84.4, separated from the Ottawa by a narrow range of hills, flows in the opposite direction. Many eagles nest in this area. Mileage 91 shows part of 23-mile-long Allumette Island in the Ottawa River. Pembroke, county seat of Renfrew, gateway to hunting country, marks the limit of Champlain's 1613 exploration of the Ottawa River. This busy city, named for Pembroke in Wales, makes box shooks, match blocks, matches, office furniture, pulp, lumber, veneer and electrical appliances. Between mileage 98.5 and 101, conservationists will be interested in the obvious signs of reforestation.

Petawawa is the railway station for a large army training centre, used, as the surrounding countryside gives evidence, by mechanized units. The name is an Indian word for "murmuring water" which is crossed at mileage 104. At mileage 105, north of the track, the entrance to Petawawa Military Camp is known as Montgomery's Crossing after Viscount Montgomery, famous World War II Field Marshal. At mileage 106.5, the artillery range is visible. Chalk River, end of the Sub-Division, is served by the Chalk River, for which it is named. At Deep River, five miles from here is Canada's atomic energy plant, specializing in the production of atomic energy for peacetime purposes.



Typical Ontario woodlands

North Bay Sub-Division The North Bay Sub-Division is characterized by geographical qualities of equal interest to the sportsman and the industrialist. The conformation of the land that makes this territory interesting to sportsmen endows the area with power potentialities. The stretch between mileage 7 and mileage 14 is well known as good deer country, Bass Lake at mileage 9 is said to have been so named because very few bass have been caught in it. Between mileage 12 and 13, Hart Lake is renowned for good pickerel fishing. At mileage 14, Moor Lake lies south of the track. Moor Lake Station serves the hydro-electric power station opened at Des Joachims in 1950. The Canadian Pacific main line track was diverted to permit dams for this new development which generates 480,000 h.p. Lakes north of the track at mileage 16.5 and south at mileage 18 break the wooded landscape and at mileage 19, there is a good view to the north of the Laurentian Mountains across the Ottawa River. At mileage 22.4, a sawmill on a backwater of the Ottawa River indicates the country's character.

At mileage 26.5, the now widened Ottawa River to the north covers the former main line visible here at low water, as it is at mileage 28, just east of Stonecliffe Station. Your whole train is visible at mileage 30.5. Near where the track crosses Grant Creek, a curve of almost 90 degrees skirts the lake edge and the former track is visible between mileage 31 and mileage 32 where the diversion ends. Here the transcontinental line leaves the Ottawa River. At mileage 38, the transcontinental line crosses a bridge once featured by Ripley. Three bridges cross each other and Bissett Creek, the C.P.R. at the top, the highway and a local road. Between mileage 39 and mileage 40, rapids, falls and a lake interest fishermen south of the track and at mileage 44.5 beaver dams and lodges are visible in the surrounding marshland. The Ottawa River is seen again to the north at mileage 50 and at Deux Rivières, the Magnassippi joins the Ottawa River, the "two rivers" being selected as a name by early French settlers. Another curve of almost 90 degrees at mileage 50.5 marks another diversion of the transcontinental line with the former right-of-way again visible under water on the north side.

At mileage 61, Ottawa River islands have shown traces of camp sites of the early explorers whose route to the west still parallels the Canadian Pacific main line. More beaver dams and lodges north of the track at mileage 63 indicate the industry of Canada's national animal and, at mileage 67, the Ottawa River parallels the track. Northward a bridge carries the Timiskaming Sub-Division across the Ottawa. Mattawa, long-settled forest products centre, marking the junction of the Mattawa and Ottawa Rivers, is aptly named by the Indian word for "meeting of waters". Here Champlain ended his journey of exploration and here, two years later, he started up the Mattawa to Lake Nipissing, the French River, Georgian Bay and Lake Huron, a route followed for many years by early explorers.

Mattawa has been a trading post since 1784. From Mattawa, the Ottawa River swerves northward and the Mattawa River parallels the Canadian Pacific transcontinental line to North Bay, north of the track. This is trapping and hunting country and such sights as Earl's Lake, mileage 74.5, and the beaver lodges easily seen in lakes at mileages 77 and 79, make it easy to believe that Radisson, Marquette, Nicolet, LaSalle and other pioneers fared well during their arduous journeys. At mileage 83, the line crosses the Amable du Fond River (trout). South of the track at Eau Claire are beaver-filled lakes. Look north at mileage 94 between Rutherglen and Bonfield for a glimpse of Lake Talon, part of the chain of lakes that formed the early canoe route to the west. Bonfield, formerly named Callander, is a lumbering centre. At mileage 98, north of the track, Bonfield Falls are visible. Between mileage 98.5 and 102.5 Lake Nosbonsing, south of the track, is known for bass, pickerel and maskinonge fishing.

North Bay, historians know as a stopping place for Champlain in 1615, is an important centre. Diamond drilling equipment, lumber and building products, commercial explosives, castings, dairy products, dressed lumber and forest products; the operating headquarters of the provincially-owned Ontario Northland Railway to Hudson Bay; boat-building and hardboard make this market for 120,000 acres of general farming land a busy place. Islands visible to the south mark the westward channel of the explorers, and four miles south along the coast is the site of a post of great importance in the days of the fur trade.

Cartier Sub-Division Westward from North Bay, the Canadian Pacific transcontinental line skirts the north shore of Lake Nipissing past the sites of forts built by the North West and Hudson's Bay Companies. South of the track between Mileage 2 and Sturgeon Bay is an Indian Reservation. After mileage 5 the lake is out of sight. Beaucage, named for the first family to settle in the area, limits the western view of the historic lake. Meadow Creek, crossed at mileage 12.9, takes its name from the pastureland for which Meadowside was named. Sturgeon Falls, named for the cataract on the Big Sturgeon River, crossed just west of the station, makes barrel and keg staves and wood-pulp board — using many woods of no other value. Founded in 1885, the town's name was obvious to fishermen. Clues to early denizens are given by Bear Creek, mileage 39 and Stag Creek at mileage 41.5. Markstay, lumber and pulpwood centre, is named for an English village. West of the station, the line crosses the North Veuve River, and between mileages 57.4 and 58.6 crosses the middle branch five times. Coniston, named for the novel by the American author, Winston Churchill, provides year-round employment, has a matte smelter, four blast-type furnaces, a concentrator and a sin-tering plant.

COBDEN

SNAKE RIVER

MEATH

PEMBROKE

PETAWAWA

CHALK RIVER

WYLIE

MOOR LAKE

STONECLIFFE

DEUX RIVIERES

HODGSON

MATTAWA

EAU CLAIRE

RUTHERGLEN

BONFIELD

NORTH BAY

BEAUCAGE

STURGEON FALLS

VERNER

WARREN

MARKSTAY

STINSON

CONISTON

TORONTO
 PARKDALE
 WEST TORONTO
 WESTON
 WOODBRIDGE
 KLEINBURG
 BOLTON
 HUMBER
 PALGRAVE
 TOTTENHAM
 BEETON
 ALLISTON
 YPRES
 ESSA
 MIDHURST
 CRAIGHURST
 CARLEY
 MEDONTE
 LOVERING
 BALA
 RODERICK
 MACTIER

MacTier Sub-Division Earliest recorded visitors to the area between Toronto and Sudbury were Champlain and Brulé in 1615. Much of their route paralleled two sides of a triangle, Toronto-North Bay-Montreal. West Toronto, once known as Toronto Junction, is the junction for Windsor, Owen Sound, Wingham and Chicago. As with other large cities, Toronto's suburbs radiate for considerable distances. Weston, for example, has foundries, woodworking, aircraft, agricultural machinery, bicycle and camera factories. As the suburbs fringe into farmlands the rolling country gives promise of the agricultural bounty for which this countryside is noted. South of the line across the low hills near mileage 10, Toronto's famous Hospital for Sick Children has a fine building. Woodbridge on the Humber River, has textile factories and a famous Fall Fair. Originally called Burwick, for Rowland Burr, who settled there in 1837, it owes today's name to a bridge built by a man named Wood. Kleinberg was named for Miller Klein, who built the second mill on the Humber River and Sam Bolton, early settler, left his name to his village. Tottenham bears the name of Tottenham, England, Beeton that of an old-established family. Neat rows of trim sheds lining the fields in this part of the country indicate a major crop, tobacco. Tree-shadowed Alliston is famous for its native son, Sir Frederick Banting, co-discoverer of insulin. Ypres, named for a famous Canadian battle of World War I, is the junction for Base Borden, a large military establishment. Its 50 square miles includes training centres or detachments of almost every armed service of army and air force. At mileage 62.5, south of the track, a lake enlivens the scenery, mileage 65.5 has an interesting log structure still in use. An Ontario Provincial Forestry Station keys the extensive reforestation evident in this sandy country, at mileage 66. Midhurst, named for an English counterpart, and a high bridge at mileage 68 from which a fine view can be enjoyed, a sawmill — prophetic of the changing character of the countryside — at mileage 77, dot the extensive reforestation area. Tied by its present transportation importance to the early history of Huronia, Medonte is the junction of the Port McNicoll Sub-Division.

Father Brébeuf, paddling the Ottawa, Mattawa and French Rivers in 1626, explored this area, to return later with Lalement, Jogues and Daniel. Near Port McNicoll, The Martyrs' Shrine commemorates the four, two of whom were tortured and killed at St. Louis, not far from Medonte. At Lovering outcroppings of the hard rock Canadian Shield are noticeable, as are meadows to the south. At mileage 111.5 a long finger-lake points North and a mile and a half west a "pot lake" attracts the eye. Bala, marked by the Miskosh and Moon Rivers, by Bala Falls south of the line and Lake Muskoka to the north, is the gateway to the Muskoka Lakes, a favourite summer holiday area.

Automatic Block Signals

While the red, yellow and green lights that you see from the "Scenic Dome" are welcome because they add colour to the journey by day or night, they have more serious business to do. These are the lights of the Automatic Block Signal System — an intricate series of electrical sections called "blocks", into which the transcontinental main line is divided. Entrance of the train into each block is governed by the colour light signal which tells the engineman whether he may enter the block or if he must stop.

More complicated than highway traffic signals, but governed by easily interpreted rules, block signals sometimes require two or more colour lights to convey their full meaning. Many miles of main line are governed by an even more intricate system known as centralized traffic control (CTC). The train dispatcher is kept informed of the exact location of each train on his territory by means of a series of coloured lights on a control panel. By using the buttons and toggle switches on the panel he can control the track switches and signals at each siding, or junction, so as to route trains in the most efficient manner.

Many times, at a siding on signal track, trains will "meet" without either train being required to stop.

The complex electronic circuits prevent the dispatcher from making a mistake.

Parry Sound Sub-Division The transition from farm land to the Ontario Forest takes place between MacTier and Romford, western end of the Parry Sound Sub-Division, in a way marked by the changing scenery that unrolls on all sides for the sightseer in his comfortable seat in a Canadian Pacific "Scenic Dome". Game, less evident in cleared land except for occasional red-fox and ground hog, includes deer, beaver, porcupine, skunk, mink and muskrat. Toward the western limit the Canadian Shield takes over with rocks, pot lakes and coniferous trees in place of the more open country between Muskoka and Lake Ontario.

In defiance of the major land characteristics, a farm, sited on a lake north of the line enlivens the scene at mileage 15. The Boyne and Séguin Rivers cross on their way to Georgian Bay at mileages 20 and 22.6. Parry Sound, long-established, deals in forest products, dressed lumber, wood products and boat building, is a gateway to Georgian Bay and noted fishing and hunting centre. The high railway bridge across the Séguin River gives an excellent view of Séguin Falls on the north and the town lying picturesquely in the valley. At mileage 26 a good view of Georgian Bay rewards a southward look and at 27.5 Portage Lake connects with the Séguin River and Mill Lake. Georgian Bay is in sight again at mileage 28. Many lakes of varying sizes line the track on both sides and alert watchers may see deer and other small game.

At mileage 40 the buildings of Shawanaga Indian Reserve attest Canada's interest in aboriginal tribes, and four and a half miles west the line crosses the Shawanaga River, to be paralleled to the south by a chain of lakes between mileages 45 and 46. Pointe au Baril, originally identified by a barrel on a pole, at the apex of a narrow inlet of Georgian Bay, is a popular summer resort south of the line well seen from the high bridge at mileage 49. Sharp eyes may spot beavers at work in a typical pond north of the line at mileage 51. At mileage 55 the Naiscootyong River is crossed. The tourist resort to the south is not far from the "Naiscoot", or Burnt Point, which commemorates a legendary fire that destroyed Indian hunting grounds. Britt, a typical Ontario town, is a lake port, unloading large cargoes of oil from United States lake ports destined to Northern Ontario. At mileage 65.5 a steel arch and concrete bridge carries a highway over the railway and the Still River. Trim white buildings, a flagpole and radio antenna south of the line at mile 68 house the Still River Detachment of Ontario's alert Provincial Police. Little Key River is crossed at mileage 72.6 and lakes become more frequent both sides of the track and to the north at mileage 80.5 the Pickerel River flows parallel for half a mile, when it swings south beneath the tracks on its hurried way to Georgian Bay. Near mileage 83, the French River, famous in Canadian history, makes its way through rocky banks. North of the line at mileage 83.4, perched high on the rocks, is a popular tourist resort catering to golfers, fishermen and boating enthusiasts. Between mileages 95 and 98 beaver lodges are visible in lakes both sides of the line and deer and occasional elk are seen from time to time. The line crosses Kakakiwaganda Lake at about mileage 103. Pot lakes — with no apparent source or outlets — characterize this rocky country and there are many in the Sudbury Game Preserve between mileage boards 104 and 110. The Wanapitei River is crossed at 112.9. A lone farm stands out sharply against the surrounding bush at mileage 116 and at mileage 117.5, north of the track, the Coniston smelter shows up. Another sight of the big plant marks mileage 120.5,



Muskoka Lakes area, Ontario

and all around the geological formation of striated rock, tilted by some ancient upheaval, shows the difficulties that beset the engineers who blasted out the railway. At Romford the Parry Sound and Cartier Sub-Divisions merge and Canadian Pacific transcontinental trains from Toronto and Montreal follow the same route across Canada.

