Swift Current Creek, spanned at mileage 110, is a tributary of the South Saskatchewan River. The steady rise of the prairies is notable at Swift Current, 2,432 feet above sea-level, a city of 8,000. Maple Creek sub-division takes our train over for a run through still rising country. Beverley and Webb bound a Canada Goose flyway for spring and fall migration. There is more water to be seen now. The Gull and Antelope rivers are spanned at Gull Lake and, to the left, Whitegull Lake stretches between mileages 39 and 40. Wild fowl are common around lakes at 75.5 and 80.4. Maple Creek town's population is 2,500. Its name is for the water crossed at mileage 84.9. Hatton, where the like-named sub-division starts, is the farthest west station in Saskatchewan. The Alberta boundary lies between here and Walsh, Alta. Box Elder Creek marks mileage 112 and between Mackay Creek and Irvine four more are bridged. Seven Persons Creek at 146.2 commemorates the massacre many years ago of seven Blackfoot Indians by Assiniboines. Medicine Hat, population 18,285, famed for its natural gas, pottery and cut flowers, marks the confluence of Ross and Seven

GRAND COULEE

BELLE PLAINE

MOOSE JAW

MORTLACH

PARKBEG

SECRETAN

CHAPLIN

ERNFOLD

HERBERT

WALDECK

BEVERLEY

ANTELOPE

GULL LAKE

TOMKINS

SIDEWOOD

PIAPOT

CROSS

CARDELL

KINCORTH

HATTON

WALSH

IRVINE

PASHLEY

DUNMORE

REDCLIFF

BOWELL

SUFFIELD

ALDERSON

TILLEY

BROOKS

CASSILS

LATHOM

BASSANO

CLUNY

CROWFOOT

GLEICHEN

STRANGMUIR

CARSELAND

DALEMEAD

INDUS

SHEPARD

OGDEN

CALGARY

ROBERTSON

BEARSPAW

GLENBOW

COCHRANE

RADNOR

MORLEY

OZADA

KANANASKIS

EXSHAW

CANMORE

BANFF

CASTLE MOUNTAIN

LAKE LOUISE

STEPHEN

HECTOR

FIELD

MEDICINE HAT

MAPLE CREEK

CARMICHAEL

AIKINS

WEBB

RUSH LAKE

SWIFT CURRENT

MORSE

UREN

BOHARM

CARON

PENSE

MADRID PASOUA

> Persons Creeks, with the South Saskatchewan River, The Canadian Pacific route through the southern Rockies via the Crowsnest Pass and Coquihalla Canyon, branches off to the south and the Brooks sub-division takes over our main line train. For many of the 175.8 miles between Medicine Hat and Calgary, the economy one of cereal grains grown on irrigated land. Tilley is the shipping point for 25,000 ir-

rigated acres and Brooks, population 2,500, is headquarters of the Eastern Irrigation District of 167,000 acres. At Cassils, where 4,200 acres are irrigated, the Cassils subdivision branches off. There are lakes at mileage 76 and 87.6 and an irrigation canal is bridged at 96.6. At Bassano, the Irricana and Bassano sub-divisions touch the main line and Gleichen serves 12,000 irrigated acres. Irrigation was first recorded in 1879 and by the time the Canadian Pacific transcontinental line was completed, 79,000 acres were under irrigation. By 1917, when the Eastern and Western Irrigation Districts

were formed, the Canadian Pacific - pioneer - had spent more than areas those \$25,000,000 on irrigation. Indus was appropriately named for the great river that irrigates much of Pakistan. At Shepard, the Strathmore sub-division joins the main line. RANGE South and ahead now the rising foothills and beyond them the taller peaks of the Rockies appear. In the foreground, Calgary's outskirts are marked by the Canadian Pacific "Ogden" Shops. Affectionately referred to as "Cowtown", "Foot-hills City" and, latterly, "Oil City", Calgary justifies all three names.

It was founded as a North West Mounted

Police post, Fort Brisebois, in 1875 at the

junction of Nose Creek with the Bow and Elbow rivers. Oil "strikes" in the vicinity in

recent years have added importance to this city of 127,001 people who annually celebrate the "Calgary Stampede", an outstanding Pedes.

ing Rodeo. A Canadian Pacific hotel, The

Palliser, pinpoints the downtown area. Calgary is the meeting point of the Brooks and Laggan sub-divisions. West of Calgary, the suburban growth of recent years impinges on the range lands for a few miles, but by the time the Bow River is crossed at mileage 7.7, the sight of grazing cattle is more frequent. Less picturesque now that "levis" are eastern vacation garb, the cowboy still looks a part of his horse and the cattle-covered grazing land sprawls on the slopes of the rising foothills. The Bow River, leading the Canadian Pacific towards the passes that pierce the Rockies, swings under the train to the right

at mileage 25.7. Morley, site of the Stoney

Indian reservation, has a population of 700

Indians and 30 whites, its Indian School

has 10 teachers for the 60 pupils. The

Stoneys, who take part each year in Banff's "Indian Days" celebrations, work traditional

designs in leather, quills and beads, entering

their designs for prizes. Braves compete in

riding, roping and other skills.

"foothills" no longer applies.

ROCKIES

ship quality.

Just where the foothills end and the mountains begin is for you to decide. The whole contour of the land changes as your "Scenic Dome" follows the sleek diesel locomotives up the winding valley. At mileage 51.8 the Kananaskis River joins the Bow — Ozada, the station name, from the Indian, means "forks of the river". Now, on the left, the Bow widens into Lac des Arcs where mallard and Canada Geese are seasonally visible.

