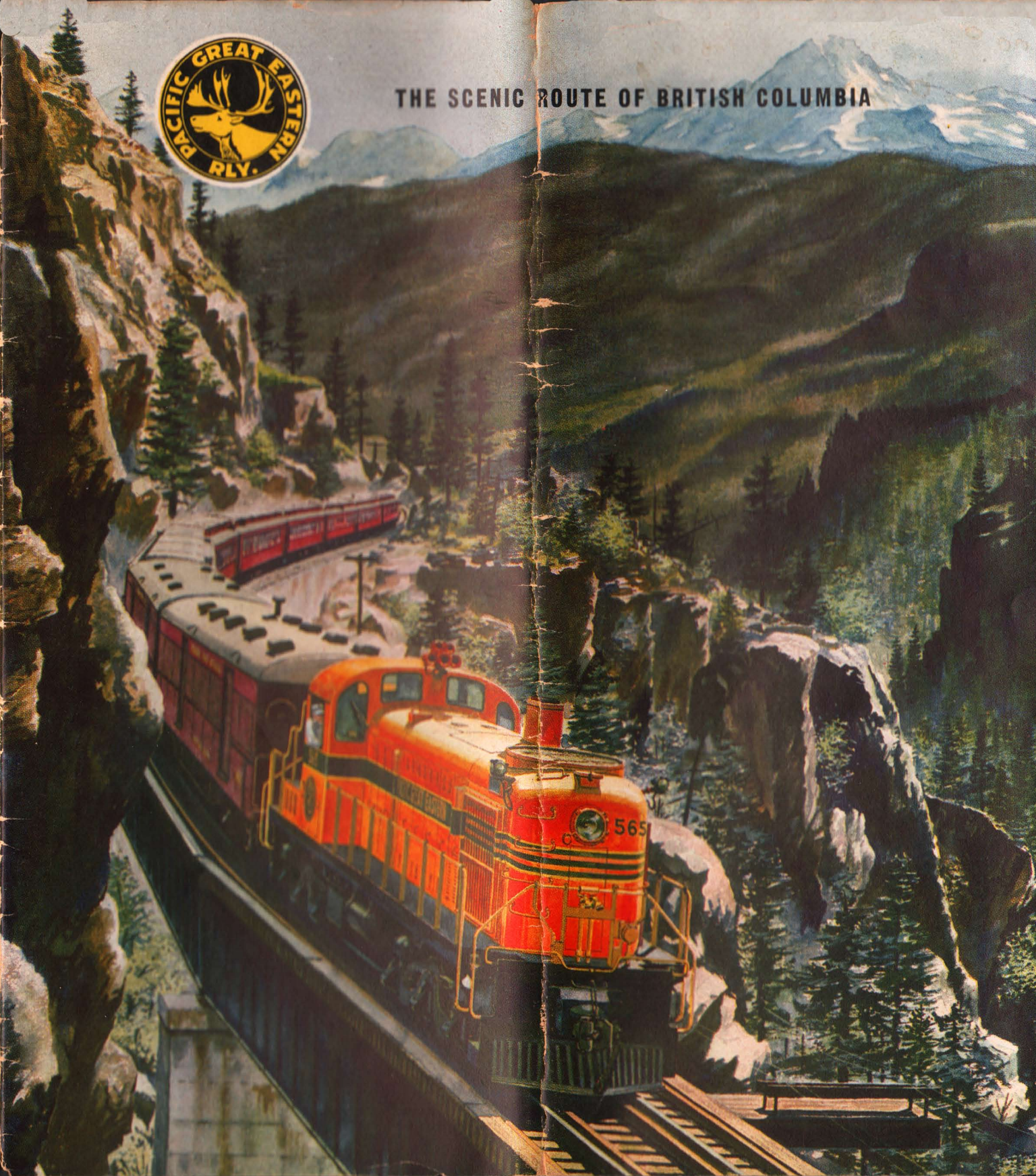




THE SCENIC ROUTE OF BRITISH COLUMBIA



"HELLO VISITOR"

welcome to Vancouver and British Columbia

"CANADA'S MOST SCENIC PROVINCE"

We hope that you will thoroughly enjoy your visit here, be it of long or short duration; if, however, your vacation is limited and you wish to see as much of our magnificent scenery as possible during the time at your disposal, the Pacific Great Eastern Railway offers you the "All Expense" and "Other Tours" described in this Publication, with the firm conviction that they are the best possible value for the money ever offered to the Vacationist.

The Pacific Great Eastern Railway cuts a cross-section of Central and Northern British Columbia, from the Coastal Fjords to the Cariboo Goldfields, and from rich Delta farmlands through majestic mountain ranges, to the rolling cattle country of Central and Northern B.C. We extend to you a cordial invitation to travel on "RAILS TO ROMANCE" through this outstanding "Scenic Wonderland".

The Combination Rail and Water feature of all trips, coupled with the outstanding Scenic Beauty on every side, and the excellent Sleeping and Dining Car Service provided by this Railway, all tend to make these Tours an unforgettable and most pleasing experience.

The Tours permit of relaxation and comfort while travelling through the unspoiled grandeur of the last great hinterland of Central and Northern British Columbia. Courteous Train Crews add considerably to the pleasure of your trip.

For those who desire to spend a vacation in this magnificent country, The Hotel-Resort Booklet contained herein lists, at reasonable rates, various types of recreation and sport to suit every taste. Boating, Fishing, Swimming, Hiking, Riding and Dancing are available. We feel that patrons will thoroughly enjoy the activities and services provided by them.