Cartier South of the line Ramsey Lake, **Sub-Division** handy terminus for bush airplanes, stretches from Romford to Sudbury, headquarters of the Sudbury Division and junction for the Nickel and Webbwood Sub-Divisions. Incorporated as a city in 1930, Sudbury was established in 1883 when the Canadian Pacific Railway was built and copper ore, economic basis of the city's early prosperity, was uncovered. Today, in addition to nickel and copper mining, smelting and refining, this city of diverse industries deals in rough and dressed lumber, concrete, glass and paint, brick and cement blocks, steel fabrication, concentrators, mining equipment, tile, building products, ties and smaller industries. At mileage 81.5 workings of nickel and copper mines show to the north, and southward, huge stacks indicate a smelter. Azilda, first station to the west, commemorates Mrs. Azilda Beaudouin,

LAKE JOSEPH

BRIGNALL

PARRY SOUND

NOBEL

SHAWANAGA

PTE. AU BARIL

NAISCOOT

BRITT

PAKESLEY

PICKEREL

BIGWOOD

RUTTER

SERVOS

BURWASH

WANUP

ROMFORD

SUDBURY
AZILDA
CHELMSFORD
LARCHWOOD
LEVACK
WINDY LAKE
CARTIER
STRALAK
POGAMASING
METAGAMA
BISCOTASING
RAMSEY
WOMAN RIVER
SULTAN
KORMAK
KINOGAMA
NEMEGOS
CHAPLEAU
NICHOLSON
BOLKOW
DALTON
MISSANABIE
LOCHALSH
FRANZ
AMYOT
WHITE RIVER

first white woman settler. South of the track, near mileage 89, is Whitewater Lake. The Whitson River is crossed near Chelmsford, named for a town in the county of Essex, England. Larchwood was named by a lumber developer for the preponderance of this timber in the district. The river crossed at mileage 97 is the Vermilion. A very popular name in areas where Indians searched for red earths for war paints, it occurs all across the map of Canada. Levack, busy market area, serves nickel mines in its locality and is the junction with the mine railroad. At mileage 104.5 the lake to the south, generally rough due to prevailing winds, gives its name to Windy Lake station. Cartier, junction of the Cartier and Nemegos Sub-Divisions, serves three lumber camps in addition to its railway duties.

Nemegos Sub-Division North of the line, at mileage 1, is Hess Lake and on the same side Geneva Lake is at mileage 4. To generalize a little, the Canadian Pacific main line between Cartier and Kenora, penetrates the "Great Lakes Forest Region" and there are many evidences of lumbering to be seen. Such woods as white, red and jack pine; tamarack, hemlock, balsam, fir, white spruce; sugar, red and silver maple; red, bur and white oak; yellow birch; white elm; white and black ash; white elm and hazel are seen. At mileage 17.5, south of the track, the Spanish River, scene of many a log run, parallels the train. To the south, Pogamasing Lake is in sight between mileages 26 and 28 and at the latter point the Spanish River runs along north of the track to mileage 30. Metagama, meaning "river flows out of the lake", is a famous starting point for hunters and fishermen. An arm of Biscotasing Lake is crossed at mileage 52.5 and the lake itself at mileage 54. Biscotasing, another Indian word, means "body of water with long arms" — another example of the picturesque tongue that named so much of Canada! At mileage 78 the water to the south is Cavell Lake. The line crosses Turnbull River at mileage 80, Turnbull Lake lies south. Woman River station is named for the fast water flowing from the north. The Wakamagasing River is crossed at mileage 95. There are so many rivers and streams in this game-filled area that only a few have names. The river crossed twice at mileage 99 is The Ridout, which parallels the north side of the track past Ridout station. At mileage 105.5 the line crosses the Kinogama and the Apiskanagama at 107.5. The Kinogama is crossed again at mileage 111.7 and an arm of Nemegos Lake at 120. At Nemegos, the Nemegosanda River is crossed. North of here claims have been staked for iron, phosphate and titanium. The Nebskwashi River marks mileage 135. Chapleau, junction of the Nemegos and White River Sub-Divisions, is the district headquarters of the Ontario departments of Lands and Forests, and Game and Fisheries. On the station lawn a monument commemorates Louis Hémon, author of the Canadian classic "Maria Chapdelaine".

White River Sub-Division Lakes, on both sides of the track at mileage 3, continue to offer glimpses of wild-life to the alert watcher. Herring and ring-billed gulls are common and sharp eyes will identify robins, cardinals, catbirds, bobolinks, red-winged blackbirds. The track follows the southern boundary of the Chapleau Game Preserve. Near mileage 32 the line crosses Goldie Lake. At mileage 44 Lake Ogawisi lies north, mileage 46 marks Carry Lake (south) and a creek that serves Pickle Lake north of the track. Dog Lake is crossed at mileage 57. Missanabie, Indian for "big water", was a station on the old fur route by water from James Bay to Lake Superior. Two rivers, the Lochalsh and Lochlomond, crossed at mileages 61.6 and 64.2 and Lochalsh station testify to Scottish settlers. Wabatongushi Lake lies north of Lochalsh. At mileage 79, Hobon Lake to the south heralds Franz, junction with the Algoma Central and Hudson Bay Railway. An arm of Esnagi Lake is crossed at mileage 87 and a power dam is visible south of the track. The Magpie River is crossed at mileage 88.2. Amyot, a tourist centre, shows Negwazu Lake to the south. The lake parallels the line to mileage 115. The White River is crossed at mileage 117.6, the Pickerel at 122.6 and the White River again at 129.2. Still in the coniferous belt, with jack pine as the most important source of pulpwood, White River, junction of the White River and Heron Bay Sub-Divisions, is a meteorological reporting station which frequently registers very low temperatures.

Heron Bay Sub-Division The White River is in sight (south) at mileage 6 and is crossed at mileage 12.2. At 15.3 the line crosses the Bremner River and an arm of White Lake (north) at mileage 19. At Mobert, a contraction of Montizambert, the Hudson's Bay Company post, established before the Canadian Pacific was built, still operates. There is an Ojibway Indian settlement here. Tumbling rapids and fast white water to test paddlers' skill to the utmost abounds in this country. At mileage 24.7 the White River is crossed and within one mile at mileages 32.9 and 33.9 the Cedar River is bridged twice. Cedar Lake (north) continues to mileage 36, Cedar Creek is crossed at 35.5 and Cache Creek, feeding Cache Lake (south) at 39; at mileage 40.5 the lake itself is spanned. Little Black River is crossed at mileage 50.4 and Big Pic River at 54.4 Heron Bay was named for the Jesuit missionary, Père Héron. Lake Superior (south) is visible at mileage 56.4. Formerly known as "Peninsula", Marathon takes its name from pulp mills located there. Wood for the mill is driven down the Pic River to Lake Superior and towed to Peninsula Harbour where large rafts are frequently seen.

The line follows the deeply indented north shore of Lake Superior, with starkly picturesque rocky country to the north and the limitless expanse of the great inland sea southward. Neys, several highway bridges, the little Pic River, mileage 81, Prairie River, mileage 90, and Steel River, spanned at 94.8, and Jack Fish catch the eye. By day or night the horseshoe curve around Jack Fish Bay is an attention-holding sight. Watch here in breeding season for little flotillas of wild duck. At mileage 102.7 a monument marks the joining of east and west construction in the district in 1885. Terrace Bay, once known as 'Black', takes great pride in its pulp mill operated by power from the Ontario Hydro-Electric Power plant at the mouth of the Aquasabon River. A 3,500-foot tunnel under the track from Hayes Lake to the power house at the lake side provides the water which is converted to electricity. Schreiber, junction of the Heron Bay and Nipigon Sub-Divisions, was once called Isbester's Landing. The service of ice being supplied to fishermen and hunters to pack their catches for the homeward trip can be obtained from most service stations located at major points on the Division.

Nipigon Between Schreiber and Fort William the line follows the contour of Lake Superior's rocky north shore. The Pays Plat River is spanned at mileage 22.4 Pays Plat Bay, Crow Point, Gravel Bay, Rainboth Point, Mountain Bay and Grant Point face south to Isle St. Ignace — all sailors' landmarks in Nipigon Bay. At mileage 33.2 the track bridges Big Gravel River, the Jack Pine River at mileage 45.4, Kama Bay at 50 and the Jackfish River at 53.5. Mileage 62.4 marks the Nipigon River and the name, meaning "clear, fast water", well describes this summer holiday area. Ground wood pulp, fishing camps, summer resorts and a hydro-electric development on the southern tip of Helen Lake (north) are the local industries. Near mileage 65 an arm of Nipigon Bay is crossed. Red Rock is named for the local rock formation. Black Sturgeon River, bridged at mileage 73.9, is said to have been well named. The line crosses a 15-mile wide peninsula between Red Rock and Hurkett — a centre for commercial fishing and woods operations. Both feeding Lake Superior, the Wolf (83) and Coldwater (84) intersect the line. Dorion, a commercial fishing port that once boasted lead and zinc mines, is mineral-minded again with diamond drills working on the old properties. North of the line, at mileage 101, Loon Lake names the station for Sibley Provincial Park. The latter, a wild life sanctuary, extends southwestward for 24 miles to end in the craggy promontory known to travellers as "The Sleeping Giant" — one of the guardians of Thunder Bay. The bay is sighted at mileage 123, a magnificent natural harbour guarded by Thunder Cape and Pie Island.

The Lakehead cities of Port Arthur and Fort William, though keen rivals, are basically shipping ports and owe their origin to the movement of



Busy Marathon

grain, iron ore and other bulk commodities. Grain elevator capacity at the Lakehead has grown steadily throughout the years and is now close to 110 million bushels, but the two cities are also important centres for chemicals, timber treating, pulp and paper production, shipbuilding, railway car, air-frame and motor bus building, miscellaneous manufacturing and distributing. Already covering a land area of more than 134 square miles, Port Arthur and Fort William have voted to amalgamate into one city on January 1, 1970 by which time they expect to have a combined population of 120,000. Since the opening of the St. Lawrence Seaway, the Lakehead cities have greatly expanded port and shipbuilding and repair facilities. Lakehead University and Confederation College have been established in recent years.

Kaministiquia The first post at the mouth of the **Sub-Division** Kaministiquia River was built by French settlers in 1678, but the city owes its name to the fort constructed by William McGillivray of The North West Company in 1801-3. Surrounded by 15-foot palisades, the fort buildings included a metal-roofed powder magazine and the famous Great Hall which was parchment-windowed, hung with paintings — including King George III, Lord Nelson and the Battle of the Nile. David Thompson's map, now in the Ontario archives in Toronto, held one place of honour, a bust of Simon McTavish, head of the company, the other. From the great fort explorers and traders, by canoe and portage, pioneered the route now approximated by the Canadian Pacific main line. They saw, but not as well as modern travellers from their "Scenic

REGAN

MOBERT

STRUTHERS

HERON BAY

MARATHON

COLDWELL

JACK FISH

TERRACE BAY

SCHREIBER

NIPIGON

RED ROCK

HURKETT

LOON

MACKENZIE

PORT ARTHUR

FORT WILLIAM

MURILLO

KAMINISTQUIA

FINMARK

BUDA

OSKONDAGA

RAITH

ARGON

SAVANNE

UPSALA

NIBLOCK

ENGLISH RIVER

MARTIN

BONHEUR

NOTMAN

IGNACE

OSAQUAN

RALEIGH

TACHE

DYMENT

DINORWIC

WABIGOON

EARL PITT

DRYDEN

OXDRIFT

MINNITAKI

EAGLE RIVER

GUNNE

VERMILION BAY

EDISON

PINE

HAWK LAKE

SCOVIL

MARGACH

KENORA

Domes", Mount McKay (south), paddled the Kaministiquia River, which is bridged near West Fort William, the Neebing River (mileage 7.6). Their names included La Verendrye, Lord Selkirk, Alexander Henry, Cadotte, Colonel Wolsley, and rugged though the territory may seem to railway travellers, to them, threading their way from lake to lake it was really gruelling travel.

At mileage 18, the Kaministiquia is south of the track, five miles west the tributary Strawberry Creek is bridged. Vegetation here, as across the Great Lakes, includes sumach, hawthorn, raspberry, blackberry, honeysuckle and thimbleberry bushes in addition to conifers. Kaministiquia, named from the graphic Indian word for "twisting water", serves a farming and mink-ranching district. The line here crosses the Matawan River and again at mileage 27.5. At mileage 31 Sunshine Creek is crossed half a mile east of Finmark. Buda commemorates Budapest. Near mileage 48.5 several tributaries of the Oskondaga River pass under the line and southward, at mileage 51.5, lies McGhie Lake. The Savanne River, visible (south) at mileage 58, and the station (71.3) where the north branch of the same river is crossed, get their name from the Indian, Savannah — a level tract of land.

Remember your French lessons? — Lac des Milles Lacs—titled the water the line crosses at mileage 71, actually the northeast arm of the "Lake of a Thousand Lakes". The hardy voyageurs who made the early trips through this beautiful, but rugged, land of forests, lakes and streams, would have had it easier had fire-watchers' towers—like that south of the track at mileage 86, been in existence. Fishermen will look hungrily at the long lake south of the line at mileage 86.5, and at the Firesteel River, spanned at 88-90.

At mileage 100 amateur naturalists will scan the banks of Beaver River, and ornithologists the skies above Hawk Lake (109) south of the track. English River, station and river are close together, and Scotch River (mileage 112) tell the nationalities of their namers, as does the Megikons, the east branch of which is crossed at mileage 126. Raven Lake borders the track to the south at mileage 127. Mileage 139 marks the crossing of the swift Gulliver River. Ignace, with Azimik Lake to the south, marks the boundaries of the Kaministiquia and Ignace Sub-Divisions.

Ignace Sub-Division The fact that today's short-cut across Canada by Canadian Pacific follows in the main the routes of early explorers is emphasized again by the naming of Ignace. In the absence of factual data, but in the light of the frequent recurrence of the French spelling of the name of the Patron Saint of the Jesuit Order, it is a safe assumption that Ignace was named by an adventurous priest accompanying, as so many did, an early trail blazer. Osaquan takes its name from the river crossed at mileage 6. Raleigh, named for the famous Sir Walter, is noted amongst fishermen for its trout and pickerel. Tourist camps are established on Raleigh Lake south of the track.