Near mileage 62, on the steep slopes of the shoulder of the Fairholme Range on the right, sharp eyes may detect bighorn sheep. This geological formation is locally known

as "The Gap" and here, definitely, the term

Now, ahead and to either side, the full glory of the Canadian Rockies unfolds. To the left, the triple-peaked Three Sisters pose for cameras and to the right near mileage 71, the eastern entrance to Banff National Park straddles the highway. The Park encloses 2500 square miles in which birds, animals, wild flowers and trees are protected by the Government of Canada. The state of

Look all around you at mileage 72. Carrot

Creek, crossed at this point, flows from the Fairholme range on the right, where also are seen Mounts Peechee (9615 feet),

Girouard (9875) and Inglismaldie (9715). To the left (south) is Mount Rundle (9665), Cascade Creek, its course traceable to 9,826foot Cascade Mountain, right, parallels the line until it turns sharply south to join the Bow. Banff, winter population 2,500, is a town of 8,000 in the summer, dominated by Banff Springs Hotel, which overlooks the valleys enclosed by Sulphur, Tunnel and Rundle Mountains, is the park headquarters. Movies, hospital, hotels, boarding houses, and tourist bungalows provide vari-priced accommodation. The Banff Springs golf course, besides being spectacular scenically, is of champion-

Look left at mileage 82 for the turrets of

Banff Springs Hotel showing above the point-

ed lodge-pole pines. To the right the Vermil-

ion Lakes usually harbour feeding moose. Westward, the meadows that floor the Bow

Valley between Banff and Lake Louise often show you deer and elk. Mount Norquay, to the right, has a scenic ski-lift, popular the year round, to the left you see the Bourgeau Range. In the distance, right from mileage 83, is Mount Edith (8,370') — nearer, look up the cliff for a huge cave, "Hole in the Wall". Mount Bourgeau (9,517') in the distance, Massive (7,990') and Pilot Mountain (9,680') are on your left from mileage 93. Ahead and to the right the battlements of Mount Eisenhower loom into view. Eight miles long and 9030 feet at its highest peak, this mammoth upthrust was renamed in 1946 as a tribute to the world war service of the 34th President of the United States. The tall, cloud-wreathed peak south of mileage 109 is 10,309-foot Storm Mountain. Four miles south of mileage 112, Mount Temple towers 11,626 feet, followed Protection, Redoubt, Ptarmigan, Saddle, Sheol, Haddo, Aberdeen, Mount Victoria and Fairview. Lake Louise station, named for the glacier-fed lake 1000 feet above, leads to

Chateau Lake Louise, Moraine Lake Lodge

in the Valley of the Ten Peaks to the south,

and the Columbia Icefield 85 miles by motor

road to the north. A Canadian Pacific moun-

tain resort, Chateau Lake Louise faces one

of the world's most beautiful scenic gems,

You're "on top of the world" at mileage 121. Look left for the sign, "The Great Divide". This boundary of Alberta and British Columbia, one mile and 52 feet

above sea level, marks the peak of the water-

Victoria Glacier and Lake Louise.

shed. Here a small brook divides into two streams that lead: to the Pacific via the Kicking Horse River, and the Columbia; to the Atlantic by way of the Bow and- eventually - Hudson Bay. Now comes the Kicking Horse Pass, Summit and Sink Lakes mark its entrance. Wapta Lake, on the right at Hector station, reflects Mount Bosworth and Paget Peak to the north. THE SPIRAL Six miles west, as the crow flies, but eleven and a half miles by train, and 1,265 downhill lies Field. From mileage 126, Vanguard Peak, Cathedral Crags (10,071') on the south, balance Mount Ogden and the lush

Canada's only Dome route parallels the Kicking Horse River for 35 miles to Golden. Mount Dennis and Mount Duchesnay are on the left, to the right Otterhead Creek and the Amiskwi River form a broad, divided valley. Look to the left at mileage 13 for 10,881foot Mount Vaux and beyond to the glacier between Allan and Hanbury Peaks. At mileage 15.3 the track turns sharply to skirt the Beaverfoot Range and the river

races into the Lower Kicking Horse Canyon. Between mileages 21.4 and 33 the track crosses the canyon five times. It is bridged by the highway at 26.5. High on the canyon wall directly left at mileage 30 is the "Old Man of the Mountain". Soon the canyon widens into the valley of the Columbia. Golden is the junction for Lake Windermere subdivision. West of Golden, to the right, is the village of Edelweiss, built by the Canadian Pacific for the Swiss guides available for mountaineers. The Van Horne range on the right and serrated Dogtooth Mountains on the left border the valley. At mileage 44.8 the Blaeberry River enters the Columbia which the railway crosses half a mile west of Donald. Another picturesque canyon extends to Beavermouth where that river enters the Columbia which swings northward. SELKIRKS -Cupola Mountain, first peak of the Selkirk

Beaver River and follows a southwesterly valley to mileage 67.8, Rogers. Climbing, cross the Selkirks, the track follows Beaver River, at left, for 18 miles. The lower

Range, is due north as the line crosses the

slopes of Mount Rogers (10,525') on the right and the Beaver River valley, downward to the left, lead to Glacier National Park. Spectacular white water marks Mountain Creek, mileage 70.7, Raspberry Creek, 73.7. Surprise Creek and Stoney Creek, between mileages 74 and 77, are spanned by truss bridges, the latter being an arch on a curve over the rock-strewn bed of the creek 270 feet below. Ahead, Mount Macdonald rears its 9,482foot peak directly across the railway, its top more than a mile above the track level. The original Canadian Pacific line climbed laboriously through Rogers Pass, rising 500 feet, a tortuous route nearly 10 miles long through

four and a half miles of snowsheds. In 1916

the Connaught Tunnel, five miles long, was

driven through the mile-high mountain. Be-

sides saving four and one third miles the concrete tunnel, 29 feet wide and 21½ feet high, eliminated curves equal to seven circles. Glacier, western portal of Canada's longest tunnel, is the station for Glacier National Park, 521 square miles in area. The track follows the foaming Illecilewaet River most of the way to Revelstoke. Right and left of mileage 88 are Cougar Mountain and Ross Peak, and farther south, Mount Green marks the western boundary of the valley of Flat Creek, seen from mileage 93.2. Snowsheds and tunnels between mileages 94 and 96 are interesting, and the 10 crossings of the Illeci-

lewaet River between Glacier and Revelstoke.