Owing to a Reduction in Fares the Pacific Great Eastern Railway can now offer you these Tours at greatly Reduced Rates. It will pay you to investigate. Consult your nearest Travel Agent or Railway Ticket Agent.

HOW TO ARRANGE FOR ALL TOURS

1. All Tours are on sale only during months of June, July, August, September. Advance reservations are required.
2. Select your Tour and date of departure from Vancouver, B.C. with an alternative date.
3. If you are unable to obtain the desired information in your City or Town write, or wire direct to the General Passenger Department of this Railway, 94 West Pender Street, Vancouver, B.C. Your enquiry will receive immediate attention.
4. Visitors in Vancouver, B. C. may obtain full information, Tickets, Reservations and Literature from our City Ticket Office, 793 Granville Street. Phone MARine 5438.
5. Payment for the various "All Expense" and "Part Expense Tours" can be made in CANADIAN FUNDS. Refunds, if any, will be made in CANADIAN FUNDS. U.S. FUNDS will also be accepted at the current rate of exchange (if any) set by the Canadian Foreign Exchange Control Board. Just send Cashiers Cheque, Bank Draft, or Money Order in favor of the Pacific Great Eastern Railway with your reservation. If we are unable to accommodate you on the date desired, or the alternative date, your money will be promptly refunded.

"THE RAILWAY WITH A PERSONALITY"—OUR MOTTO—"COURTESY WITH SERVICE".

R. F. P. BOWMAN,
General Manager

T. W. McDONOUGH,
General Passenger Agent

94 WEST PENDER STREET—PHONE PACific 3131—VANCOUVER 4, B. C.



ANDERSON LAKE, B. C.

ALL EXPENSE TOUR "E"—Our Best Tour

A REAL BRITISH COLUMBIA PACKAGE INTO THE VERY CENTER OF THIS PROVINCE
A COMBINED THREE-DAY RAIL AND WATER VACATION

Vancouver, B. C. to Prince George, B. C. and Return

THIS TOUR COVERS THE SCENIC BEAUTY OF THE ENTIRE LINE OF RAILWAY

ON SALE DURING MONTHS JUNE, JULY, AUGUST, SEPTEMBER

ADVANCE RESERVATIONS REQUIRED FOR THIS TOUR

A real British Columbia Package Tour into the center of Canada's most beautiful Province. For Scenic Beauty and Economy no other Tour can compare.

1. Transportation—Rail and Water—Vancouver to Prince George and return.
2. Standard Sleeping Car Berth or Rooms as desired—Squamish Dock to Prince George and return.
3. All meals in Dining Car—Squamish Dock to Prince George and return.
4. Tour "E" Sightseeing Drive during the interval between the arrival and departure of the train at Prince George, B. C.

THE TOUR

Leaves Vancouver, B. C., at 9:30 a.m. (D.S.T.) from Union Steamship Dock, foot of Carrall Street, each Monday, Wednesday and Friday, June through September.

FIRST DAY

Monday, Wednesday, Friday

9:30 a.m. Daylight Saving Time—Board Steamship at Union Steamship Dock, foot of Carrall Street, Vancouver, B. C., for a three-hour Cruise on beautiful Howe Sound, en route to Squamish Dock, B. C., the Southern Terminal of the Pacific Great Eastern Railway.

On arrival at Squamish Dock transfer is made immediately to the awaiting Pacific Great Eastern Railway Train, where Luncheon will be served in the Dining Car.

Leave Squamish Dock for Squamish, where Train will stop one hour to permit a visit to this Town.

Leaving Squamish you enter almost immediately, via Cheakamus Canyon, into the finest Scenic areas of Central British Columbia, including the famous Cariboo Country. Due to the long summer days and late twilights at this season of the year, you will have ample opportunity to enjoy the panorama of great beauty from the Open Observation Car at the rear of the Train.

5:30 p.m.—Dinner is served in the Dining Car.

SECOND DAY

Tuesday, Thursday, Saturday

7:30 a.m.—Breakfast is served in the Dining Car.

Before arriving at Quesnel, passengers may view ranch and Upper Fraser River scenery from the Train. Over this section of the Upper Fraser it may be interesting to note that prior to the advent of the Railway, transportation was by Steamer from Soda Creek to Quesnel and beyond.

Arrive at Quesnel, B. C., 5,000 population, an old Frontier Town that has retained its original atmosphere and many historical reminders of Pioneer days.

Leaving Quesnel at an elevation of 1549' above sea level there is a steady climb up a 2% grade to the Cottonwood River 12 miles north approximately 2500' elevation. At this point is the famous Cottonwood River Bridge 1023' long and 234' above the water level of the river. It cost over one million dollars to build. We finally reach Greening Siding at mile 367.2. This point is the summit of the grade between Quesnel and Prince George, B. C.

At mile 369 we cross the Ahbau Creek Bridge 920' long and 75' above the water level approximately 2375' elevation. This bridge cost over one

half million dollars and was the scene of a silver spike ceremony on the inaugural trip of the P.G.E. Special Train on the completion of the rail link between Quesnel and Prince George November 1st, 1952. This 82 mile link cost 16 million dollars to construct.

From Hixon Mile 387.7 to Prince George this area is fast developing and is a mixed farming and lumbering district. The railway through this section closely parallels the Fraser River which is visible at several points.