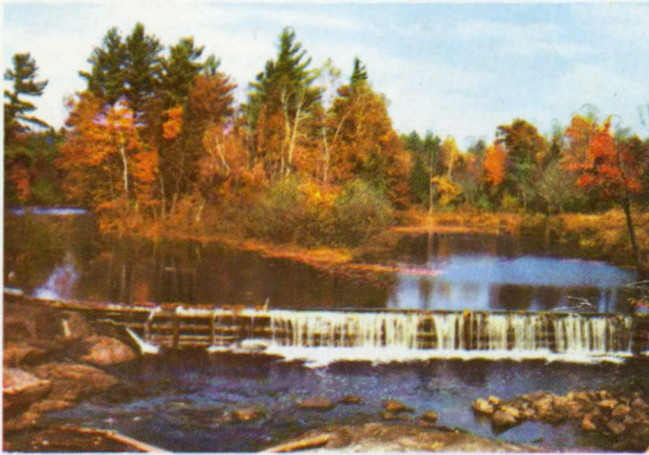
Tache is the name of a former Bishop of St. Boniface, Manitoba. The Wabigoon River, bridged at mileage 27.7, is named from the Indian "white flower", possibly trillium or water-lily—both abound. Dymont, shipping point for farms, lumber camps and a gold-mining area, might add to the wild life already listed possible sights of meadow-larks and mourning doves. Dinorwic marks the junction of a former trail known as the North Highway and the Trans-Canada Highway. It was a Hudson's Bay Post in the days of the fur trade. To the south Dinorwic Lake, which connects with Wabigoon Lake, attracts many anglers and at mileage 50 the line crosses an inlet of Lake Wabigoon. At mileage 52.8 the line passes between Thunder Lake to the north and Wabigoon Lake. The Wabigoon River is crossed again at Dryden, a town that commemorates the late Hon. John Dryden, Minister of Agriculture. Dryden is known as "The Paper Town". The Dryden Paper Company has expanded steadily over the years in the production of pulp and many types of Kraft and specialty papers, contributing significantly to the economic progress of the area. Oxdrift, a shipping point for high-grade clover seed, owes its unusual name to the fact that a herdsman reported to railway construction engineers that oxen missing from his tally had "drifted away". The water crossed at mileage 75 bears the somewhat delicate name of Aubrey Creek but Minnitaki on nearby station board, has a less delicate connotation, being the Indian invitation to "take a drink". Beaver Creek, one of the many of this name crossed by the Canadian Pacific transcontinental line between eastern and western tide-waters, is crossed at mileage 77.4 and Eagle River, another name to be seen frequently, is a hunting and fishing centre whose river drains Eagle Lake south of the track which is seen again between mileages 86-9. Vermilion Bay, again with a connotation of war paint, today is a lumber and pulpwood centre with tourist and fishing camps on the lakes and rivers seen both sides of the line.

Thomas A. Edison was honoured by the namers of the next station. Scovil takes its name from the lake visible to the south and at mileage 139 the line crosses the southern tip of Island Lake. Originally named Rat Portage because of the muskrat crossing seen by La Verendrye after the establishment of his fort on the west shore of the Lake of the Woods, Kenora played an important part in the early history of North American exploration being on the route of the La Verendrye expeditions to the headwaters of the Missouri River. In 1899, the nearby village of Norman was united with Rat Portage and the new name taken from KE for Keewatin, NO for Norman and RA for Rat Portage was established. Today, grown to a sizeable town, this newsprint, commercial, resort and fishing centre on the northern tip of the Lake of the Woods, is the tourist entrance to a great holiday land famous for its thousands of wooded islands ideal for boating, swimming and fishing. A Canadian Pacific divisional headquarters, Kenora marks the junction of the Ignace and Keewatin Sub-Divisions.



Fishing in French River

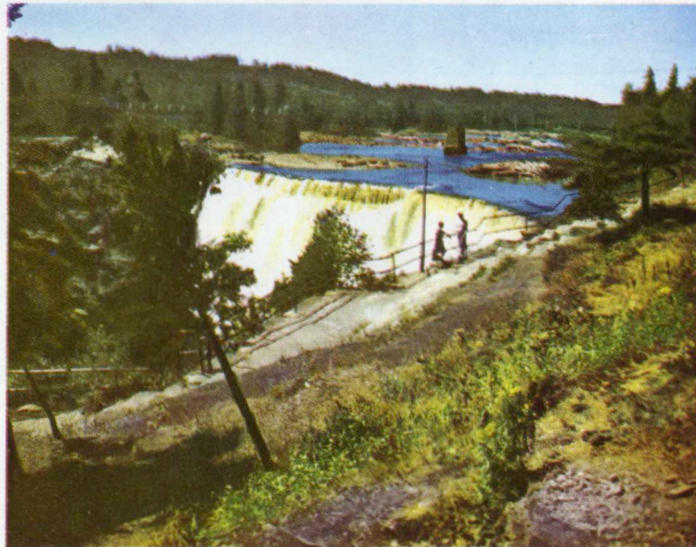
Typical of the lovely holiday country for which Ontario is famous, the pictures on this page are clues to its popularity. In the various seasons fishing, hunting, boating, canoe trips, photography and painting attract visitors from all over the world.



Ontario River in Autumn



The Lake of the Woods

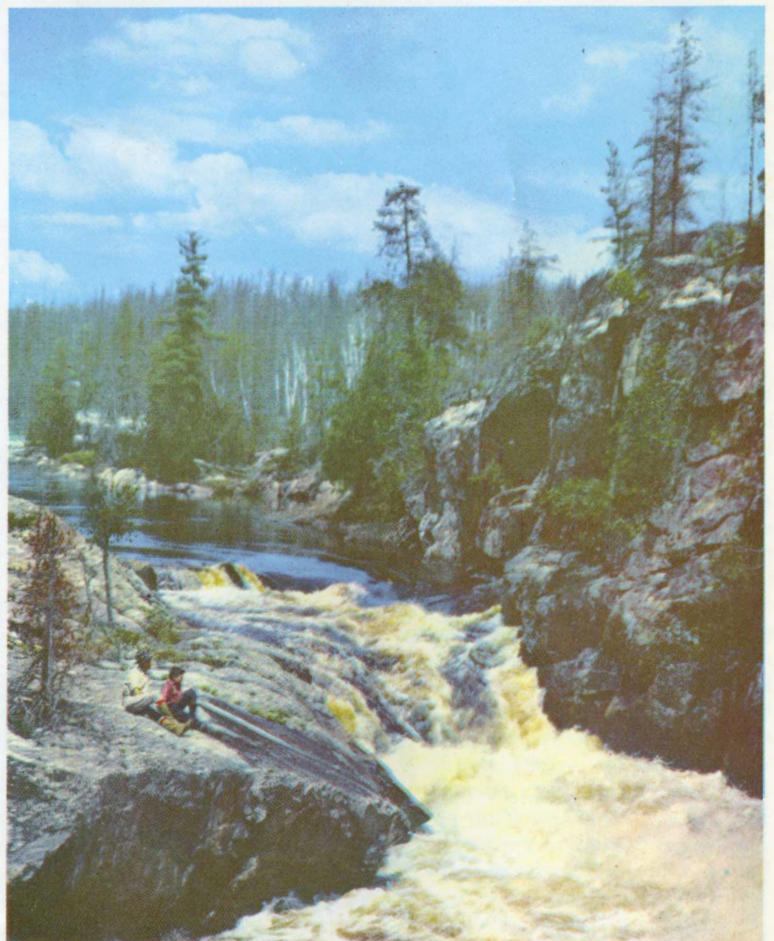


Kakabeka Falls, Fort William



Topped by the famous "Golden Boy" statue, the dome of the Manitoba Legislature is visible for miles around Winnipeg. The building is magnificently sited on the Assiniboine River and with its surrounding greensward, to be enhanced by a wide mall, is the outstanding architectural feature of Canada's "Gateway to the West".

The rugged beauty of the Aguasabon River is typical of the region north of Lake Superior, where The Canadian's 'North Shore Route' provides an unequalled opportunity to view this wild and magnificent terrain.



The Aguasabon River

Keewatin Keewatin is Ojibway Indian word **Sub-Division** for "home of the north-east wind". It is the starting point for tourist expeditions to the Sturgeon River and Black Sturgeon Lakes area. This seems to be a country of manufactured names, Laclu is a French contraction of nearby Lake Lulu. Busted is named for a former Canadian Pacific General Superintendent. Deception Lake is crossed at mileage 15 and north of the track, at mileage 19-21, is a lake to tempt anglers. Proximity of this countryside to the metropolitan centre of Winnipeg is indicated westward by the number of summer camps seen both sides of the track, the lakes north and south of Ingolf, farthest west settlement in Ontario, being typical. At mile 33.4 the line crosses into Manitoba and for the next 18 miles traverses Whiteshell Provincial Park—940 square miles in area set up and maintained by the Manitoba government for the benefit of cottagers, campers and sportsmen. Many prominent Winnipeg families maintain summer cottages in the park, most of them adjacent to railway line or the Trans-Canada Highway.

In this area, the central coniferous region merges into prairie country, the transition being marked by a marshy fringe from the neighbourhood of mileage 50 to approximately mileage 90. Darwin commemorates Charles Darwin, famous scientist and author of "The Origin of Species", the Bog River is crossed at mileage 69 and the Whitemouth River is crossed at mileage 71.3. Whitemouth, a prosperous business centre, serves a well-populated district. The naming of Shelley attests to the literary tastes of the surveyor who presumably selected his favourite poet, Percy Bysshe Shelley, for commemoration. Whether Julius was named for the Roman Emperor is not known. At Molson the Lac Dubonnet Sub-Division which links Great Falls to the north with Winnipeg via Tyndall, noted for its quarries, crosses the main line at Molson. Lydiatt is the western boundary of the belt of marshland separating the prairies from the central coniferous region and prairie land characterizes the country between here and Winnipeg, known to La Verendrye in 1738 when he established Fort Rouge.

Settlement of the Winnipeg of today, really began with the building of Fort Gibraltar by men of the North-West Company in 1806. Further development came five years later when the Earl of Selkirk bought control of the Hudson's Bay Company in order to obtain a grant of 100,000 square miles of Red River lands for colonization. Wiped out three years later by North-West traders, the colony soon regained its feet and Winnipeg has developed ever since. Financial and commercial headquarters for Western Canada, Winnipeg's industries include slaughtering, meat packing, flour and feed, printing, publishing, general manufacturing, clothing, brewing, baking and transportation, it being the focus of rail travel to the major points of the compass. Fort Garry, a stone building established by the Hudson's Bay Company, is maintained today, and a relic of early Canadian Pacific days, the earliest locomotive, "The Countess of Dufferin", may be visited while the transcontinental train is in the station. Here are the magnificent Manitoba

Parliament Buildings and, of course, the confluence of the Red and Assiniboine Rivers that made the site so attractive for settlement. Winnipeg, capital of Manitoba, is the boundary of the Keewatin and Carberry Sub-Divisions.

Carberry West of Winnipeg the Second **Sub-Division** Prairie Plain, travelled by La Verendrye and his sons, 1736 to 1743, first white men in the Red River country, is a granary of magnificent proportions. Its settlement and development were directly traceable to the building of the Canadian Pacific Railway in the 1880's and the interrelation of grain and transportation are nowhere more clearly demonstrated than in the great marshalling yards through which transcontinental trains all pass west of Winnipeg station. To many the first sight of the prairies comes as a shock—thanks to graphic descriptions of "flat, treeless plains" common to early geographies and school books. The "grasslands" so adversely reported on by early surveyors have today become a pattern of wheat-lands divided into farms ranging from 320 to 640 acres in extent, mostly provided with trees for wind-breaks around buildings, water holes and in strategic places to guard against soil erosion.

From the air-conditioned all-around windowed "Scenic Dome" the widened field of vision shows the gently rolling character of the landscape not easily seen from ground level. Lord Selkirk, who measured land in his treaty with the Indians by "as far as a horse can be seen across the prairie" could have widened his boundaries if the chiefs had had today's point of vantage. Winnipeg's big new International Airport can be seen south of the track on the city's western outskirts where CP Rail's large Weston shops are also located.

To the south of the line, the Assiniboine River which bore the canoes of the traders and, later, the York boats of Hudson's Bay Company factors, parallels the railway. Ox-waggon trails across the trackless prairies in the early 19th Century may actually have traced our path—at least as far as Portage la Prairie before slanting north and west towards the fur country. Portage la Prairie, famed in history, junction with the Minnedosa Sub-Division, a marketing, manufacturing and dairy centre, owed its first settlement to Pierre Gaultier de Varennes, Sieur de la Verendrye, Canadian-born explorer who, with his sons Jean, Pierre, Louis and François, established Fort la Reine there in 1731. Paddling from Montreal by way of the Ottawa, Lake Huron, Lake Superior, Pigeon River (west of Fort William), the Lake of the Woods, the Red and Assiniboine rivers, they discovered that only 15 miles separated the new fort from Lake Manitoba and established the portage which opened a route via Lake Winnipeg and the Hayes or Nelson Rivers to Hudson Bay. After their father's death, Pierre and Louis became the first white men to see the Rocky Mountains, probably somewhere in Wyoming. Pierre, North Dakota, named for the explorer, was the spot selected by him for the burial of a memento, which was unearthed in 1913. MacGregor, junction with the Varcos Sub-Division, was named for a doctor.