spectacular Albert Canyon. Albert Snowfield lies to the south, its tip may be seen, left,

near mileage 109, on the east slope of Albert

Peak (9,998'). Northward is Mount Revel-

stoke National Park. After a last crossing at

102-3

On the right between mileages

mileage 122.3 the Illecilewaet pours through rocky Box Canyon. Revelstoke, junction of the Mountain, Shuswap and Arrow Lake sub-divisions, population 3500, is the station for the national park. Nearly a mile west of the station a gateway, to the right, is the entrance to Revelstoke National Park, and at mileage 1.7 the track crosses the broad Columbia River. Ahead, Eagle Pass leads the rails through the Monashee Range, Mounts Begbie and Macpherson show up to the south and, also on the left, the Tonkawatla River flows toward

Summit Lake which is occasionally obscured

by three short tunnels between mileages 9

and 9.5. Victor Lake is on the right at mile-

age 10. Three Valley station is named for the

The Eagle River is crossed at mileage 15.4

valley and lake to the left.

the first of six crossings in 11 miles. Kay left near mileage 22, is fed by snow from the Hunter range. On the right are the Gold and Shuswap Ranges. At 28.3 a simple cairn marks the spot where eastern and western contractors met when the Canadian Pacific linked Atlantic and Pacific, November 7, 1885. The Eagle River is bridged five times more between mileages 31.3 and 43.8, and at 44.4 the junction of the Mara and Shuswap Lakes is crossed. THE Sicamous, junction with the Okanagan sub-division, is famous for its wild ducks.

and Vella Mountains, on the right, Salmon Arm is the branch paralleled by the railway. Salmon Arm, population 2,000, is a noted fruit-packing and shipping centre. In this country Douglas fir, Ponderosa pine and lodgepole pine is interspersed with grass lands. The marshy fringes of the lake shelter and feed Great Blue Heron and Canada Geese as

Watch them come to the shore for bread-

crusts - they'll cluster near the dining-room

car. Shuswap Lake almost surrounds Bastion

Hill to the north. At mileage 87.5 the lake narrows into Little Shuswap Lake and, abreast of the Ptarmigan Hills, to the south, follows the South Thompson River, discovered by Simon Fraser, who named it in honour of his fellow North West Company explorer, David Thompson. Thompson, who never saw the streams named for him, was the first man to trace the Columbia from its source to its mouth, in 1808 — three years after the

meet here. The city's beginning was Fort Thompson, built by The North West Com-pany in 1813. The North Thompson, flowing from almost true North, joins the south branch at Kamloops to flow westward as The Thompson, which widens near mileage 4 into Tranquille, named for an early Indian chief of gentle nature, is best known for

five of them in 11/4 miles — take the Black Canyon, mileage 52.5, is shadowed by Glossy Mountain, to the south, a 6,500-

Crag, a mottled granite crest, overhangs the gorge. The right bank of the river now flattens to a narrow plateau and, across from mileage 95, merges with the Fraser. At Lytton, Simon Fraser found a well-established native community apparently centuries old. The present town had its heyday in the Cariboo gold rush days. Note the difference of the two waters as they join, the Thompson - filtered by lakes — clear, the Fraser, murky with silt its speed has carried down. Near Cisco the line crosses to the right bank of the Fraser. Three tunnels pierce the rock between mileages 101.2 and 102.7. The canyon has widened into benchlands and gardens and orchards, some in Indian Reservations, are much more common than at higher levels - Chaumox is 568 feet above sea level. North Bend, 24th and last sub-division between Montreal and Vancou-

still hemmed between mountains, has a gradient of less than four feet in a mile. Starkly beautiful, the Fraser Canyon is as memorable as its stark history. The foaming Scuzzy River is spanned at mileage 5.5. Don't miss, between mileages 7.4 and 8, "Hell's Gate", and "The Devil's Wash Basin" with its spinning whirlpool. West of Spuzzum, at

of The Cariboo Road, built 1862-5 by order of Governor James Douglas, over which thousands of miners and millions in gold travelled 400 miles to the Cariboo field.

At Odlum the Fraser and Coquihalla Canyons debouch at the rail junction of the Banff-Lake Louise and Coquihalla Canyon -Crowsnest Pass Canadian Pacific routes. Now, except for snow-capped Mount Baker 40 miles to the south in the State of Washington, the mountains are behind you. The Fraser, a wide and placid river, makes

plants gather trucks around them. Agassiz, population 2,600, is the station for Harrison Hot Springs, and site of a government ex-Mission City, junction with the Mission - original

Inlet on the right, harbours deep-sea fishing craft, tankers, freighters, tugs. Its shores hold drying nets, shacks, piers, docks and factories compensating filter CC 30 R for colour films. Meter readings are safest.

well as the more commonplace wild duck. The Salmon River is bridged at mileage 64.8, then passes between Mount Hilliam, Black and Squilax Mountains on the left, and Notch

Lewis and Clark party saw the lower reaches. Kamloops, begun as a Hudson Bay Company post in 1812 is now a city of 14,000. The Shuswap and Thompson sub-divisions Kamloops Lake.