12:00 p.m.—Lunch is served in the Dining Car.

We finally reach Prince George, B. C., the Northern Terminus of the railway at the junction of the Fraser and Nechako Rivers. At this point the Pacific Great Eastern Railway connects with the Canadian National Railways, Prince Rupert-Jasper Line, thus affording connections for Prince Rupert on the west and main line points, Jasper and East.

The City of Prince George with a population of approximately 11,000 is a fast developing lumbering, farming and railway center. It is the Gateway to Northern British Columbia and the Peace River District.

At Prince George a sightseeing drive of the city and surroundings will be made before the departure of the train Southbound on the return trip.

3:40 p.m.—Leave Prince George for the return trip to Vancouver, B. C.

5:30 p.m.—Dinner is served in the Dining Car.

THIRD DAY

Wednesday, Friday, Sunday

7:30 a.m.—Breakfast will be served in the Dining Car.

Throughout this day you will have an excellent opportunity of enjoying, from the Open Observation Car, the superb Scenic Beauty between Lillooet and Squamish, B. C.

12:00 Noon—Luncheon will be served in the Dining Car to all Tour Passengers before arrival at Squamish Dock.

On arrival at Squamish Dock, transfer is made immediately to the awaiting Union Steamship for Vancouver, B. C. A beautiful cruise of three hours on famous Howe Sound is a fitting climax to a wonderful trip. Arrive at Union Steamship Dock, Vancouver, B. C., 6:30 p.m., after three days of the Finest Vacation on this Continent.

THE COST OF ALL EXPENSE TOUR "E" THERE IS POSITIVELY NO OTHER EXPENSE

E-1 One Person in a Lower Standard Berth	\$ 60.00
E-2 Two Persons in a Lower Standard Berth	108.00
E-3 One Person in an Upper Standard Berth	58.00
E-4 One Person in a Compartment	80.00
E-5 Two Persons in a Compartment	130.00
E-6 One Person in a Drawing Room	85.00
E-7 Two Persons in a Drawing Room	140.00
E-8 For each additional Person over two in Drawing Room or Compartment	58.00

Drawing Rooms and Compartments are usually at a premium owing to limited Sleeping Car accommodation. Early reservation is therefore essential.



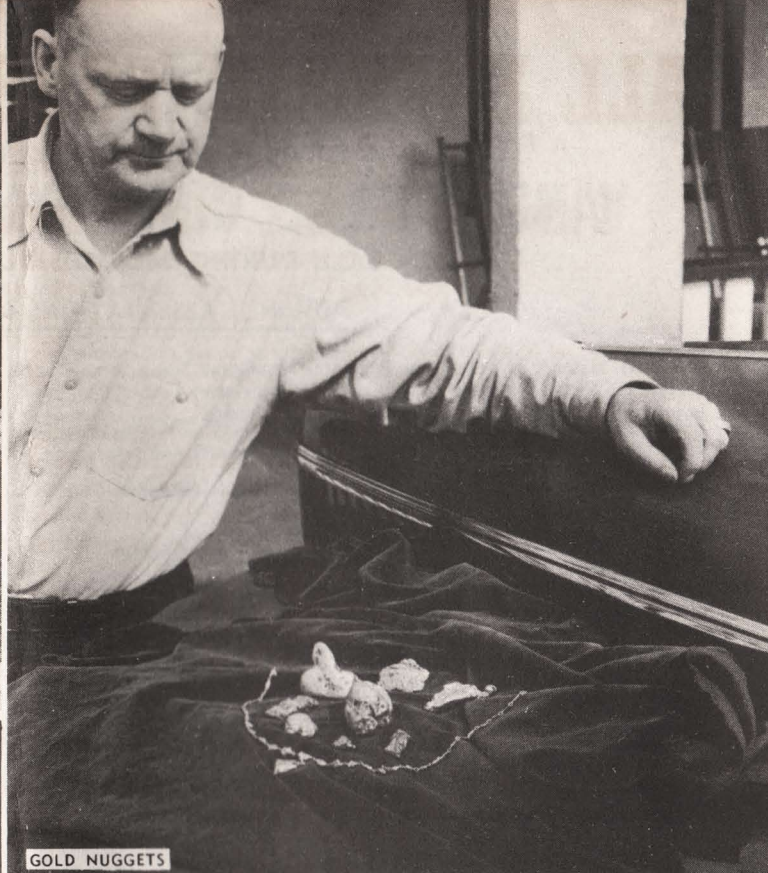
SCENIC ROUTE VANCOUVER - SQUAMISH



ON THEIR WAY



SQUAMISH



GOLD NUGGETS



GOOD HUNTING

ALL EXPENSE TOUR "A"

A COMBINED THREE-DAY RAIL AND WATER VACATION

VANCOUVER, B. C. TO QUESNEL, B. C. AND RETURN

ON SALE DURING MONTHS JUNE, JULY, AUGUST, SEPTEMBER

ADVANCE RESERVATIONS REQUIRED FOR THIS TOUR

A most reasonably priced tour amid the wonderful Scenic beauty of Central and Northern British Columbia. The All-inclusive Cost of this Rail and Water Combination Trip covers the following items:

1. Transportation—Rail and Water—Vancouver to Quesnel and return.
2. Standard Sleeping Car Berth or Rooms as desired—Squamish Dock to Quesnel and return.
3. All meals in Dining Car—Squamish Dock to Quesnel and return.
4. Tour "A" Scenic Drive, also Luncheon and Dinner during stop-over at Quesnel.