KEEWATIN

LACLU

LOWTHER

INGOLF

TELFORD

RENNIE

DARWIN

WHITEMOUTH

MOLSON

LYDIATT

CLOVERLEAF

HAZELRIDGE

OAKBANK

NORTH TRANSCONA

WINNIPEG

ROSSER

MEADOWS

MARQUETTE

POPLAR POINT

HIGH BLUFF

PORTAGE LA PRAIRIE

BAGOT

MACGREGOR

AUSTIN

SIDNEY

MELBOURNE

CARBERRY

DOUGLAS

BRANDON

KEMNAY
ALEXANDER
GRISWOLD
OAK LAKE

VIRDEN
HARGRAVE

ELKHORN

KIRKELLA
FLEMING
MOOSOMIN
RED JACKET
WAPELLA
BURROWS
WHITWOOD
PERCIVAL
BROADVIEW
OAKSHELA
GRENFELL
SUMMERBERRY

WOLSELEY
SINTALUTA
INDIAN HEAD
QU'APPELLE
MCLEAN
BALGONIE
PILOT BUTTE
REGINA
GRAND COULEE
PENSE
BELLE PLAINE

PASQUA
MOOSE JAW

Douglas owes its sometimes martial air to the proximity of Shilo Military Camp. At mileage 131.3, the Assiniboine River is crossed on the outskirts of long-established Brandon, junction of the Carberry and Broadview Sub-Divisions. This mid-prairie city houses an experimental farm, mental hospital, Indian school, provincial exhibition and Brandon University.

Broadview Where the Assiniboine and Cree **Sub-Division** tribes roamed and hunted before the white man came, the Second Prairie Plain maintains its modern farming character. Alexander, characterized as are most prairie stations, by local grain elevators, chose the second name of Sir John A. Macdonald, Prime Minister at Confederation, for its own; Griswold marks an Indian Reservation; and Oak Lake, proud of the tourist resort to the southwest, commemorates its watering place. The bridge at mileage 46.1 crosses Gopher Creek. Virden, with oil wells, mileage 47-48, is the junction for Neudorf Sub-Division. Elkhorn's name commemorates a find of top specimen elk horns made by surveyors of the line. Mileage 74.7 marks the boundary between the provinces of Manitoba and Saskatchewan. Fleming, Saskatchewan, commemorates Sir Sandford Fleming, former engineer in chief of the Canadian Pacific Railway, noted surveyor who mapped two passes through the Canadian Rockies, and originator of the idea of Standard Time. Moosomin gets its name from an early Indian chief. Broadview is the junction of the Broadview and Indian Head Sub-Divisions.

Indian Head Oakshele, from the Indian word for **Sub-Division** "child", has an altitude of 1,959 feet. Sharp eyes may pick out gophers, coyotes, jack rabbits, western meadow larks, Brewer's blackbirds and hawks throughout the prairie region. This country forms part of "Palliser's Triangle", an area surveyed by Captain John Palliser for the Colonial Office of Great Britain, 1857-60. His expeditions took him from Lake Superior to beyond the Canadian Rockies. Actually, the triangle was a five-sided, irregular area, the southern part, which the Canadian Pacific traverses, being classified as "arid". Look at it today! Thanks to later reports, which stressed the summer rainfall, cereal experiments were made and the prairies came into their own as a great wheatland. Plant breeders, under the direction of the Department of Agriculture, developed rust-resistant, quick-ripening "hard" wheat, today grown on 25,000,000 acres. Indian Head ships much grain, has a forest nursery station, experimental farm and entomological laboratory. History does not seem to record who was calling when Qu'Appelle was named. The naming of Pilot Butte, if you note the lone hill north of the track, becomes obvious. Tree-shaded Regina originally enjoyed the name of "Pile of Bones," a translation of "Wascana" which still applies to attractive Wascana Lake within the city limits.

The "Head End"

It takes power with a capital "P" to pull The Canadian eastward and westward across Canada by Canadian Pacific. At the "head end" of the train as many diesel units as needed generate thousands of horsepower to pull the train, light it, supply the kitchens with cooking heat and operate the air-conditioning.

Known as "A" units, the "1400 series", have cabs for the engineman, fireman and head end brakeman. "B" units, "1900 series", are coupled as needed for additional power. Each develops 1,750 h.p., consumes 1,500 gallons every 1,000 miles and is re-fueled every 450 miles. Average top speed is 89 m.p.h., average weight 129 tons. "A's" are 54' 8", "B's" 50 feet long and cost \$250,000. Each has a steam generator for train heating.

In case you haven't a sub-teen boy to explain it more scientifically, a diesel locomotive, by generating its own electricity, has all the advantages of an electric locomotive independent of a stationary power distributing system. It converts mechanical energy to electrical energy which is reconverted by motors and driving wheels to the mechanical energy that moves the train at the engineman's command.

Capital of Saskatchewan and seat of the Legislature which, like the Canadian Pacific Hotel Saskatchewan, stands high above the town as a landmark for miles across the prairie, Regina is the western training headquarters of the Royal Canadian Mounted Police and an early headquarters of the force which was first known as the North West Mounted Police. Three miles north of Belle Plaine (mileage 118) Kalium Chemicals operate one of the many potash mines which have sprung up in south central Saskatchewan in recent years, but the Kalium mine was the first to use the solution method. Pasqua, where the Soo Line connection links Minneapolis, St. Paul and Chicago with the Canadian Pacific main line, is the Indian word for Prairie. Moose Jaw, trading centre and junction of the Canadian Pacific Indian Head and Swift Current Sub-Divisions, is Saskatchewan's third largest city and is located at the confluence of Moose Jaw River and Thunder Creek. The city busies itself with elevators, cold storage, meat products, oil refining, insulation, dairy products, machinery, furs and hides, sash and doors, bags, blankets, seeds, rubber products, and a number of smaller industries. The location was first chosen by Captain Palliser in September 1857, the first settlers arriving in the spring of 1882, a few months before the Canadian Pacific line was built. The city's water supply is brought 12 miles by pipeline from the Buffalo Pound Lake. Moose Jaw's 16 parks total 256 acres.

Swift Current Boharm, named for Lord Strath-
Sub-Division cona's home in Scotland, at an
altitude of 1,802 feet above sea level, gives evi-
dence that the prairies, sloping generally from east
to west, are yet far from flat, since McLean to the
east has an altitude of 2,204 feet which, compared
with Broadview, 1,967 feet, shows a considerable
hump between the two points. Westward, the line
maintains a steady climb towards the foothills.
A combination of French "mort" and Indian "lach"
resulted in the word Mortlach, the name of a local
slough, "Death Lake".

The sloughs of Saskatchewan are of interest
to wild life conservationists and hunters, as they
serve as feeding and breeding places for green-
neck mallard, black duck, pintail, canvas back,
widgeon, teal. At mileage 99, Swift Current
Creek, north, parallels the line to mileage 110.
Saskatchewan's 252,700 square miles extending
northward to the sixtieth parallel of latitude en-
close many different types of country.

The northern area is a range for barren land
caribou, deer, elk, moose and antelope — all care-
fully protected by closed seasons and hunting
regulations. Ducks breed in the northern country,
too. The Alkali Lakes seen from time to time
through southern Saskatchewan and on the south
side of the track at Chaplin yield sodium sulphate
for paper mills in Ontario and Quebec and the
copper-nickel refineries at Sudbury, Ontario. Swift
Current, with an altitude of 2,432 feet is the junc-
tion of the Swift Current and Maple Creek Sub-
Divisions. Swift Current is a busy and growing
distribution center, with many fine homes, hotels
and motels, and business places. In addition to
handling grain — creamery products — livestock —
leathers and castings — a recent development im-
mediately north of the city, is an important source
of helium gas. The city's tree-lined streets and
parks are in direct contrast to the dry surrounding
hills which lend themselves for the study of soil
and crop problems of semi-arid areas, carried out
at the Dominion Agricultural Experimental Station.

Cultivation of wheat, barley and heavier field
crops is inhibited in the Swift Current area by
meagre rainfall and lighter soil. However, sheep
grazing and mixed farming is carried on to a
considerable extent, and waters from recent exten-
sive dam projects in South-Central Saskatchewan
may well change the shape of the agricultural
economy through irrigation.

Swift Current is the dividing line between Central
and Mountain time zones. Westward travellers
retard their watches by one hour.

Maple Creek Buffalo, once monarchs of the
Sub-Division prairie and major source of food
for the nomadic Indians who ranged this country-
side, are now practically unknown, except in
Government-protected herds. They played an
important part in the construction of the Canadian
Pacific Railway whose construction gangs feasted
on the trophies of hard-riding, sharpshooting pro-
fessional hunters attached to commissariat units.
Harvesters from eastern Canada once thronged
West on "Harvester Excursions" to help garner the
crops. Today, throughout the west, tractor-com-
bines load threshed grain right from the stalk to
waiting trucks.

North of the line, between Beverley and
Webb, Gander and Goose Lakes, a few miles
apart, attest the migration of the great Canada
geese every spring and fall. Antelope is named for
the river crossed at mileage 29 and a large lake
north of the track where this graceful game was
once plentiful. At Gull Lake the Gull and Antelope
Rivers are crossed and southward, mileages 39-40,
Whitegull Lake parallels the line. Two lakes are
seen north of Sidewood, another, at mileage 59,
lies south. Piapot, on the eastern slope of the long,
shallow bowl of which Medicine Hat is the low
point, commemorates an Indian Chief of the '80's.
The creek also named for him runs south of the
track for five miles. Watch for wild fowl around
an unnamed lake at mileage 75.5, and at Hay
Lake, northward from 80.4. Maple Creek is the
grain shipping point for the surrounding territory,
its name is from the water bridged at mileage 84.9.

Hatton Sub-Division joins at Hatton, most
westerly station in Saskatchewan, the boundary
with Alberta lying midway between it and Walsh,
Alta. Box Elder Creek is spanned near mileage
112. Between Walsh, mileage 115.2, and Irvine,
mileage 125.7, both of which stations were named
for early officers of the North-West Mounted Police,
four more creeks are spanned. Dunmore, mileage
140.3, is the junction of the Taber Sub-Division
leading to some of the most fertile irrigated land
in Alberta. Ross Creek flows south of Irvine, where
the creek is spanned. Seven Persons Creek, crossed
at mileage 146.2, owes its somewhat strange name
to the killing, south of here, of seven Blackfoot
Indians by warring Assiniboines. Medicine Hat,
famous "Gas City", claims natural gas, chinaware,
clay products, porcelain, brick and tile, concrete,
fertilizer, and flour milling amongst its activities.
Here the Maple Creek and Brooks Sub-Divisions

(Continued on page 18)