James Huston's discovery of gold in 1856 or 57 — the start of the Cariboo gold rush. Between mileages 8,5 and 13.8 six tunnels line through the glacier-scarred rock. foot peak. The Nicola River is spanned at mileage 71 and at Spence's Bridge the line is met by Merritt sub-division. As the Thomp-

son's banks close in river and railway seek

the lowest levels and at mileage 87.5, the river roars and boils through "The Jaws of Death" towards (91) The Painted Canyon. Across the river from mileage 93.5 Botanie

ver, a railway town noted for its rich foliage and flowers, begins the Cascade sub-division. THE FRASER From North Bend to Vancouver the track,

15.5, a steel and concrete bridge spans the Fraser where the first suspension bridge west of the Rockies was built years ago by Joseph Trutch. The giant rock, mid-river at mileage 23.5, shows why Simon Fraser had to claw his way down river by a series of Indian-built bridges. Yale, once head of navigation, was the start

its way through the lush, alluvial valley. Wild roses climb on any convenient hold. Garnets found at Ruby Creek gave that station its name. Sawmills and fruit packing

perimental farm. Ferries connect the dairying Chilliwack Valley. sub-division, serves a busy fruit and dairy country. From here Mount Baker is 40 miles due south. At Port Hammond the line leaves the Fraser, crosses the Pitt River — tide-water! The Coquitlam River is crossed at mileage 112.3. Coquitlam, population 3,000, is almost a Vancouver suburb. To the right, mileage 115 marks Port Moody terminus of the Canadian Pacific, the world's first transcontinental railway. Busy Burrard

ALBERT CANYON

GLACIER

FORDE

DONALD

BEAVERMOUTH

STONEY CREEK

ROGERS

TWIN BUTTE

REVELSTOKE

GREELY

TAFT

THREE VALLEY

MALAKWA

CAMBIE

CRAIGELLACHIE

SOLSQUA

SICAMOUS

TAPPEN

CARLIN

NOTCH HILL

SALMON ARM

CANOE

ELSON SQUILAX

CHASE

SHUSWAP

PRITCHARD MONTE CREEK KAMLOOPS

WALHACHIN SEMLIN

ASHCROFT

BASQUE

SAVONA

TRANQUILLE

CHERRY CREEK

SPATSUM TOKETIC SPENCE'S BRIDGE

DRYNOCH

THOMPSON

GLADWIN LYTTON CISCO

KANAKA

KEEFERS

CHAUMOX NORTH BEND

> SPUZZUM YALE

CHINA BAR

CHOATE ODLUM

RUBY CREEK

WALEACH

AGASSIZ HARRISON MILLS DEROCHE

NICOMEN

DEWDNEY

HATZIC MISSION CITY SILVERDALE RUSKIN

ALBION HANEY PORT HAMMOND

WHONOCK

PITT MEADOWS COQUITLAM PORT MOODY

BARNET VANCOUVER

TANADA

SCENIC

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 Mountain (10,454') and in threefifths of a mile turns almost a complete circle to emerge, headed northeast, 55.7' lower. The track continues downgrade, 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. An upward look to the left shows the track and tunnel entrance at 129.1. Northward is a closer view of the Yoho Valley and to the south Mount Stephen (10,485'); below, the Kicking Horse River, already a sizable stream, makes its way along the pass and, to the north, Mount Field (8,645') and Mount Wapta (9,106') guard the Yoho Valley entrance. Beyond them are Burgess Pass and Mount Burgess (8,463'). The upper spiral tunnel, 3,255' long, curves 288 degrees; the lower, 2,922', its curvature, 226 degrees and it emerges 50.4' below its entrance. At mileage 133.6, 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. Across the river, a motor road follows the Emerald River valley to Emerald Lake, site of rustic Emerald Lake Chalet, a Canadian Pacific resort. MOBERLY Photography Through The Tinted Glass Scenic Dome The green tint acts as a filter. Increase exposure one stop for black and white. Use colour

Yoho Valley to the north. The difference between crow flight and railway mileage becomes apparent as the track, twice reversing by means of the famous Spiral Tunnels, descends 105.7 in less than a mile. Between LEANCHOIL GOLDEN

WESTWARD

SEEING

DOME

WESTWARD

Across Canada by Canadian Pacific The World's Longest "Dome" Route

Geographically and historically the Canadian Pacific main transcontinental line is unique. From tidewater to tidewater, the world's longest — and Canada's only —"dome" ride is packed with thrills. Between the east - and Canada's only and the Great Plains and between the Rockies and the Pacific you follow the trail of the famous explorers who opened the great North American continent three and a half centuries ago and from the luxurious comfort of your all-stainless-steel train trace the course of the rushing rivers, mighty lakes and dangerous rapids they conquered. Across the prairies, penetrated first by the French,

TORONTO

PARKDALE

WESTON

WOODBRIDGE

KLEINBURG

BOLTON

HUMBER

PALGRAVE

TOTTENHAM

REFTON

ALLISTON

BAXTER

YPRES

ESSA

MIDHURST

CRAIGHURST

CARLEY

EADY

MEDONTE

LOVERING

BALA

RODERICK

MACTIER

LAKE JOSEPH

GORDON BAY

ROSSEAU ROAD

BLACK ROAD

OTTER LAKE

DOCKMURE

PARRY SOUND

CARLING

SHAWANAGA

PTE. AU BARIL

MANBERT

NAISCOOT

BRITT

BEKANON

PAKESLEY

PICKEREL

WANIKEWIN

BIGWOOD

RUTTER

PAGET

DELAMERE

BURWASH

WANUP

DILL

ROMFORD

WINDSOR STATION

MONTREAL WEST

WESTMOUNT

GROVEHILL

SUMMERLEA

PINE BEACH

STRATHMORE

ILE PERROT (Terrace)

VAUDREUIL (Dorion)

ISLE CADIEUX

HUDSON HEIGHTS

ALSTONVALE

CHOISY

DRAGON

RIGAUD

ST. EUGENE

STARDALE

MCALPIN

ALFRED

VANKLEEK HILL

CALEDONIA SPGS.

PLANTAGENET

PENDLETON

STITTVILLE

ALMONTE

CARLETON PLACE

COMO

HUDSON

DORVAL

MONTREAL

FRENCH RIVER

BYNG INLET

BRIGNALL

SEVERN FALLS

WEST TORONTO

expeditions and hardened by the creaking wheels of covered waggons. The scenic grandeur of the Canadian Rockies first burst upon Scots whose names live in the mighty rivers that parallel your ultra-modern journey.