THE TOUR

Leaves Vancouver, B. C., at 9:30 a.m. (D.S.T.) from Union Steamship Dock, foot of Carrall Street, each Monday, Wednesday and Friday, June through September.

FIRST DAY

Monday, Wednesday, Friday

9:30 a.m. Daylight Saving Time—Board Steamship at Union Steamship Dock, foot of Carrall Street, Vancouver, B. C., for a three-hour Cruise on beautiful Howe Sound, en route to Squamish Dock, B. C., the Southern Terminal of the Pacific Great Eastern Railway.

On arrival at Squamish Dock transfer is made immediately to the awaiting Pacific Great Eastern Railway Train, where Luncheon will be served in the Dining Car.

Leave Squamish Dock for Squamish, where Train will stop one hour to permit a visit to this Town.

Leaving Squamish you enter almost immediately, via Cheakamus Canyon, into the finest Scenic areas of Central British Columbia, including the famous Cariboo Country. Due to the long summer days and late twilights at this season of the year, you will have ample opportunity to enjoy the panorama of great beauty from the Open Observation Car at the rear of the Train.

5:30 p.m.—Dinner is served in the Dining Car.

SECOND DAY

Tuesday, Thursday, Saturday

7:30 a.m.—Breakfast is served in the Dining Car.

Before arriving at Quesnel, passengers may view ranch and Upper Fraser River scenery from the Train. Over this section of the Upper Fraser it may be interesting to note that prior to the advent of the Railway, transportation was by Steamer from Soda Creek to Quesnel and beyond.

Arrive at Quesnel, B. C., 5,000 population, an old Frontier Town that has retained its original atmosphere and many historical reminders of Pioneer days. It will also furnish a variety of photographic material to remind you of a very pleasant trip.

You may leave your hand baggage, etc., in your Sleeping Car space, as these Sleeping Cars will be parked for your convenience and occupancy throughout the day.

After detraining at Quesnel, motor equipment of the Central Cariboo Stage Co. Ltd. will be on hand at the Station platform to transport Tour "A" Passengers from the Station to the Town of Quesnel.

SECOND DAY—(Continued)

The balance of the morning is free to visit stores and explore other historic features of Quesnel, or to take advantage of the alternative drive offered.

12:00 Noon—Luncheon will be served at the cafe in Quesnel. See meal coupon in ticket.

1:30 p.m.—Motor equipment will be waiting at the Central Cariboo Stage Company Office to take Passengers holding Tour "A" Drive Tickets on the regular Scenic Drive Trip in this area.

6:00 p.m.—Dinner will be served at the Cafe in Quesnel, or in the Dining Car of Train No. 2 on its arrival at Quesnel, B. C. See meal coupons in ticket.

We leave Quesnel 7:30 p.m. for the return trip to Vancouver. The early departure of the Train and the long twilight of this Northern Country will give you an excellent opportunity to view scenery missed on the Northern trip.

THIRD DAY

Wednesday, Friday, Sunday

7:30 a.m.—Breakfast will be served in the Dining Car.

Throughout this day you will have an excellent opportunity of enjoying, from the Open Observation Car, the superb Scenic Beauty between Lillooet and Squamish, B. C.

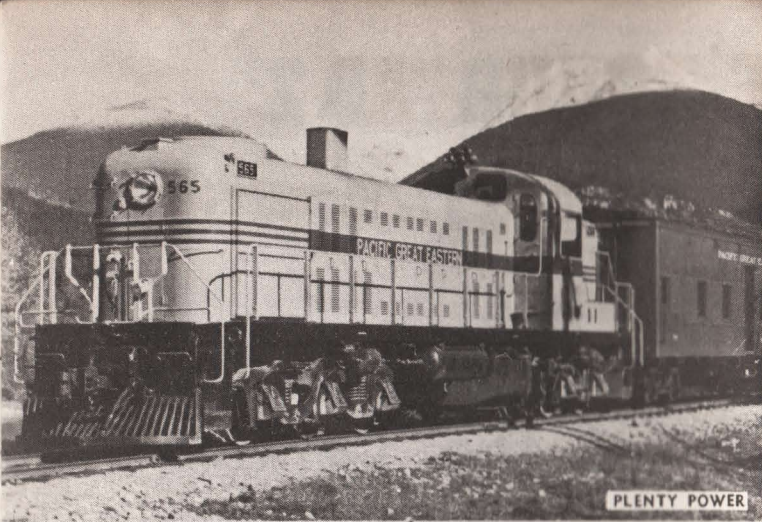
12:00 Noon—Luncheon will be served in the Dining Car to all Tour Passengers before arrival at Squamish Dock.

On arrival at Squamish Dock, transfer is made immediately to the awaiting Union Steamship for Vancouver, B. C. A beautiful cruise of three hours on famous Howe Sound is a fitting climax to a wonderful trip. Arrive at Union Steamship Dock, Vancouver, B. C., 6:30 p.m., after three days of the Finest Vacation on this Continent.