Mounted Police train at Regina

BOHARM

CARON

MORTLACH

PARKBEG

SECRETAN

VALJEAN

CHAPLIN

UREN

ERNFOLD

MORSE

HERBERT

RUSH LAKE

WALDECK

BAIRD

SWIFT CURRENT

BEVERLEY

WEBB

ANTELOPE

GULL LAKE

CARMICHAEL

TOMPKINS

SIDEWOOD

PIAPOT

CARDELL

MAPLE CREEK

KINCORTH

HATTON

CUMMINGS

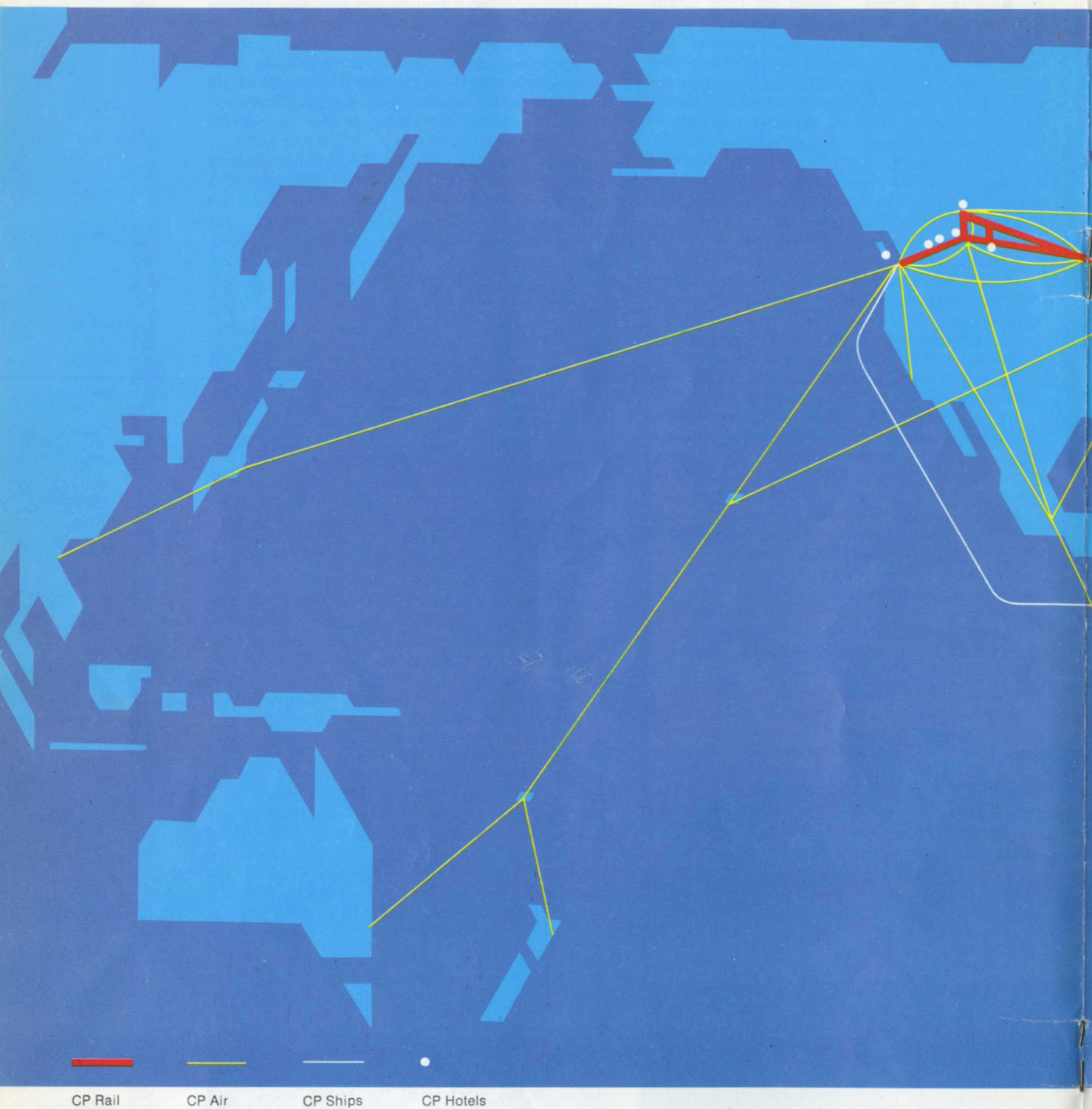
WALSH

IRVINE

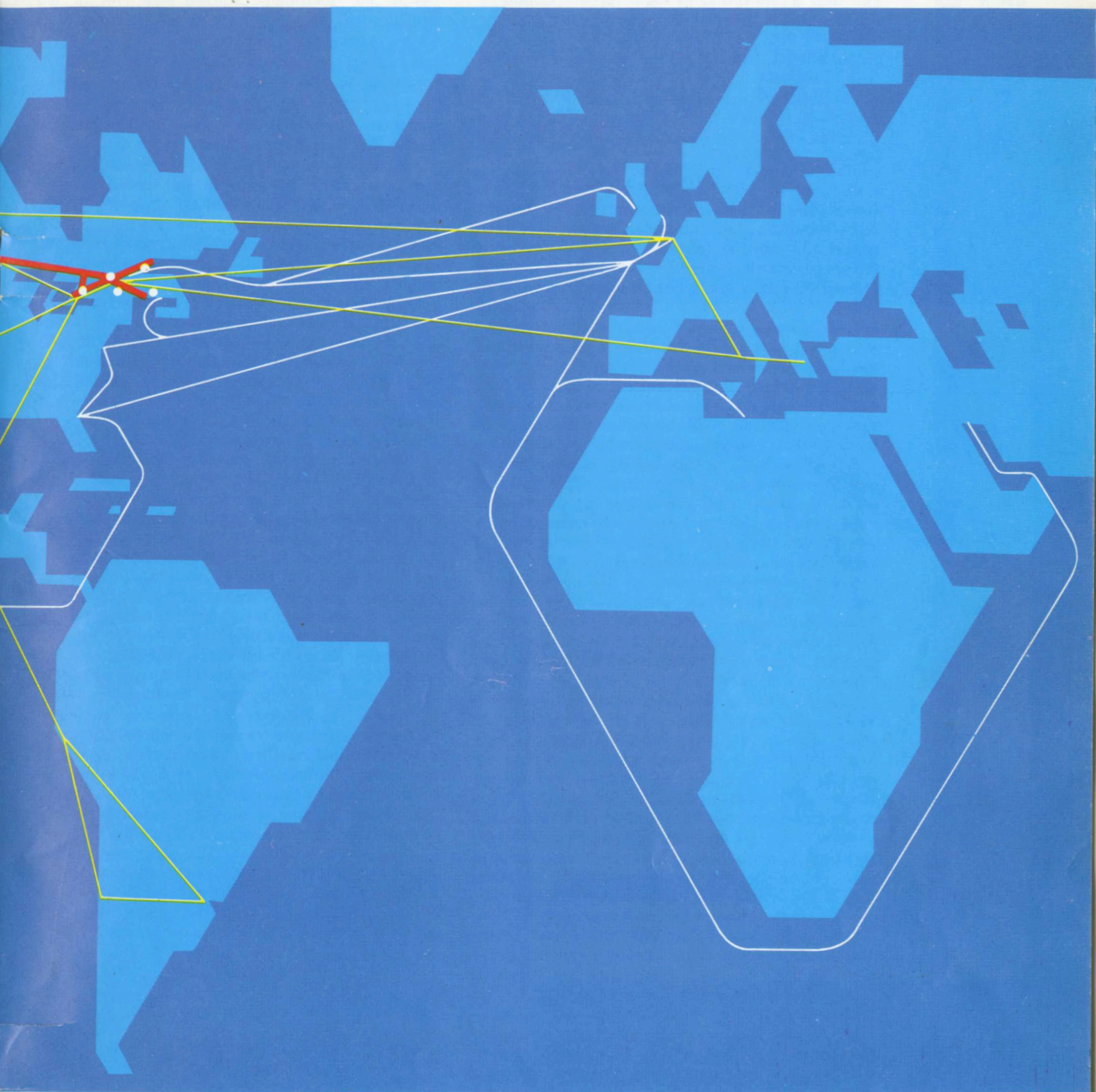
PASHLEY

DUNMORE

MEDICINE HAT



Land, sea and air services of CP Rail, CP Ships, CP Air and CP Hotels show global extent of Canadian Pacific's systems for movement.



REDCLIFF

BOWELL

SUFFIELD

ALDERSON

TILLEY

BROOKS

CASSILS

LATHOM

BASSANO

CROWFOOT

CLUNY

GLEICHEN

STRANGMUIR

CARSELAND

DALEMEAD

INDUS

SHEPARD

OGDEN

CALGARY

join and a line branches south for the Canadian Pacific route through the southern Rockies via the Crowsnest Pass and Coquihalla Canyon. Originally called Saamis — Indian for the tepee of a medicine man — Medicine Hat is built on the terraces of the South Saskatchewan River at its junction with Ross and Seven Persons Creeks. Industries, homes and a number of large greenhouses are heated by natural gas.

Brooks

In the 175.8 miles between Medicine Hat and Calgary the track rises 1,257 feet, a forerunner of the climax of the long western slopes beyond the foothill city. The 1,000-foot wide Saskatchewan is crossed at 0.3. Redcliff busies itself with making glass, brick and chinaware, takes its name from the nearby river bank. Mileage 19.5 bridges one of the many irrigation canals that supply this area.

The Suffield Sub-Division branches at Suffield, site of a Defence Research Board field experimental station. Alderson bears the name of a Canadian general, Commander of Canadian troops in 1915-16. Sir Leonard Tilley, early statesman, lends his name to a grain shipping point where 25,000 acres are irrigated, at mileage 53.4. Brooks, growing yearly, is headquarters of the Eastern Irrigation District which supervises 167,000 acres irrigated from the Bow River. Canning, seed and commercial fishing are other industries. Pheasant and duck are hunted in the area. Cassils Sub-Division is met at Cassils, where 4,200 acres are irrigated. Lakes break the landscape southward, at mileage 76, to the north at mileage 87.6. Lord Lathom, director of an early ranching company, is remembered at the next station. A bridge (mileage 96.6) crosses a canal of the Canadian Pacific Irrigation District established by the railway to aid farming, and Bassano, junction of the Bassano and Irricana Sub-Divisions, shows 1,000 acres of irrigated farm lands. Crowfoot commemorates a famous chief of the Blackfeet who, with the Sarcees, Blood and Piegan tribes, were early inhabitants of this part of the country. Cluny is the name of a Scottish parish. A tributary of the Bow River is spanned near mileage 122.

Gleichen, a flour-milling point, serves 12,000 irrigated acres and is headquarters of the Blackfoot Reserve. Indus bears the name of the great river in Pakistan, used as a source of irrigation in that country. Nearing the junction of the Third Prairie Plain with the foothills of the Rocky Mountain System, the land contours here are more sharply marked than on the central and eastern prairies. Valleys are deeper and wider, rivers flow at greater speeds and have some evidence of the glacial silt they carry from the moraines that clog their icy sources. Climatic conditions are affected by the proximity of the crags and peaks to the west and "The Chinook", a wind that seems almost fabulous to non-residents, in the winter frequently raises temperatures from sub-zero readings to thaws in minutes.

Often spoken of, but never photographed, was the sleigh equipped with runners in the front and wheels at the rear, with which farmers

outran the following Chinook! Ranching in this area had its start in 1874 with the importation of range cattle from the United States. In 1882 government regulations allowed the leasing of tracts up to 100,000 acres. At the turn of the century the historical pattern of agricultural settlement asserted itself and larger ranches began to disappear with the encroachment of farmlands on the ranges. Today average ranches are of about 2,000 acres owned by the rancher and 8,000 acres of provincial land under lease. The first irrigation ditch recorded was dug in 1879 and seven years later 79,000 acres were under irrigation. More than 10 times that area is now irrigated in Alberta alone. Canadian Pacific irrigation work started in 1906 and the company, which pioneered the Eastern and Western Irrigation Districts had spent more than \$25,000,000 by 1917 when the districts were formed. At Shepard, junction is made with the Strathmore Sub-Division. Ogden, with the "Ogden Shops" of the Canadian Pacific, marks the eastern fringe of Calgary, variously and affectionately referred to in different stages of its history as "Cowtown", "Foothills City" and "Oil City". All three names are well justified. Calgary, founded as a North West Mounted Police post, called Fort Brisebois, in 1875, became Fort Calgary later in honour of Calgary on the Isle of Mull. Its location at the confluence of the Elbow River and Nose Creek with the important Bow River, was a natural one. For years its principal interest was the surrounding cattle ranching, greatly accentuated by the advent of the railway. Later, discovery of the Turner Valley oilfields and the more recent "strikes" to the north, gave the city its present great importance to the oil industry. "Cowtown" traditions are kept alive by the annual "Calgary Stampede" when the whole city decks itself in "chaps", sombreros and spurs to celebrate the riding, "bronco-busting" and chuck-waggon races in which famous riders compete. Home of the Stampede, Calgary is also the gateway to the splendors of the Canadian Rockies. The Palliser, offering 426 outside newly-decorated rooms, each with TV and radio, is a CP Hotel, and nearby is the Husky Tower, rising 626 feet above street level in Palliser Square and 4,028 feet above sea level, a landmark visible for 50 miles on the Alberta plains. Conducted tours of the Husky Tower are available during stopovers of "The Canadian", including visits to the revolving restaurant at the top, seating 200, and the cocktail lounge, snack bar and observation terrace above it, accommodating 300 sightseers. Dinosaur Park on St. George's Island is notable for life-size models of prehistoric animals found in the region. The city stands 3,438 feet above sea level. Here the Brooks and Laggan Sub-Divisions meet.

Laggan The main and north channels of the **Sub-Division** Bow River are crossed at mileage 7.7, and the Bow Valley, here barely defined in the rolling land that conjoins the prairies and the foothills, is devoted more to range land than agriculture. Cochrane, serving farmers and ranchers almost evenly, is a trading centre. The Bow, south of the track between mileage 25.7 and Calgary, crosses to parallel the line on the north. Radnor, site of the Ghost Dam, was named for Wilma, daughter of the Earl of Radnor. Morley, is headquarters of the Stoney Indian Reservation. Its Indian School, with an average attendance of 60, has a staff of 10. Traditional designs in leather, bead and quill work are a specialty of The Stoney, who take part each year in Banff's "Indian Days", at which, in addition to outdoor demonstrations of dances, riding, roping, etc., the lovely work is shown in competition.

Ozada, Stoney word meaning "forks of the river", well describes the junction of the Kananaskis and Bow Rivers which takes place at mileage 51.8. At Seebe, the Stoney word for "river", are the Horseshoe and Kananaskis dams and power plants, and a mile west, 53.1, the Bow River is bridged again. Kananaskis, where lime products are produced, was named by Palliser for a legendary Indian. To the south the Bow widens into Lac des Arcs with Pigeon Mountain directly south at Exshaw. Mallard and Canada geese frequent the lake in their seasons. North of the line near mileage 62 sharp eyes may detect bighorn sheep on the steep slopes of the geological formation known as The Gap. This shoulder of the Fairholme Mountains forces the river into a sharp bend. Canmore, named for Malcom Canmore, early Scottish king,

picturesque western town, is a coal mine centre. Southwest, the Three Sisters, an aptly-named triple-peaked mountain, calls to camera fans. North of the line, near mileage 71, the eastern boundary of Banff National Park is marked by a gateway on the highway. In the 2,500 square miles of the park, all living things — birds, animals, wild flowers and trees — are protected by the Government of Canada, and many travellers, delighted with the sight of "tame" wild animals from passing trains, have blessed the wise statesmen who marked out this great sanctuary. As a tribute to the conservationists, the Canadian Pacific selected names of national and provincial parks to designate 18 "Scenic Dome" Lounge Sleeper Cars in its transcontinental service. Carrot Creek, bridged near mileage 72, flows from the Fairholme Mountains to the north. South lies Mount Rundle (9,675 feet). Mounts Peechee (9,625 feet), Girouard (9,825) and Inglismaldie (9,725) lie to the north. Also to the north, marked by thin rivulets that turn into thundering cascades seen closer, is Cascade Mountain (9,836). East of Cascade Mountain the Cascade River is crossed, parallels the track for a few hundred yards and turns sharply south to join the Bow. Tunnel Mountain, south, is a contrast to the flat lands at the feet of Cascade and Stoney Squaw Mountains. Here, north of the track, is the Royal Canadian Army Cadet Corps Camp and the wild animal paddock maintained by the National Parks Department for buffalo, rocky mountain goats and bighorn sheep.

Headquarters of Banff National Park are located here, a detachment of the Royal Canadian Mounted Police, hospital, movie theatre, hotels, boarding houses and tourist bungalows cater to thousands of visitors every year. Beyond the town, where the Spray and Bow Rivers meet between the 1st tee and fairway of the championship golf course, the valleys enclosed by Sulphur, Rundle and Tunnel Mountains are dominated by Banff Springs Hotel — built of stone quarried locally — massive and hospitable as a Scottish castle.

This Canadian Pacific resort, one of the holiday wonders of the world, fits the keynote of gracious living into the outdoor symphony of cascades, rapids, mountain trails and scenic grandeur played by the Canadian Rockies. Natural sulphur springs provide medicinal bathing; buses and cars, mountain ponies and bicycles are available for sightseeing, scenic chair and sedan lifts on nearby peaks open incredible vistas. The Alpine Club of Canada maintains a headquarters on the slope of Sulphur Mountain. In the town, Banff School of Fine Arts, an extension of the University of Alberta, opens from mid-June to mid-August each year a summer school of art, drama, handicrafts and music, culminating in an annual festival.