These great men of the past lead you, in the air-conditioned comfort of a high-level "Scenic Dome", through forests and lake-lands; the rich Pre-Cambrian Shield; gentle farm-lands, by inland seas, between great wheatfields, beside roaring streams 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. Your swift journey across a continent will be filled

its mileage afresh from east to west. Mileage boards on telegraph poles mark each mile. From your comfortable seat in one of the Scenic-Domes of "The Canadian" or "The Dominion", diesel-drawn from the start to the

finish, you will be able to identify each point of interest by noting the nearest mileage board quoted in the context below. OLD HURONIA Rivers and lakes too numerous for naming RAMSAY feed the stands of jack pine, tamarack, hem-WOMAN RIVER lock, balsam, fir, spruce, maple, oak, birch, The description "Old Huronia" applies

MISSANABIE

MOBERT

HEMLO

HERON BAY

MARATHON

ANGLER

COLDWELL

JACK FISH

TERRACE BAY

SCHREIBER

ROSSPORT

NIPIGON

RED ROCK

HURKETT

DORION

OUIMET

PEARL

LOON

MACKENZIE

PORT ARTHUR

FORT WILLIAM

WEST FT. WILLIAM

KAMINISTIQUIA

MURILLO

FINMARK

BUDA

RAITH

SAVANNE

UPSALA

NIBLOCK

MARTIN

IGNACE

OSAQUAN

RALEIGH

TACHE

DYMENT

DINORWIC

BARCLAY

DRYDEN

OXDRIFT

GUNNE

EDISON

SCOVIL

KENORA

LACLU

BUSTEED

LOWTHER

INGOLF

TELFORD

RENNIE

DARWIN

SHELLEY

JULIUS

MOLSON

LYDIATT

CLOVERLEAF

HAZELRIDGE

N. TRANSCONA

OAKBANK

WINNIPEG

BERGEN

ROSSER

MEADOWS

MARQUETTE

POPLAR POINT

HIGH BLUFF

PORTAGE LA PRAIRIE

BURNSIDE

MACGREGOR

BAGOT

AUSTIN

SIDNEY

MELBOURNE

CARBERRY

HUGHES

DOUGLAS

CHATER

BRANDON

KEMNAY

WHITEWOOD

INDIAN HEAD

QU'APPELLE

MCLEAN

REGINA

BALGONIE

PILOT BUTTE

PERCIVAL

REABURN

WHITEMOUTH

MARGACH

KEEWATIN

HAWK LAKE

PINE

MINNITAKI

EAGLE RIVER

VERMILION BAY

BONHEUR

ENGLISH RIVER

NEYS

only to part of the route travelled from Toronto to Sudbury. The establishment of the first white settlement west of Montreal at Sainte Marie, three miles from Port McNicoll, in 1639, makes this territory significant. Until the opening of a road from

River route. In general, the Canadian Pacific main line parallels this first road for much of the way. Through busy western Toronto suburbs and fine rolling country marked by prosperous farms, your "Scenic Dome" view includes the tobacco country around Alliston - birth place of Sir Frederick Banting, co-discoverer of insulin. Near Ypres Junction, Camp Borden, Canada's largest military establish-

ment occupies 50 square miles. A huge re-forestation project is keyed by the Ontario Provincial Forestry Station at Midhurst. A fine view of historic Huronia is gained from the high bridge at mileage 68, but the real entrance is at Medonte, junction for Port McNicoll, eastern terminal of the Canadian Pacific Great Lakes Steamships that ply west to Sault Ste. Marie and Fort William — the route used by the canoes of

Travellers who break their rail journeys

embark within three miles of the recently

the first explorers.

miles of savage country. North from Medonte the line heads into a vacationland of lakes and rivers. At mileage 111.5 a long finger lake points north. Bala Falls to the left, the Miskosh and Moon rivers, and Lake Muskoka on the right mark - entrance to the Muskoka Lakes. At MacTier, the Ontario and Algoma Districts of the Canadian Pacific join. Occasional rocky outcrops mark the advance of the Canadian Shield. Lake Stewart

Bay is sighted to the left at mileage 26. Lakes seen both sides of the track should be scanned for deer and other small game. Pointe au Baril, popular summer resort, at mileage 49, heads a needle-like inlet of the big bay. On the right, the Pickerel River joins us at mileage 80.5 for a half mile then passes under us en route to the bay. And the French River, link for east and west 350 years ago, westward through rocky banks that failed to daunt the heroic bands who explored this great country. Occasional elk may be seen. Kakakiwaganda Lake, near mileage 103, and the Wanapitei River (112.9), em-

the line, skirting Ramsay Lake, merges with the Montreal-Vancouver line and enters the city of Sudbury. OTTAWA VALLEY The Ottawa Valley, traversed by the Canadian Pacific from Vaudreuil-Dorion to Mattawa, has three related distinctions geographic, historic, economic. From its source in the Laurentian Upland to its confluence with the St. Lawrence River at Vaudreuil-Dorion and Ste. Anne de Bellevue, some 20 miles west of Montreal, the Ottawa drains the wooded countryside that was the hunting and fishing preserve of Canada's aboriginal inhabitants.

ada's population increased, rivermen rafted the timber to mill sites and the valley's economic phase began in the 19th century. With the advent of electricity its waters were harnessed and diversified manufacturing lends an urban balance to the prosperous farming that has followed the clearance of