THE COST OF ALL EXPENSE TOUR "A" THERE IS POSITIVELY NO OTHER EXPENSE

A-1 One Person in a Lower Standard Berth	\$ 55.00
A-2 Two Persons in a Lower Standard Berth	100.00
A-3 One Person in an Upper Standard Berth	53.00
A-4 One Person in a Compartment	68.00
A-5 Two Persons in a Compartment	115.00
A-6 One Persons in a Drawing Room	75.00
A-7 Two Persons in a Drawing Room	125.00
A-8 For each additional Person over two in Drawing Room or Compartment	53.00

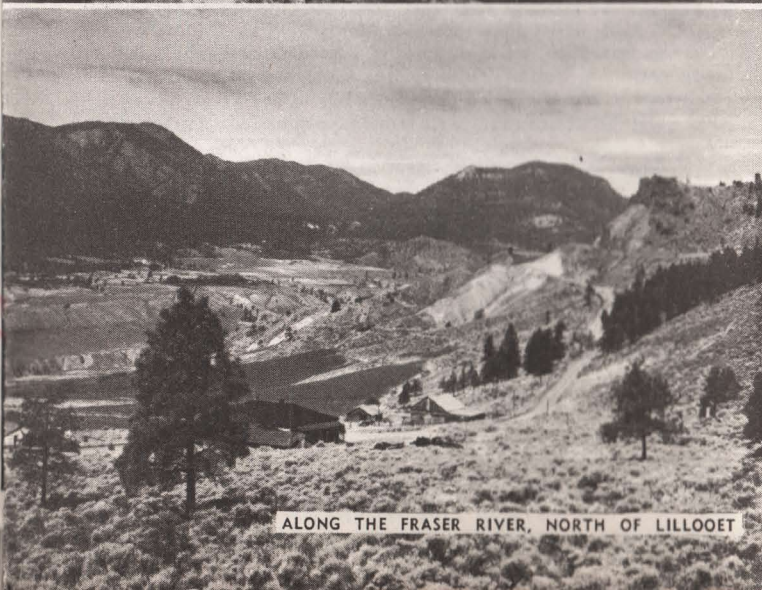
Drawing Rooms and Compartments are usually at a premium owing to limited Sleeping Car accommodation. Early reservation is therefore essential.



PLENTY POWER



GOOD TRAVELING



ALONG THE FRASER RIVER, NORTH OF LILLOOET



SUNSET OVER GREEN LAKE



SUNLIT CANYONS



SETON LAKE

PART EXPENSE—TOUR "B 2"

\$21.40 — A THREE DAY VACATION — \$21.40

A Combined Rail and Water Trip — Vancouver to Lillooet, B.C. and Return Into the Very Heart of the Cariboo

NO RESERVATIONS ARE REQUIRED

THIS TOUR INCLUDES THE FOLLOWING ITEMS:

1. Transportation, including Rail and Water, Vancouver, B. C., to Lillooet, B. C., and return.

2. Observation Car Seats, Squamish Dock to Lillooet, B. C., and return.

3. All meals in Dining Cars, Squamish Dock to Lillooet, B. C., and return.

Hotel accommodation and meals at Lillooet are not included.

Tour "B-2"—Leaves Vancouver, B. C., each Monday, Wednesday and Friday, June through September, at 9:30 a.m. from Union Steamship Dock, foot of Carrall Street, returning leaves Lillooet, B. C., each Wednesday, Friday and Sunday at 7:30 a.m. for Vancouver, B. C.

GOING TRIP

9:30 a.m. Daylight Saving Time—Board steamship at Union Steamship Dock, foot of Carrall Street, Vancouver, for a three-hour cruise on beautiful Howe Sound en route to Squamish Dock, B. C., the Southern Terminal of the Pacific Great Eastern Railway. On arrival Squamish Dock, immediate transfer is made to the awaiting Pacific Great Eastern Railway Train, where Luncheon will be served in the Dining Car.

Leave Squamish Dock for Squamish, where Train will stop over one hour to permit a visit to this town.

Leaving Squamish the visitor is almost immediately transported via the famous "Cheakamus Canyon" into the finest scenic areas of Central British Columbia en route to Lillooet, B. C., the very heart of the Cariboo country.

Passengers will enjoy breathtaking vistas of snow-capped mountains, roaring waterfalls, tumbling streams and gem-like lakes fed by glacial ice-fields. Nature has indeed lavished her bounty on British Columbia, and the Pacific Great Eastern Railway, with ingenuity, penetrates the very heart of it, to provide a veritable vacationland of unparalleled beauty.

From the open Observation Car, passengers are afforded every opportunity of viewing the wonderful panoramic beauty which unfolds with every mile. Majestic mountains, crystal-clear lakes and magnificent waterfalls are outstanding features of this area. Owing to the long summer days and late twilights of this season of the year, passengers will have ample opportunity to enjoy the scenic beauty en route.

GOING TRIP—(Continued)

5:30 p.m.—Dinner is served in the Dining Car.

Arrive at Lillooet, B. C. At this point, passengers make their own arrangements for hotel accommodation. See Hotels, Resorts, Lodges, etc., insert in this Folder.

LILLOOET—What a name to conjure visions in our minds of the early Gold Rush. Today Lillooet could easily double for parts of Sunny California with its balmy climate, rolling hills and sagebrush-covered bench lands which are gradually being cultivated to grow Tomatoes, Cantaloupes and many other fruits and vegetables.

RETURN TRIP

Leave Lillooet each Wednesday, Friday and Sunday at 7:30 a.m., Observation Car seat is provided and breakfast is served in the Dining Car. We now wind our way through the "Cascade Range" of mountains, whose snow-capped peaks seem to pierce the very skies, skirting the solid rock ledges of beautiful Anderson and Seton Lakes. At Shalalish on Seton Lake is a power project of the British Columbia Electric Company, which is one of the outstanding engineering feats of all time.