Left, mileage 82, the turrets of Banff Springs Hotel are visible a mile away over the points of deep green lodge-pole pines, to the north the Vermilion Lakes are favourite feeding grounds for moose. Between Banff and Lake Louise the narrow meadow flanking the Bow River are a favourite feeding area for deer and elk, occasionally a bear — sometimes with her cubs — may be seen



Former monarchs of the plains at Banff

SUNALTA

BEARSPAW

COCHRANE

RADNOR

MORLEY

OZADA

SEEBE

KANANASKIS

GAP

EXSHAW

CANMORE

ANTHRACITE

BANFF

MASSIVE

*Sure-footed bighorn sheep*

begging for "handouts" on the Banff-Lake Louise highway, north of the track. North of the lakes is Mount Norquay; south, the Bourgeau range. Near mileage 83, to the north, is Mount Edith (8,380') and, nearer the track, a huge cave known as the Hole-in-the-Wall. The Bow River changes in character as the land rises. Its colour takes on the milky jade typical of glacial waters. The towering peaks south of the track are: Mount Bourgeau (9,615'), in the distance; Massive (9,790') closer at hand and Pilot Mountain (9,690') directly south of mileage board 93. From this point the pass widens. Redearth Creek on the south and Johnston Creek west of Mount Ishbel on the north, enter the Bow River within a mile of each other. Copper Mountain (9,170') immediately south of where Johnston Creek joins the Bow River, warns you to look north for the south-eastern slopes of Mount Eisenhower (9,390'), the fortress-like mountain which parallels the track for eight miles.

Formerly known as Castle Mountain, this tremendous formation, battlemented like a medieval castle, was renamed to honour General of the Army Dwight D. Eisenhower, brilliant Supreme Commander of the Allied Forces in Europe, six years before his election to the Presidency of the United States. Storm Mountain, south of mile 106, usually lives up to its name, its 10,372-foot peak often being wreathed in clouds. Nearby, north of the tracks beaver often build dams at the water's edge. From here to Lake Louise Station, south of the track are the many glaciers on the slopes of the Bow Range. Tall peaks that tower above the nearer mountains include Bident (10,109'), Quadra (10,410'), snow-covered Mount Babel (10,175') and the ten Wenkchemna Peaks that surround the famous Valley of the Ten Peaks. Tallest of all, four miles south of mileage 112, is Mount Temple (11,636'). To the north are Protection Mountain, Redoubt Mountain (9,520') and Ptarmigan Peak (10,070'). From mileage 112 to Lake Louise, still to the south, are Saddle Mountain, Fairview Mountain

and, seen between these two, Sheol (9,118'), Haddo (10,073'), Mount Aberdeen (10,340') and Mount Victoria (11,365'). Victoria's magnificent glacier overhanging Lake Louise, and first sight to greet visitors at Chateau Lake Louise, sheds its waters through the lake and by way of Louise Creek to join the Bow River near the station. From Lake Louise Station motor roads lead: to the Chateau, a thousand feet higher; Moraine Lake Lodge in the Valley of the Ten Peaks; the Columbia Icefield, eighty-five miles to the north where the Athabaska, Dome and Saskatchewan Glaciers combine to form 150 square miles of ice; Lake Wapta Lodge; Yoho Valley Lodge; Emerald Lake Chalet and Field. Chateau Lake Louise, on the northern shore of the glacial lake for which it is named, turns its sun-drenched wings to one of the world's most beautiful scenic spots, the Victoria Glacier. Its deeply wooded mountain trails are favourites with riders. There is boating on the lake, outdoor swimming in a sheltered, warmed pool and many miles of Alpine flower trails around the lake and surrounding hillsides for nature lovers. As at Banff Springs Hotel, its neighbour 40 miles east, orchestras play for week-night dancing. Stephen, B.C., one mile and 52 feet above sea-level, is the highest point on the Canadian Pacific Railway.

The south side is the more spectacular as the line curves to the left around the Beehive, Mount St. Piran (8,691') and Mount Niblock (9,764'). Near mileage 121 look just south of the track for the sign, "The Great Divide", which marks the boundary between Alberta and British Columbia, the peak of the watershed. Beneath this sign a small brook becomes two smaller streams that find their way westward to the Kicking Horse River, the Columbia and the Pacific; eastward to the Bow River and eventually Hudson Bay and the Atlantic.

Stephen station is 219' west of the Continental Divide which also marks the boundary of Yoho and Banff National Parks. Summit and Sink Lakes, altitude 5,339, mark the entrance to the Kicking Horse Pass. Southward stand Pope's Peak (10,376') and Narao Peak. Named for Sir James Hector, surgeon and geologist on the Palliser expedition, Hector station is reflected in Wapta Lake, source of the Kicking Horse River, with Mount Bosworth (9,093') and Paget Peak (8,417') to the north.

Six miles west, as the crow flies, but 11½ miles by train, and 1,265' downhill lies Field. In this eleven and a half miles is centred some of the finest scenery and the most interesting engineering feat on the Canadian Pacific transcontinental line, the world-famous Spiral Tunnels. From mileage 126, Vanguard Peak, Cathedral Crag (10,081') on the south, balance Mount Ogden and the lush Yoho Valley to the north. The difference between crow flight and railway mileage becomes apparent as the track twice reversing by means of two spiral tunnels descends 105.7' in less than a mile. Between mileage 127 and 127.5 to the north of the track and below it can be seen the entrance and exit of the second tunnel from which the track continues westward. At mileage 129.1, the train enters the first spiral tunnel, under Cathedral

CASTLE MOUNTAIN

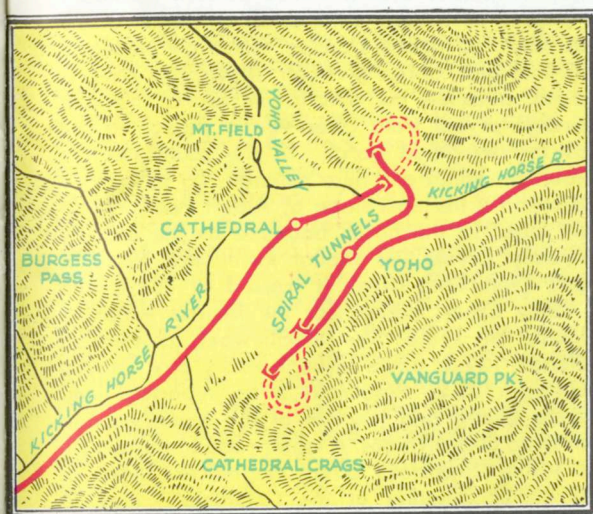
LAKE LOUISE

STEPHEN

PARTRIDGE

CATHEDRAL

Mountain (10,464') and in three-fifths of a mile turns almost a complete circle to emerge, headed northeast, 55.7' lower. The track continues down-grade, crossing at mileage 130.6 the fast-running Kicking Horse River, to mileage 131.3 when almost another circle is made in close to 1,000 yards with the track headed westward again and an upward look to the left shows the track and tunnel entrance at 129.1. Northward a closer view is obtained of the Yoho Valley and to the south Mount Stephen (10,495'), below, the Kicking Horse River, already a sizable stream, makes its way along the pass and, to the north, Mount Field (8,655') and Mount Wapta (9,116') guard the Yoho Valley entrance. Beyond them are Burgess Pass and Mount Burgess (8,473'). As first constructed in 1882-83, the line between Hector and Field climbed laboriously up the heavy grade, parts of which now form the highway crossed by today's line, which was re-located 1907-8 when the spiral tunnels were driven through the solid rock.



Map of the Spiral Tunnels

The upper spiral tunnel, is 3,255' long, its curvature is 288 degrees, the lower 2,922', its curvature is 226 degrees and it emerges 50.4' below its entrance. At mileage 133 across the river is Mount Field.

Field, in Yoho National Park, junction of the Laggan and Mountain Sub-Divisions, is also the junction of the Mountain and Pacific Time Zones. Westbound travellers retard their watches one hour. Bears are occasionally seen near stations in the mountains. No matter how pathetically they look at you, don't yield to temptation and feed them. They are as tame as any wild animal accustomed to human beings can be, but they have no manners and do not know how sharp a supplicatory paw can be. Also, there is a heavy fine imposed for feeding wild animals—this is for your own protection. Take all the pictures you like—from a reasonable distance.

Mountain Sub-Division Across the river, well-engineered motor roads lead up the scenic Yoho Valley to Takakkaw Falls and westward past the "Natural Bridge", bored through solid rock by the Kicking Horse River, then north through the valley of the Emerald River to Emerald Lake.

The line parallels the Kicking Horse River to its junction with the Columbia River at Golden and in this thirty-five mile stretch the change in altitude is 1,489 feet. North of the track the Kicking Horse River winds its way at ever-increasing speed through rock-strewn rapids and gorges, and the ever-present lodge-pole pine climbs to the timber-line with, here and there, stands of poplar, marked at grazing level by the teeth of countless winter-feeding elk. Deer, bear, and elk are quite numerous here, too. South of the track west of Field are Mount Dennis (8,336'), Mount Duchesnay (9,602') and to the north the broad divided valley formed by the Amiskwi River and Otterhead Creek. The line threads its way between the Van Horne Range, north and the Ottertail Range, south. At mileage 13 look south for Mount Vaux (10,891') and beyond it to the glacier between Allan and Hanbury Peaks. At mileage 15.3 the track turns sharply to skirt the Beaverfoot Range (9,000') to the south for several miles. The Kicking Horse River races at foaming speed into the narrow lower Kicking Horse Canyon, which the track follows almost to Golden. Mileage 19.2 marks the western boundary of Yoho National Park. The Canadian Pacific crosses the Kicking Horse River five times between mileages 21.4 and 33, and is crossed itself by the highway at mileage 26.5. Carefully scan the canyon wall on the south side, at mileage 30, for the "Old Man of the Mountain". Five hundred feet above the rails, at mileage 31.7 is the Trans-Canada highway. From the train the road looks as if it were supported on stilts. North of the track, mileage 35, is Moberly Peak (7,731') and, south, the Canyon winds out into the Valley of the Columbia. Golden is the junction for Windermere Sub-Division.

For nearly thirty miles the Canadian Pacific follows the Columbia River by taking advantage of a fairly broad and fertile valley around the northern spur of the Dogtooth Mountains. A picturesque sight on the north side of the track, just west of Golden, is Edelweiss, a village of typical chalets built by the Canadian Pacific for the Swiss guides employed by the company as mountain climbers. Frequent sharp spurs of the Van Horne Range on the right and the Dogtooth Mountains on the left give rise to a succession of fast running, picturesque creeks and rivers, the largest of which is the Blaeberry, which joins the Columbia at mileage 44.8. To the north is Willowbank Mountain, soon after which the line swings west again, crossing the Columbia at mileage 52.5, half a mile west of Donald, named for Sir Donald Smith (later Lord Strathcona), and entering a spectacular canyon where it parallels the Columbia to Beavermouth, mileage 63, named for the junction of the Beaver and Columbia Rivers. The level country between Golden and Beavermouth is home to large numbers

FIELD

OTTERTAIL

LEANCHOIL

PALLISER

GLENOGLE

GOLDEN

MOBERLY

of deer and moose. But it takes a keen observer to spot them through the heavy growth. Now the Columbia swings north in the magnificent "Big Bend" and forces its way through the Selkirks.

DONALD

The Canadian Pacific crosses the Beaver River a mile and a half west of Beavermouth, with the first peak of the Selkirks, Cupola Mountain (8,678'), due north and again follows a sharply defined narrow valley south-westerly to Rogers, mileage 67.8, named for Major Rogers, who discovered the pass. From Rogers the line climbs again, this time to cross the Selkirks, next of the mountain barriers. For eighteen miles the track follows, at ever-increasing heights, the valley of the Beaver River, south of the line. Wide flats and dead forests tell of long-gone inundations. To the north, as the train skirts the lower slopes of Mount Rogers (10,546'), steep, tree-covered slopes march down to the valley. Mileage 70 is the eastern boundary of Glacier National Park, Mountain Creek is bridged at 70.7, Raspberry Creek at 73.7. Two mountain cascades, crossed between mileage 74 and Stoney Creek Station, are spectacular. Pouring down the mountainside, Surprise Creek, no bigger at its greatest visible height than a pencilled line, cuts its way through a gorge spanned by a truss bridge and splashes, noisily and picturesquely in a foaming cascade to the river bed 170 feet below. The bridge crossing Stoney Creek, almost a twin brother of Surprise, presented a stiff engineering problem. Here, the steep sides of the gulch through which the torrent speeds, drop 270 feet below the track level. The contour of the land calls for a curve at the western end of the bridge and, to cross the Stoney, it was necessary to build an arch bridge, the western end of which is slightly curved. Although not thought of as such in the engineers' plans, this unusual structure is an ideal site for photographs, the curve of the train enabling it to be shown in pictures shot from the "Scenic Dome".

STONEY CREEK

GLACIER

FLAT CREEK

At mileage 80.2, an even greater problem faced the engineers who built the line. Mount Macdonald (9,492') was in the way, its peak more than a mile above the track level. To avoid it the first line was built through Rogers Pass, compelling a climb of five hundred feet in five miles and needing, for its protection from slides, more than four and a half miles of snow sheds, some of which and the piers of old bridges can be seen to the north. In 1916, by the boring of the Connaught Tunnel, the climb was cut in half, the distance was shortened by four and a third miles and curves equal to seven circles were done away with. A mile of solid rock roofs the concrete Connaught Tunnel, five miles long, twenty-nine feet wide and twenty-one and a half feet high. Fresh air is forced through by giant ventilating fans at the western end. Glacier is a challenge to the senses with its magnificent panorama of peaks, precipices and glaciers. South and east of the station look up the valley for the Illecillewaet Glacier, outlet for the Illecillewaet snow field, forcing its way between Lookout Mountain and Perley Peak. Beyond, thrusting its peak 10,818

ILLECILLEWAET

ALBERT CANYON

TWIN BUTTE

GREELY

REVELSTOKE

feet into the blue is Mount Sir Donald. A mile from the station up the slope of Mount Abbott to the south, sturdy piers of an old bridge show where the Rogers Pass line crossed Loop Creek before the tunnel was bored. Glacier is the station for Glacier National Park, 521 square miles in area. Between Glacier and Albert Canyon you may spot mountain goats and sheep just below the snow line and travellers carrying binoculars should look on the slides and burns for grizzly bear in this district. The altitude changes by nearly 2,300 feet between Glacier and Revelstoke, a fact well illustrated by the speedy, foaming waters of the Illecillewaet River whose headlong rush westward parallels the Canadian Pacific.