Ottawa, the Canadian Pacific main transcontinental line passes Lachine, home of Lasalle, explorer of the Ohio River, Lake Michigan and Upper Illinois in search of China. To the right and north of Lachine, is the international airport at Dorval. Soon after the line swings north at

try trading centres lead to Ottawa, capital of Canada. The line crosses near mileage 50, the South Nation, and in the city limits, the Rideau, named by Samuel de Champlain, when with Brulé and de Vigneau in 1613, the first white men penetrated westward. Ottawa, in Ontario, and Hull, Quebec, have an area population of 249,345. The Rideau Canal locks, Parliament Buildings, Chau-

and 32.4, the Madawaska River, crossed at mileage 40 and, at Braeside, a view of the Ottawa again at the right. The West Bonnechere, mileage 74, and the Muskrat (84.4) rivers enclose an area noted for migrating Canada geese in season. To the right, at mileage 91, part of 23-mile Allumette Island can be seen. This probably was a stopover point for Père Marquette and trader Louis Joliet, co-explorers of the Mississippi, Ohio, Arkansas, Illinois and Chicago Rivers. Pembroke, 13,000, the county town of Renfrew, turns out lumber products, furni-

water. Another diversion is visible at 50.5. BESIDE LAKE NIPISSING The Canadian Pacific line, following the route of the explorers, leaves the Ottawa Valley at Mattawa, a trading post since 1784, Three hundred and fifty years ago Cham-

Lake Superior, others south by Lakes Huron and Michigan. Their route, in general, is yours miles south of the lake and river chain. Today's scenery in this game-filled country is little changed. In Earl's Lake, mileage 74.5, and the lakes at mileages 77 and 79, beaver dams and lodges attest to the avail-Trout are caught in the ability of food. Amable du Fond River, mileage 83. Between

nection for Hudson's Bay. portages as were the early traders, missionaries and explorers. From "dome" cars, the lake is visible as far west as Beaucage. Lumber, pulp and fishing are mainstays of the economy of this part of Ontario. Sturgeon Falls, named for the rapids on the Big

to the naming of the city of North Bay, population 19,900, a stopping place for Champlain in 1615. Market for 120,000 acres of general farming land, this busy manufacturing and trading centre is head-quarters of the Algoma District of the Canadian Pacific Railway, and the provincially-owned Ontario Northland Railway - con-Due south, across Lake Nipissing, the French River forms a natural water gateway to Georgian Bay and today, many holidaymakers are as familiar with the rapids and

Sturgeon River just west of the station, is favoured by sports fishermen. Bear Creek is crossed at mileage 39, and Stag Creek at 41.5. Other fishing waters in the area are found in the North Veuve River, crossed five times between mileages 57.4 and 58.6. The Wanapitei River is bridged at 67.3. Coniston, gives a clue to the mineral wealth of the surrounding country. Here a matte smelter, four blast-type furnaces, a concentrator and

RIDOUT KORMAK KINOGAMA NEMEGOS White River Sub-divisions. Missanabie, Indian name for "big water" links us with North America's early history

> route, occurs at Franz, junction of the Canadian Pacific with the Algoma Central and Hudson Bay Railway. West of Amyot, tourist centre for the district, Lake Negwazu parallels the track for miles on the left. Fast-flowing water is noted throughout this part of the forest. Examples are the White River, bridged at mileages

> crossed at 122.6, the former lends its name to the meeting place of the White River and Heron Bay Sub-divisions. NORTH SHORE Pulpwood becomes king as your "Scenic Dome" moves westward towards Lake Superior. Regan, and Mobert-noted for Hudson's

The bold indentations of the coast years. were first observed by explorers in the early 17th century who made their way westward by canoe. Today the "North Shore" has an economic significance Père Héron and his contemporaries could not have imagined. At Hemlo 150,000 cords of pulpwood, floated down the Little Black River, are barked and sped by flume, seen from the left windows of

line marked by white breakers. Between Coldwell and Jack Fish, Lake Superior reaches endlessly southward, limitless as an ocean. At mileage 81, 90 and 94.8, the Little Pic, Prairie and Steel rivers enter the bay. A great horseshoe curve takes the train around Jack Fish Bay. By day or night it is a magnificent sight, as is a miniature curve within the next two miles. Terrace, another new development, population 1597, centres around a 325-ton paper mill. The Aguasabon River is crossed at mileage 110.5 and at 112.8 an Ontario Hydro-Electric Power Commission plant generates 53,000 h.p.

Nipigon Bay. Jack Pine River is bridged at mileage 45.4, Kama Bay at 50, Jackfish River at 53.5 and Nipigon River at 62.4. An arm of Nipigon Bay is crossed near mileage 65. Red Rock, named for the local stone, turns out 800 tons of pulp board and paper daily. Across a 15-mile peninsula Lake Superior is seen again. The Wolf, Coldwater, and Pearl rivers are bridged at mileages 83, 84 and 96.3. Loon Lake is the station for Sibley Provincial Park which includes the craggy promontory, "The Sleeping Giant", one of the guardians of Thunder Bay, which is first Port Arthur and Fort William, known as

Verendrye, early in the 18th century, accompanied by his sons Jean, Pierre, Louis and François, made his way from a post built by earlier explorers near the mouth of the Kaministiquia River in 1678 through the Lake of the Woods country to the western plains. The trail he blazed was followed in turn by traders of the North West Company, circa 1801, Lord Selkirk and his settlers, Colonel Wolseley and other illustrious men. The Matawan River is bridged at mileages

23.4 and 27.5, and near 48.5 several tribu-

taries of the Oskondaga are crossed. McGhie

Lake lies, left, at 51.5 and the northeast arm of the Lake of a Thousand Lakes, at mileage 71. Firesteel and Beaver rivers are spanned at 88.5 and 100 as are the English and Scotch at 110.9 and 112, and the Gulliver at 139. Ignace, site of an early mission founded by the French, is now the junction of the Kaministiquia and Ignace sub-divisions.