Proceeding on our journey, we pass many more mountain lakes and streams until we arrive at Pemberton, where the Lillooet River is crossed.

Leaving Pemberton, we again re-enter a mountain area which is famous for its cascading streams, notably Green River and its spectacular Falls. Finally we reach Alta Lake, the "Summit" of the "Coast Range", from which point the waters churn their turbulent way easterly and westerly.

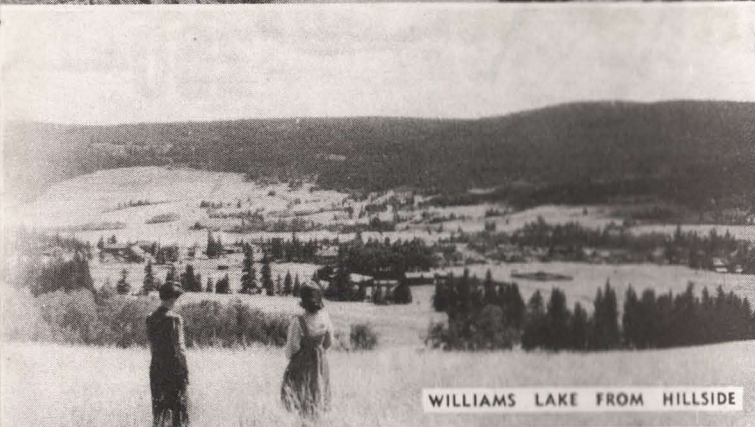
12:00 Noon—Luncheon will be served in the Dining Car.

Leaving Alta Lake, and passing Brandywine Falls, which hurtles down its perpendicular 200-foot precipice, we once again enter another famous Canyon called "The Cheakamus", with its river of the same name. The Black Tusk and Garibaldi Mountains, with their magnetic appeal, compete for our wonderment. A veritable photographer's paradise extends all the way to Squamish Dock on Howe Sound, the Southern Terminal of the Pacific Great Eastern Railway.

2:40 p.m.—Arrive Squamish Dock and transfer from Train to Union Steamship for a Three-hour Cruise through one of the outstanding fjords of the Pacific Coast en route to Vancouver, B. C., the original starting point of our trip, where we arrive at the Union Steamship Dock each Wednesday, Friday and Sunday at 6:30 p.m.



BRIDGE OVER FRASER RIVER



WILLIAMS LAKE FROM HILLSIDE



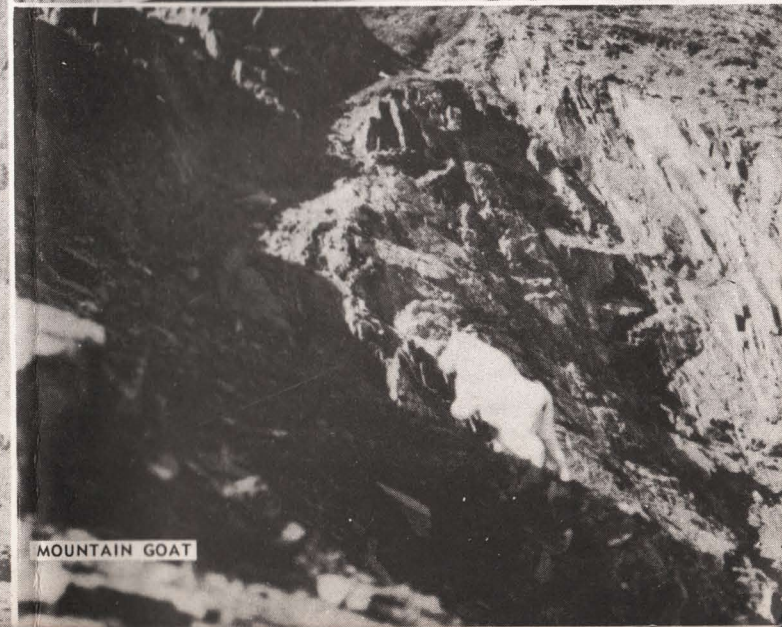
BETWEEN FOUNTAIN AND GLEN FRASER



SCENIC WONDERLAND



CUISINE



MOUNTAIN GOAT

ALL EXPENSE TOUR "C"

"THE CHAIN OF LAKES TOUR"

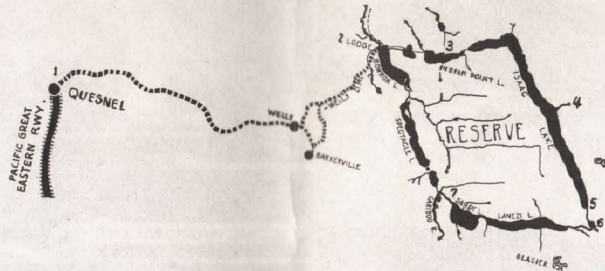
A TEN-DAY TRIP INTO THE HINTERLAND

A FISHERMAN'S DREAM

A TRAIL MAN'S PARADISE

\$200.00

PER PERSON



\$200.00

PER PERSON

MINIMUM TWO PERSONS

Leaves Vancouver each Monday, Wednesday and Friday, June through September, at 9:30 a.m., from Union Steamship Pier, foot of Carrall Street, connecting with Pacific Great Eastern Railway at Squamish Dock for Quesnel, B. C., thence via Stage to Wells, B. C. and private Motor Car from Wells, B. C. to the Cariboo Hunting and Fishing Lodge on Bowron Lake. Make Lodge headquarters for short guided trips, or spend six days on circuit trip with guide, as described below.