North and south of mileage 88 are Cougar Mountain and Ross Peak. Southward Mount Green (8,870') marks the western boundary of the valley of Flat Creek which opens a vista to the south at mileage 93.2. Snow sheds and tunnels, mileage 94-96, show the engineering difficulties overcome when the line was put through. Ten crossings of the Illecillewaet River are made between Glacier and Revelstoke. Glacier Park's western boundary is crossed at mileage 95.5, and between mileages 102 and 103 Albert Canyon, a narrow hundred-and-fifty-foot gorge through which the river is forced, parallels the rails to the north. The slow passage of the train gives you a chance to see this fern-wreathed gorge. To the south lies the Albert snowfield and near mileage 109 its tip may be seen on the east slope of Albert Peak 10,008 feet high. To the north, bounded on the east by Woolsey Creek, lies Mount Revelstoke National Park, Twin Butte Creek is crossed at 113.5, and Greeley Creek, named for the famous editor, is crossed at 118.8. The Illecillewaet, crossed at mileage 122.3, pours through rocky Box Canyon (mileage 123.2). Revelstoke is an important lumbering centre and junction of the Mountain and Shuswap Sub-Divisions. A motor road to the summit of Mount Revelstoke offers magnificent views of the scenic beauties of the Columbia Valley. A championship ski-jump emphasizes winter sports. Fishing and hunting are features of this area.

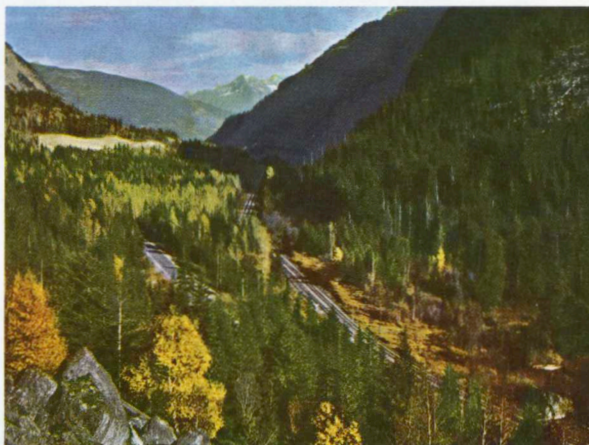


Trail Riders, Alberta

Shuswap Sub-Division Of the Columbia River's 1,150 miles, the 459 miles in Canada drain an area of 40,000 square miles, serve the lumber industry and generate thousands of horsepower. From its source in the giant snow-dome that forms the Columbia Icefield, reached from Lake Louise station 86 miles to the south, this mighty stream, by the time the Canadian Pacific main line crosses it at mileage 1.7, has wound its way at varying speeds west and south in its search for the wide waters of the Pacific. David Thompson, the explorer and mapmaker, traced the Columbia from its source to its mouth. In 1807, he made his way to the Icefield via the Saskatchewan and in the following years explored the river, evading hostile Piegan Indians who had attacked Lewis and Clarke in 1805, to the point where the American expedition had struck the Columbia and followed it to its mouth. His is still the sole comprehensive survey of the entire river. Southward, The Columbia broadens into the Arrow Lake system, served for many years by that most romantic of all vessels the "stern-wheeler" S.S. "Minto".

Various described as the Fraser Uplands or Fraser Plateau, the country traversed by the Shuswap Sub-Division, averaging an altitude of 1,200 feet above sea-level, grows Ponderosa pine, the inevitable lodge-pole pine, Douglas fir and — a change from the high country — large areas of grassland. South of the track flows the Tonkawatla River, also to the south Mount Begbie (8,956') and Mount Macpherson (7,962') are visible and Mount Revelstoke still commands the northward view. At mileage 8.6 a lofty overhead bridge carries the highway, three short tunnels momentarily obstruct the view of Eagle Pass and Summit Lake between mileages 9 and 9.5. Snowsheds, mileage 13.5, are a reminder of railroading difficulties to be surmounted. At obviously named Three Valley, Wap Creek flows from the south into Three Valley Lake and at mileage 15.4 the line crosses the Eagle River which necessitates two more bridges within three miles. The mountains to the north are the Gold Range (7,000'), southward Mount Griffin (7,075') of the Hunter Range and, near mileage 22, are beautiful Kay Falls. The transcontinental line, paralleling the Eagle River, threads its way between the Hunter and Shuswap Ranges, crossing the river three times between mileages 24.6 and 26.3. North of the track at Craigellachie (28.3) a simple cairn marks the spot where the "last spike", driven November 7, 1885, completed the world's first transcontinental railway. For the record, it was a good, workable spike, not a gold or silver one as some legends claim. Eagle River is bridged at mileage 31.3. Malakwa is the Indian word for mosquito and fishermen in the local waters well understand its choice for this station's name. The Eagle is spanned again at mileages 32.8, 37.1 and 40.4. At mileage 43.8 the eleventh crossing of the Eagle River in the space of 28 miles is made, and at 44.4, Mara Lake, entering Shuswap Lake, is bridged. Sicamous, lake mail port and junction with the Okanagan Sub-Division, is another Indian word — meaning "places cut through". This is great duck country and the

wild migrants become tame enough to paddle close for bread thrown on the quieter backwaters. Lumber, logs, ties, and saw and planing mills are the local industries. Trout fishermen find this junction a good starting point. South of the track lies Larch Hills provincial forest, to the north Shuswap Lake, a three-sided rectangle of which Salmon Arm, paralleling the line is the south side, almost surrounds Bastion and Vella Mountains, behind which White Lake has a fabulous reputation amongst anglers. Canoe is a lumbering and farmers' exchange warehouse centre.



Eagle Pass

For Camera Fans

In general, the precautions you take in shooting through windows should be observed in making photographs from the "Scenic Dome".

For colour transparencies of the various popular makes, colour compensating filter No. CC30-R is advised with exposure increases as recommended for this filter on Daylight Type film. In order to get exposures, either with colour or black and white film, the use of an exposure meter is recommended, readings being taken from within the "Scenic Dome". Where no meter is available, an exposure increase through top or side windows of one full camera stop is general practice.

Either the front or rear seats offer the best opportunities for pictures but please remember that receding scenery sets up focusing problems. It is generally considered that the best way to avoid reflections is to expose as close to the glass as possible and, of course, avoid halation by shooting away from the sun. Train movement effects are lessened considerably for lateral photographs by using a 45° angle.

THREE VALLEY

TAFT

CRAIGELLACHIE

MALAKWA

CAMBIE

SICAMOUS

ANNIS

CANOE

SALMON ARM



Orchards like this earn British Columbia's apple reputation.

Kamloops, draws on the reservoirs of Shuswap and Little Shuswap Lakes. This river, important to the economy of British Columbia, is another example of the far-reaching influence of the North West Company, it having been discovered by Simon Fraser in the first decade of the 19th Century and named for his contemporary, David Thompson. The tributary Salmon River is bridged at mileage 64.8. Between Tappen and Carlin, which bear the names of an early contractor and lumber operator respectively, the line parallels White Creek (north), leaving it at a 90° angle to pass between Notch Hill to the north and Mount Hilliam, Black and Squilax Mountains to the south. The land, northward, slopes gently down to the main body of Shuswap Lake—said to contain more varieties of trout and other sporting fish, including steel-head trout and salmon from the Pacific, than any other fresh water in British Columbia.

At mileage 84 the tip of Shuswap Lake narrows to enter Little Shuswap Lake a mile west of Squilax (87.5), Indian for "sheep". Chase Creek is spanned at mileage 93.5. The high land to the south, Ptarmigan Hills, is much gentler in appearance than were the mountains of the Rockies, the Selkirks and the Monashee Ranges. Now, the track parallels the South Thompson River. The Shuswap Lake area, more densely populated than any territory in western British Columbia, is a prosperous fruit and mixed farming belt. Between mileage 126 and Kamloops sites of semi-subterranean prehistoric Indian houses have been discovered between the Canadian Pacific transcontinental line and the South Thompson River. Kamloops, is the junction of the Shuswap and Thompson Sub-Divisions. The city was founded as a Hudson's Bay Company post in 1812. Fort Thompson was built in 1813 by the

North West Company and named for David Thompson, explorer of the Kootenay District and Columbia River—probably when Simon Fraser named the Thompson River. Today's name comes from the Indian "Kumeloops" meeting of the waters. Cattle, forest products, canning, fruit and vegetable shipping and registered seed are the major local industries. Many lakes and streams in this district are well-stocked with game trout. You will see many irrigated farms and broad cattle ranches and this countryside also contains gold, copper and base metal mines.

Thompson Sub-Division From almost true north, the North Thompson joins the south branch to start the westward flow as The Thompson. Historians know that David Thompson, for all his exploration, never saw this river that is a flowing monument to him, and feel reasonably sure that in his lifetime he did not learn that his name had been given to it. At about mileage 4 the river begins to widen into Kamloops Lake and, on the north side, is joined by the Tranquille River near mileage 6.5. The river and station take their name from an early chief of gentle disposition, but are better known in history for the discovery, in 1856 or 57, by prospector James Huston, of gold — start of the Cariboo gold rush of that time. Six tunnels, five of them in a mile and a quarter, were driven through the glacier-scarred rock between mileages 8.5 and 13.8 and across the lake, opposite mileage 11, stands Battle Bluff, the bluff itself stained red, scene of fierce Indian struggles long ago. Cherry Creek, named for the river crossed near the station, serves some of the finest ranching land in Canada — look for log ranch houses and farms. Near mileage 22.5 the line bridges Durand Creek. Savona perpetuates the name of an Italian immigrant who ran a ferry across the western end of Kamloops Lake in 1861. Walhachin, from the Indian "Wallacheen" meaning "land of plenty", was the scene of an early experiment in irrigation

when a group of Englishmen watered an orchard and brought fine apples to bear. Then the bugles of 1914 blew, they crossed the Atlantic to war — and none returned! A few trees, unkempt and untended still bear lonely fruits. Ashcroft, named for the birthplace of an early settler, was a gold-rush town, born of the Cariboo discoveries. The rock formations of Black Canyon, mileage 52.5, squeeze the river in a roaring boil of white water and Glossy Mountain, to the south, rears bald contours to a peak of 6,500 feet, Pukaist Creek is bridged near mileage 65, Pimainus Creek, at 67. Spatsum takes its name from wild cotton that grows locally, Toketic, in Indian, means Pretty Place. At mileage 71, the track bridges the Nicola River, noted for splendid Kamloops trout fishing. As the banks of the Thompson come together railway and river both seek the lowest possible levels through the Thompson Canyon. Drynoch bears the name of the seat of the Clan Macleod on the Island of Skye. The highway crosses overhead at mileage 81.4 and for a while, follows the route of the old Cariboo Trail and at 84.6 the Nicoamen River is bridged by the railway. The Thompson piles higher and higher as its banks close in until, at mileage 87.5 the gorge graphically known as "The Jaws of Death" forces it to its highest speed. Sage-brush, dwarf jack pine, poplar and some bull pine grow in this area and



The Thompson River

TRANQUILLE

SAVONA

WALHACHIN

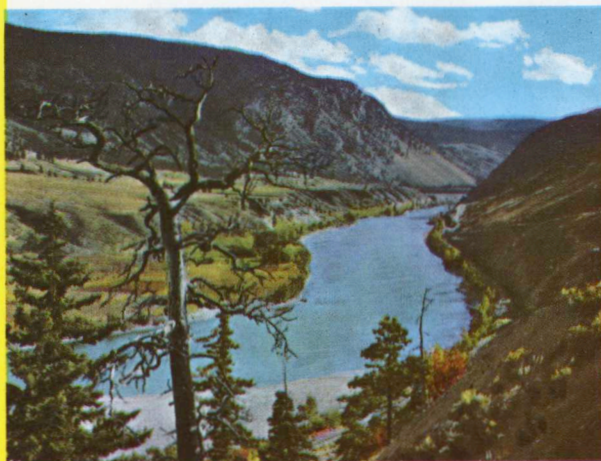
SEMLIN

ASHCROFT

BASQUE

TOKETIC

SPENCE'S BRIDGE

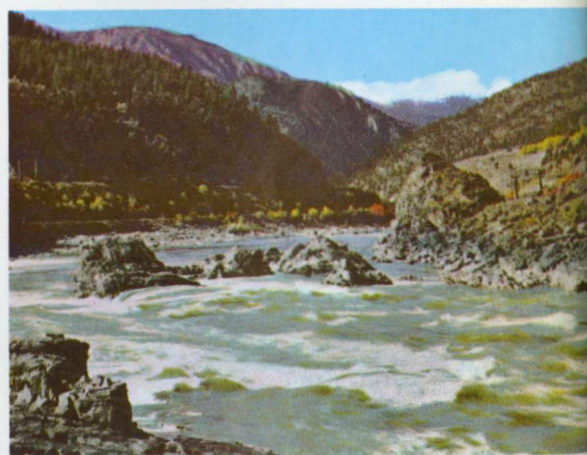


The Thompson River near Spence's Bridge

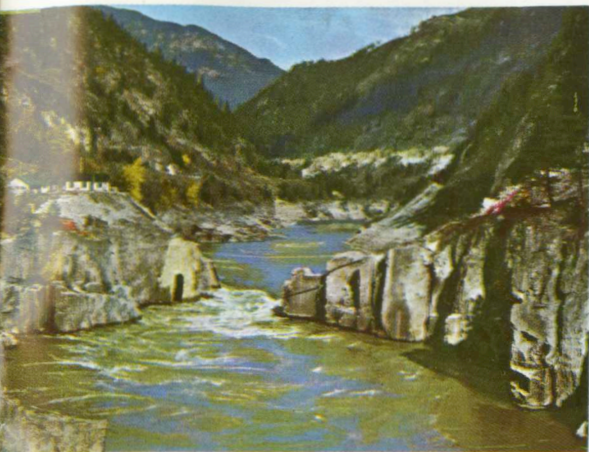
the soil and rocks take on strange hues — yellows, purples, crimson. Northward, near mileage 91, The Painted Canyon lives up to its name, and, opposite mileage 93.5 a mottled granite crest which overhangs the gorge is known as Botanie Crag, taking its name from the creek that flows into the Thompson. Northward from about mileage 95 the canyon flattens out, and across the narrow plateau the Fraser River pours southward to join, or be joined by the Thompson. At Lytton Simon Fraser found a well-established Indian community, apparently centuries old. Traders made use of its junction of the Fraser and Thompson and, of course, it came into its heyday in the time of the gold rush. Here can be seen the same phenomenon as at the confluence of the Ottawa and St. Lawrence, with one clear and one muddy river flowing together in sharp definition for some distance. The Fraser, like the Ottawa, is drab; the Thompson, filtered through lakes as is the St. Lawrence, is clean. The line crosses to the right bank of the Fraser and continues on a track hewn from the rock ledge, passing through three tunnels between mileages 101.2 and 102.7. The old Cariboo Road toiled high above the river. Kanaka takes its name from an old placer mining bar across the river once worked by Hawaiian native labourers. Kwoiek Creek, named for Kwoiek Peak, north of the line, is spanned at mileage 104.6 and Skow Wash Creek at 106.2. To the south is Kanaka Mountain. The Salmon River, also known as Nahatlatch, is bridged by the track at mileage 113. The bench lands are wider, altitude at Chaumox — translated as "Too Hot" — is only 568 feet above sea level. North Bend, junction of the Thompson and Cascade Sub-Divisions, is mainly a railway town noted for its rich foliage and flower-filled gardens.