he saw from his fort on the west shore of the Lake of the Woods, is a popular summer resort — especially beloved of fishermen. With a population of 9,103, it is the junction of the Ignace and Keewatin sub-divisions. This land of lakes is a natural holiday resort and from Keewatin tourist expeditions start out for the Sturgeon River and Black Sturgeon Lakes area. The boundary of Ontario and Manitoba is crossed at mileage 33.4. From now on, the central coniferous region gives way to prairie country. The transition

is marked by a 40 mile marshy fringe be-

Winnipeg at the confluence of the Red and Assiniboine Rivers. THE PRAIRIES west. West of Winnipeg station the great La Prairie, population 8,500, where the Minnedosa sub-division branches off, was named by La Verendrye who built Fort la Reine in the 1730's to protect the 15-mile land route between the Assiniboine River and Lake Winnipeg, base of the Hayes and Nelson river routes to Hudson Bay. From

made their way to the Rocky Mountains, likely in Wyoming. Pierre, N.D., bears its explorer's name. The Assiniboine is crossed at mileage 131.3, on the outskirts of Brandon, a city of 21,214, with an experimental farm, Indian School, Provincial Exhibition, College and Hospital. Here the Broadview sub-division begins. Crees and Assiniboines once roamed the acres now being farmed, today many live on the reservation at Griswold. Oak Lake, southwest of the line, is a tourist resort and Virden — you can see for yourself — is adding oil to the economy of the Second Prairie Plain. Neudorf sub-division connects Virden and McAuley at Kirkella. At mileage 74.7 you cross into Saskatchewan. At Broadview, watches are set back to Mountain Standard Time and the Indian Head subdivision is entered. Captain John Palliser, a

Regina, "Queen of the Plains", is a treeshaded city of 74,000, built around lovely Wascana Lake. The Provincial Legislature and Canadian Pacific's Hotel Saskatchewan dominate the landscape for miles. Once head-

Prairie. Moose Jaw, where the Swift Current sub-division starts, with a population of 26,000, is Saskatchewan's third largest city. The Swordfish Club is one of the few boating clubs on the Prairies - you can see it, left, from the "Dome". Saskatchewan's sloughs interest conserva-

the south from time to time, yield sodium

sulphate for the nickel and paper industries

with memories you will want to treasure. This brief guide has been prepared to help you remember.

> elm, ash and hazel that abound. Between mileages 99 and 120, the track crosses the Ridout, Kinogama, Apiskanagama and Nemegosanda rivers. North of Nemegos, claims have been staked for titanium and iron. Chapleau, population 3,936, is district headquarters of the Ontario Departments of Lands and Forests and Game and Fisheries as well as the junction of the Nemegos and

CHAPLEAU again. This point was a stop on the NICHOLSON route from James Bay to Lake Superior. Another crossing, this time of a modern BOLKOW DALTON

LOCHALSH FRANZ 117.6 and 129.2, and the Pickerel River, AMYOT WHITE RIVER REGAN

Bay Post and Ojibway Indian settlement — are supply centres. The White River is are supply centres. The White River is crossed at mileage 24.7 and between mileages 32.9 and 40.5 the Cedar River, Cedar Lake on the right, Cedar Creek, Cache Creek and Cache Lake are sighted.

Literally "as old as the hills" the rocky

north shore of Lake Superior is, geologically,

almost the oldest land in the world. This edge

of the Pre-Cambrian Shield is comparatively young in recorded history - less than 350

your "Scenic Dome", to Heron Bay harbour. Just west of Heron Bay station, mileage 56.4, is your first sight of the largest body of fresh water in the world, Lake Superior. At Marathon, population 3,000, 325 tons of sulphate are produced every day. You have a wonderful view of the rocky, indented coast-

From Schreiber, junction of the Heron Bay and Nipigon sub-divisions, the track occasionally leaves the North Shore to shortcut across promontories. Pays Plat Bay, Crow Point, Gravel Bay, Rainboth Point, Mountain Bay, and Grant Point all face south to Isle Saint Ignace, site of an early mission in

sighted at mileage 123. "The Lakehead" ports handle more than 2500 ships of around 7,000,000 tons a year. Huge grain elevators and many factories support a combined population of 66,000. Fort William, at the mouth of the Kaministiquia River, connects the Nipigon and Kaministiquia sub-divisions. Here your watch should be retarded one hour to Central Standard Time. LA VERENDRYE'S Pierre Gaultier de Varennes, Sieur de la

Indian names occur frequently in this heavily wooded territory; for instance, Osaquan, the river bridged at mileage 6, and Wabigoon — meaning "white flower" — spanned at 27.7, and crossed again at Dryden, a town of 3000. Beaver Creek, 77.4, and Eagle Lake to the left between mileages 86 and 89 both have names frequently repeated across Canada as is Vermilion Bay. The southern tip of Island Lake is spanned at mileage 139. Kenora, which La Verendrye named Rat Portage because of a mass muskrat crossing

tween mileage 50 and Molson, where the Lac du Bonnet sub-division crosses the main line. At Lydiatt, typical prairie agriculture is in full swing, practically unbroken until the suburbs of Winnipeg announce that great city's imminence. Here La Verendrye established his Fort Rouge in 1738 but 90 years elapsed before real settlement began with the erection of Fort Gibraltar by the North West Company. In 1811 Lord Selkirk obtained a grant of 100,000 acres of Red River land for colonization. Fort Garry, a stone building of the Hudson's Bay Company is maintained as a relic of early days at Winnipeg, as is the "Countess of Dufferin", the earliest locomotive in the west. The Royal Alexandra Hotel and the Provincial Parlia-

ment Buildings are features of modern

The Second Prairie Plain, westward from Winnipeg, was travelled by La Verendrye and his sons, 1736-43, first whites in the Red River country. Later, ox-cart trains were succeeded in the 1880's by the Canadian Pacific Railway to which is directly traced the settlement and development of the great Canadian marshalling yards attest the linking of grain and transportation. From Stevenson Field, the international airport, Canadian Pacific Airlines serve Churchill on Hudson Bay. To the south is the Assiniboine River, bearer of the early canoes and later York boats of the Hudson Bay Company. Portage

here La Verendrye's sons Pierre and Louis

ALEXANDER GRISWOLD OAK LAKE ROUTLEDGE VIRDEN HARGRAVE **ELKHORN**

KIRKELLA British surveyor, once classed this country as "arid". Look at it today, the granary FLEMING of the world where hard wheat is raised on 25,000,000 acres. At Indian Head are government-operated entomological labora-MOOSOMIN RED JACKET tary, experimental farm and forest nursery WAPELLA station. BURROWS