Monday, Wednesday, Friday FIRST DAY

Leave Vancouver at 9:30 a.m. from Union Steamship Pier for Squamish Dock. On arrival transfer to awaiting Train for one of the world's finest scenic trips to Quesnel, B. C. Lower Berth and all Meals included in ticket.

Tuesday, Thursday, Saturday SECOND DAY

Breakfast in the Dining Car. Lunch at Quesnel. Leave 1:30 p.m. by Stage for Wells, B. C. This drive to Wells takes about two hours. By private motor car to Cariboo Hunting and Fishing Lodge (2), on Bowron Lake. Meet guide and check equipment. Visit salmon weir. Fish.

Wednesday, Friday, Sunday THIRD DAY

Breakfast at Lodge. Hike to Indian Point Lake via old Goat River Trail. Giant woodpeckers. Visit a fur trapper's winter quarters. Lunch at Cabin (3). Afternoon and evening for trout fishing, stream and lake. These are dependable waters for rainbow trout, many limits averaging over two pounds being caught here each year.

Thursday, Saturday, Monday FOURTH DAY

Move to Isaac Lake by motor boat and trail. Bald eagles, moose. Motor boat 14 miles to Cabin (4) on Betty Wendle Creek. Lunch, troll and flyfish en route. This lake is famous for its giant Kamloops trout, the 1952 record being 25 lbs.

Friday, Sunday, Tuesday FIFTH DAY

Motor boat (11 miles) to cabin (5) at south end Isaac Lake. Lunch and troll en route. Evening flyfishing on Isaac River.

This Tour includes Transportation—Steamship, Rail, Stage, Lower Berths on Trains, all Meals en route, stage Quesnel to Wells and Return, Private motor car, Wells to Lodge and Return, also accommodation at Lodge, Motor Boats, Pack Outfits, etc., no other expense. RATES QUOTED PER PERSON FOR PARTIES OF TWO, THREE OR FOUR PERSONS. Special arrangements must be made for parties of larger size. Regardless of the size of party, positive reservations must be confirmed by Lodge Manager before tickets purchased. Write direct to General Passenger Department for Lodge and Train Reservation.

Saturday, Monday, Wednesday SIXTH DAY

Spend all day fly fishing Isaac River above and below falls and around log jam. Finish day at cabin (6) on McLary Lake. Magnificent panorama of Hanging Valley and its Glaciers.

Sunday, Tuesday, Thursday SEVENTH DAY

Run Swamp River and motor boat through Lanezi Lake, Sandy Lake and Cariboo River to Tent Camp (7) on Unna Lake. Lunch and fish en route. Moose are plentiful. Visit Swamp River Falls.

Monday, Wednesday, Friday EIGHTH DAY

Three Mile Creek and Three Mile Lake. Flyfish at McKenna Creek. Lunch at rail portage. Motor boat to Lodge via Spectacle Lakes, upper Bowron River, and Bowron Lake, trolling en route. Moose. Many beaver and muskrat colonies.

Tuesday, Thursday, Saturday NINTH DAY

Leave Wells via Stage transportation to Quesnel. Lunch and Dinner at Quesnel or Dinner in P.G.E. Railway Dining Car at 7:00 p.m. Leave Quesnel via P.G.E. Railway at 7:30 p.m.

Wednesday, Friday, Sunday TENTH DAY

7:30 a.m. Breakfast will be served in Dining Car and throughout this day you will have an excellent opportunity of enjoying from the Open Top Observation Car superb scenic beauty en route to Squamish. At 12:00 noon Luncheon will be served in the Dining Car to all passengers before arrival at Squamish Dock. On arrival at the dock, transfer is made immediately to the awaiting steamship for Vancouver. A beautiful cruise of three hours on famous Howe Sound is a fitting climax to a wonderful trip. Arrive at 6:30 p.m. at Union Steamship Dock, Vancouver, B. C.



BRIDGING THE CHASM



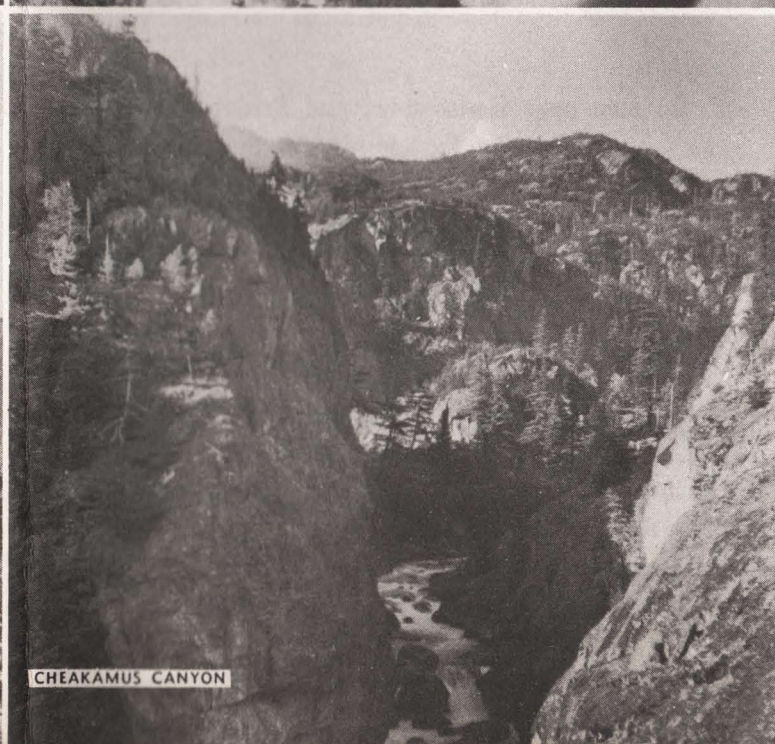
THE ROMANTIC CARIBOO



CHEAKAMUS CANYON



MOUNT GARIBALDI



CHEAKAMUS CANYON

PART EXPENSE—TOUR “D”