Cascade Sub-Division Still hemmed between mountains, but keeping as close as possible to water level, the track between North Bend and Vancouver has a gradient of a little less than 4 feet in a mile. Its last 80 miles are through the almost level valley of the Fraser by now a wide, navigable river. West of North Bend, the stark beauty of the Fraser Canyon, coupled with the equally stark history of its early development is memorable. At mileage 5.5, the Scuzzy River, flowing from north of the track, enters the Fraser. Under the railway bridge is a series of basins, up which salmon leap during the spawning season. These mitigate the fierce Scuzzy Rapids, before conservation a death trap for many fine salmon. Between mileages 7.4 and 8, the gorge narrows into a rock formation aptly christened "Hell's Gate". Below it is "The Devil's Wash Basin", a spinning whirlpool. Williams Creek (9.2) and White's Creek (9.7) are crossed as the track winds its way beside the rushing river between the canyon walls. There are many outstanding views and, west of Spuzzum (15.5), once a Hudson's Bay trading post, a steel and concrete bridge spans the Fraser on the site of the first bridge ever to cross it. Spuzzum River is crossed at mileage 17.1.

Simon Fraser, discoverer of the river, who literally clawed his way down river on a series of ladders built by the Indians, rested on the narrow bench at Spuzzum, which was used as an Indian burial ground. Well worth seeing is a giant rock (23.5) in the middle of the river against which the Fraser rages vainly and torments itself into twisting eddies and backwaters. Yale was formerly head of navigation on the Fraser and the start of the Cariboo waggon road. Built in 1862-5 under the orders of Governor James Douglas, this 400-mile road was used by thousands of miners to carry millions of treasure from the famous Cariboo gold field. In 1848 a trading fort was built for the fur brigades. Emory Creek is crossed at mileage 31.2, Haig bears the name of the British



"Suicide Rapids"



Hell's Gate

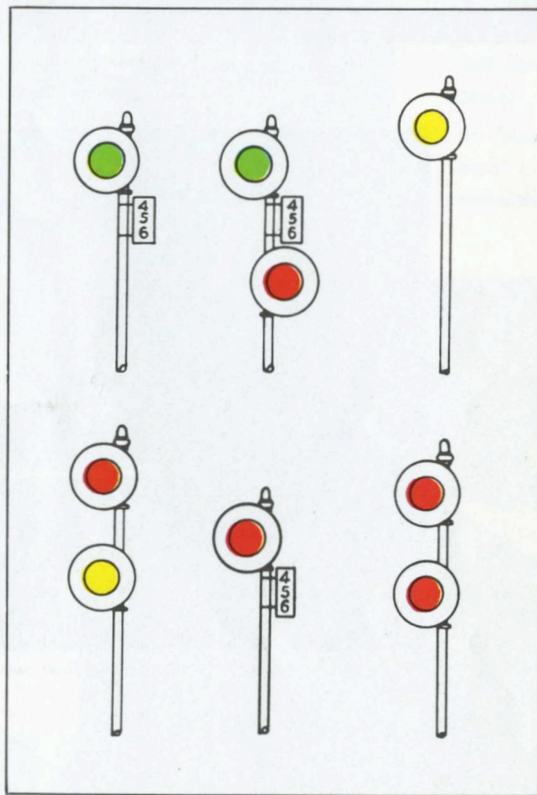
Field Marshal. At mileage 51.7 is Ruby Creek, which owes its name to the garnets found in the neighbourhood. This is the heart of the fruit and dairy lands.

"Friendly Folk"

Ever notice how friendly railwaymen are? You see crews of passing trains wave to each other. Section men miles away from anywhere stop work and wave as the train goes by — and you wave in return. This is friendliness, but it is more than that. Everyone on the Canadian Pacific is concerned with the welfare of your train and the hands flung high in greeting tell a story to the crew of your train. Watch a little more closely and you will see that section men divide forces as you pass, one to each side of the track. They have been keeping a watchful eye on the running gear of the train and the "highball" is an assurance that everything is in order on both sides. This combination of efficiency and friendliness spreads beyond the railway family and trainmen can tell you of many instances where residents near the track "check the train" and give the proper signals.

Close to stations along the way activities are divided between sawmills and packing plants to which strings of trucks bring fresh gathered crops. Agassiz, market town, station for Harrison Hot Springs and site of a government experimental farm. Ferries serve the Chilliwack Valley, noted for its fine dairy herds. From Mission City, pleasant townsite, and junction with Mission Sub-Division, and a busy centre for fruit growing and dairy country, the "Scenic Dome" vantage point shows snow-topped Mount Baker forty miles south in the State of Washington. In a few miles now, on-shore breezes reaching inland bear the tang of the great Pacific Ocean and at Port Hammond, the track leaves the Fraser and heads northwest to cross, by a long bridge, mileage 109.7, the Pitt River, tide-water. The Coquitlam River is spanned at 112.3. Coquitlam, marking sea-level, is named for the nearby Indian Reservation. At mileage 115

look north for the eastern end of Burrard Inlet. Now the many activities of a busy harbour — fishing shacks, deep-sea fishing craft, drying nets, piers, docks and factories lead you into Vancouver, trans-continental terminus of the Canadian Pacific Railway, gateway to Alaska and the limitless Pacific Ocean.



NOTE ON AUTOMATIC BLOCK SIGNALS
SEE PAGE 6

CHINA BAR

SPUZZUM

YALE

CHOATE

KATZ

RUBY CREEK

AGASSIZ

HARRISON MILLS

NICOMEN

MISSION CITY

HANEY

PORT HAMMOND

COQUITLAM

PORT MOODY

BARNET

VANCOUVER



Vancouver

Vancouver, end of steel for the world's first trans-continental railway, is Canada's gateway to the Orient, South Pacific and, by air, Europe. CP Air serve five continents . . . link Canada with Japan — Hong Kong — Hawaii — Australia — Mexico — South America — Europe. Vancouver's golf courses, parks, fine buildings, sea beaches and pleasant climate attract visitors from many countries. Fast "Princess" liners, serve pleasant Vancouver Island via Nanaimo, mainland British Columbia ports and Alaska.



Princess liner near Victoria

Victoria, temperate capital of British Columbia, is the entrance to the year-round playground of Vancouver Island. Here The Empress, westernmost of CP Hotels chain from sea to sea, set in its own garden facing the harbour, close to business and shopping centres, is the focal point of local society, headquarters for visitors. Golf, motoring, tennis, sailing, fishing, swimming, riding, picturesque parks and scenic drives are the background of a holiday life that includes shopping for woollens, china, silverware, linens and many other imports.



The Empress Hotel, Victoria

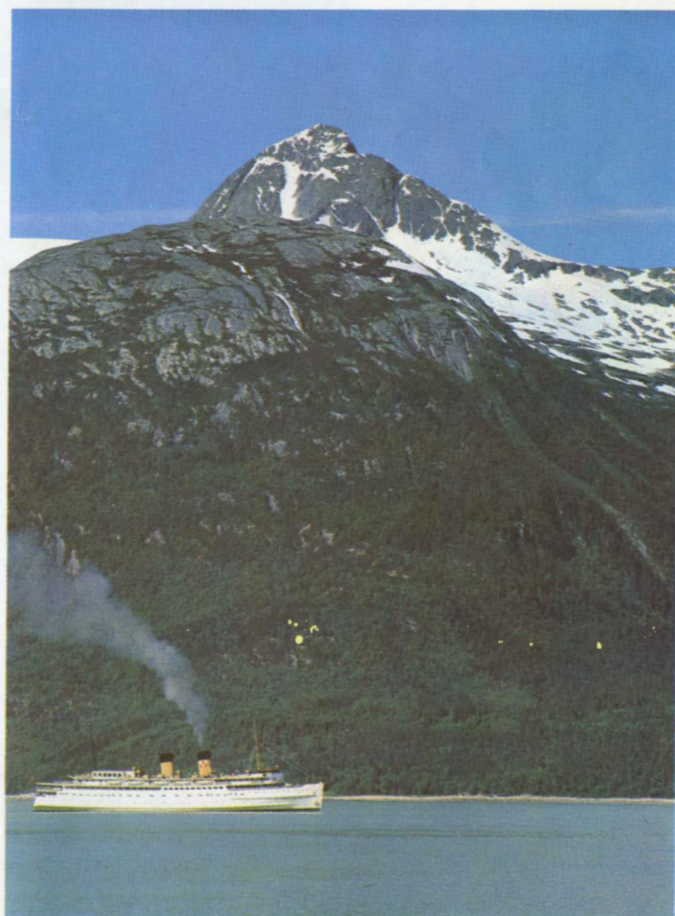


Red Indians no longer roam the Canadian Prairies nor hunt and fish in the rivers and lakes of the Canadian Rockies, except as other Canadians and visitors, but . . .

At Banff, served by the CP Rail transcontinental main line, a feature of every summer is the gathering from nearby Reservations of Canada's original citizens who are interested in the preservation of tribal arts, skills, games and folk-lore known as "Indian Days", when groups such as that depicted here are commonplace sights.

Alaska, "Land of the Midnight Sun", of deep fjords-like chasms, glimmering green mountains and snow-capped peaks, a silent retreat into a still rugged land. Here you'll find ancient Indian villages, fascinating totem poles, a museum of Eskimo, Russian and Aleutian art treasures, glaciers, giant flowers, and remnants of that robust and raucous era — the Gold Rush.

CP Rail's sleek, white, turbo-electric powered "Princess Patricia" cruises from Vancouver to Skagway through the sheltered "Inside Passage" on 7½-day cruises throughout the summer. The air is fresh, sea gulls swoop overhead and the sunny summer weather averages 65°. Stops are made at *Prince Rupert*, British Columbia's most northern city, famous for its floating fishing village; *Ketchikan*, first U.S. city over the Alaskan border, with fine totem poles; *Wrangell*, founded by the Russians in 1831; *Juneau*, capital of Alaska, with native art in the Territorial Museum; and Skagway, colourful goal of 15,000 prospectors on their way to the Klondike dream. The past atmosphere of proud Alaska is carefully preserved today for the enjoyment of tourists.



WESTWARD

Across Canada by CP Rail

THE MAIN LOUNGE

Tranquil pastel shades, harmonious as your own home decoration; soft, clear lighting; luxuriously comfortable chairs — moveable for chummy groupings; wall-to-wall carpeting sympathetic in pattern to the decorative scheme; wide picture windows — these characterize the Main Lounge of the CP Rail Scenic Dome Lounge Sleeper.



THE MURAL LOUNGE

Named for famous national and provincial parks, the new cars are disc-braked for smooth starts, smooth running, smooth stops. The Mural Lounge, snugly ensconced below the upper level Scenic Dome of CP Rail's smart, new Lounge Sleeper Car, is original. Intimate as an exclusive club, each Mural Lounge of the 18 "Park" cars on the transcontinental route has an original mural of the national or provincial park for which the car is named, covering two walls, signed by a member of the Royal Canadian Academy of Arts. Banquette seats, thoughtfully arranged, and an etched-glass third wall enhance these unique rooms.



THE SCENIC DOME

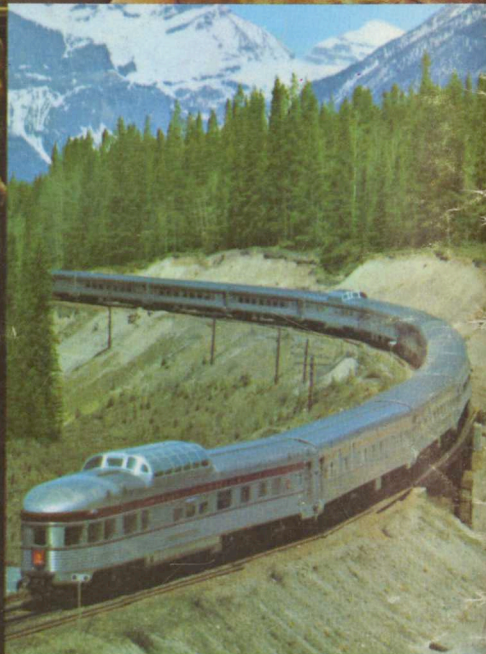
Scenery along the world's longest "Dome" ride, across Canada from tidewater to tidewater, is enjoyed most from the upper level "Scenic Dome". Vision all-around and as high as the sky is provided by glare-proof picture-windows. Twenty-four seats, spaced for comfort and upholstered for ease, fitted with individual ash trays and arm-rests are points of vantage in air-conditioned spaciousness.



THE COFFEE SHOP

Deluxe Scenic Dome Coaches are the ultimate in luxurious economy for transcontinental travellers who go the CP Rail way. The "Skyline" coaches feature a Coffee Shop for economical meals in addition to the 24-seat upper-level Scenic Dome and 26 reserved seats with adjustable full-length leg rests for travel comfort by day or night. Wide, picture windows, decorator design and wall-to-wall carpets add to their economical luxury.

The World's Longest Dome Ride



Travelling is for wining and dining,
relaxing and reading, and looking at
the scenery. Travelling is . . .

The Canadian. Choose from a wide
range of accommodation at attrac-
tively-priced Faresaver Plan fares.