BROADVIEW quarters of Canada's scarlet-coated Mounted Police, Regina is now the Dominion training OAKSHELA centre for that proud force. GRENFELL Pasqua, where the Soo Line from Chicago, Minneapolis and St. Paul connects with the SUMMERBERRY Canadian Pacific, is the Indian word for WOLSELEY SINTALUTA

tionists and hunters. Alkali lakes, visible to

of Ontario and Quebec.

your view encompasses the very trails marked by early For operating reasons each sub-division through which the only "Dome" route in Canada passes, numbers

SULTAN

Toronto to Georgian Bay in the early 19th century, the major route to the east was by way of the French River, Mattawa-Ottawa

excavated and partly re-constructed settlement at Sainte Marie. Nearby, the Martyrs' Shrine commemorates Fathers Brébeuf, Daniel, Jogues and Gabriel Lalemant who were killed in the area. At its height the settlement housed 60 white religious and lay workers who served almost 3000 square

and Lake Joseph, on the right, are seen between mileages 1.2 and 3.5. Otter Lake Narrows is bridged at mileage 17, the Boyne and Seguin Rivers at 20 and 22.6. The noted fishing and hunting centre, Parry Sound, population 5,000, is marked by Seguin Falls, seen right from the railway bridge. Georgian

phasize boundaries of the Sudbury Preserve. To the right at mileage 117.5, the Coniston smelter can be seen, a sign of the mineral-bearing country ahead. At Romford,

mighty river was the main trade artery for Huron, Algonquin and Iroquois Indians and it was by this route that the early explorers, Recollet and Jesuit missionaries and traders

A natural highway for canoe travel, the

Between Montreal — seaport 1000 miles from an ocean — and the mouth of the

Vaudreuil-Dorion, the Ottawa — widened into The Lake of Two Mountains — is visible to the right. At Rigaud, site of religious institutions, the Rigaud River joins the Ottawa. The Ontario boundary is crossed between

diere Falls and many great industries are in full view as your train makes two crossings of the big river. Carleton Place, a railway and manufacturing town of 4,700; Almonte, 2,617; Arnprior, 4,500 and Renfrew, 7,609, are passed in the

Wilder country betokens good hunting and fishing, Lumbering is in evidence along the line, and, evidence of hydroelectric development of the upper Ottawa, track diversion was carried out to permit damming of the river to generate 480,000 H.P. at Des Joa-

and Georgian Bay by lake-chains and por-tages. Some went west via Lake Huron and

Rutherglen and Bonfield, a glimpse can be caught - at mileage 94 - of Lake Talon, part of the early canoe route. To the right, mileage 98, Bonfield Falls are visible. Half a mile farther on, at left, Lake Nosbonsing is fished for bass, pickerel and maskinonge. Near Corbeil, noted for the birth of the Dionne Quintuplets, an arm of Lake Nipissing, known as South Bay, leads by inference

leads the diversified industrial activities. Lakes Forest Region is roughly defined hereabouts. You will see many evidences of lumbering in such waters as Spanish River, mileage 17.5, and Pogamasing River, crossed

BOURGET HAMMOND LEONARD NAVAN BLACKBURN OTTAWA HULL HULL WEST OTTAWA WEST ture and electrical appliances. WESTBORO

SNEDDEN PAKENHAM ARNPRIOR BRAESIDE and heads towards Lake Nipissing. SAND POINT plain, Radisson, Brébeuf, Lallemant, Nicolet, CASTLEFORD Joliet, Brulé, Duluth, LaSalle, La Verendrye, MAYHEW Marquette, and their un-remembered companions turned due west at Mattawa, paddled RENFREW laboriously up the Mattawan River, and made their way to Lake Nipissing, the French River HALEY'S

sintering plant support a population of 2,425. THE GREAT LAKES The mineral basis for Sudbury's population of 60,239 is evident in the surrounding country. Copper ore was discovered when the Canadian Pacific line was built in 1883 and Sudbury's prosperity began. Today, nickel At mileage 81.5 both sides of the track show evidence of mining and smelting. Windy Lake is seen to the left at mileage 104.5. At

LAKESIDE made their way to the west with the help of Indian guides. CEDAR PARK Vast forests bordering the river and its tributaries felt the lumberman's axe as Can-POINTE CLAIRE BEACONSFIELD BEAUREPAIRE BAIE D'URFE STE. ANNES the forest areas.

> mileage boards 21 and 22. Pleasant farm-lands and prosperous coun-

> next miles. Geographical factors include the Mississippi River, crossed at mileages 17.6

chims. To the right, between mileages 26.5 and 32, the former track is visible at low

SUDBURY AZILDA CHELMSFORD LARCHWOOD

WINDY LAKE Cartier, the Cartier and Nemegos sub-divisions join. The eastern edge of the Great

HAGAR MARKSTAY WANAPITEI CONISTON ROMFORD

CARTIER GENEVA

> at mileage 25. Metagama is noted for hunting and fishing; Biscotasing, for tourist camps and a flying base of the Ontario Forestry Service.

PEMBROKE PETAWAWA CHALK RIVER WYLIE BASS LAKE MOOR LAKE STONECLIFFE

BISSETT

KLOCK

DEUX RIVIERES

COBDEN

MEATH

SNAKE RIVER

RUTHERGLEN BONFIELD NOSBONSING

CACHE BAY VERNER WARREN

STURGEON FALLS

POGAMASING METAGAMA

MATTAWA EAU CLAIRE

BISCOTASING

CORBEIL NORTH BAY

BEAUCAGE

MEADOWSIDE