A THIRTY-SIX HOUR VACATION

TOUR THE MIGHTY CANADIAN CARIBOO

AND

NORTHERN BRITISH COLUMBIA

\$61.00

**BY SHIP – TRAIN AND PLANE
ON SALE ALL YEAR**

\$61.00

Vancouver, B. C. to Prince George, B. C. and Return
ALL WITHIN 36 HOURS

**THIS PRICE INCLUDES ALL TRANSPORTATION AND LOWER BERTH ON
TRAIN**

**ALSO GROUND TRANSFER BETWEEN AIRPORTS AT CITIES OF PRINCE GEORGE AND VANCOUVER, B. C.
MEALS EXTRA—ADVANCE RESERVATIONS POSITIVELY REQUIRED FOR THIS TOUR**

On Mondays, Wednesdays and Fridays your economy Tour starts in the morning at the Union Steamship dock in Vancouver, B. C., and from there by ship through lovely Burrard Inlet and charming Howe Sound to Squamish Dock. Here you board a sleeping car of the Pacific Great Eastern Railway Train for the trip of a lifetime to Prince George, B. C., through awe inspiring scenery made up of mighty waterfalls, rushing rivers, lofty glacier-decorated mountains and still green-blue skies. At Prince George you transfer by airline limousine to Canadian Pacific Airlines for a speedy comfortable return to Vancouver, B. C., where another limousine returns you to the city center.

On Tuesdays, Thursdays and Saturdays the tour is

made in reverse, starting from Vancouver by Plane, returning by Train and Ship.

Leave your car in Vancouver and bring your camera. You will enjoy every minute of this trip, especially in the open Top Observation Cars.

On this tour you will travel over 900 scenic miles in less than two relaxing days. Should more time be available, then you may stop over for a restful holiday at any one of many outstanding resorts along the route.

For tickets and reservations consult any Canadian Pacific Railway or Airline office, The Pacific Great Eastern Railway or your nearest Travel Agent.

Plan to make this thrilling trip!



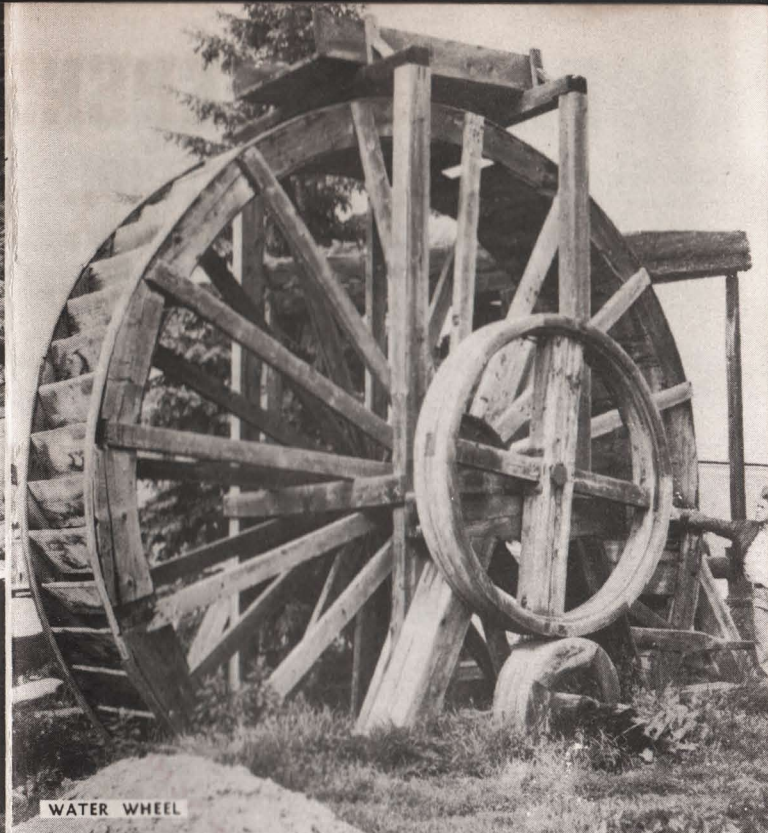
A FISHERMAN'S PARADISE



UPPER BOWRON RIVER



ALTA LAKE



WATER WHEEL



FOUR-DAY-OLD MOOSE

PART EXPENSE — TOUR "VAN 3"

"THE TRIPLE CANYON TOUR"

\$38.20

via Fraser, Thompson, Cheakamus Canyons
VANCOUVER TO QUESNEL, B. C., AND RETURN

\$38.20

A Combined Bus-Rail-Steamship Three-Day Vacation Through British Columbia's Scenic Wonderland

GOING

— RESERVATION REQUIRED —

RETURNING

This Tour leaves Vancouver, B.C., 8:00 a.m. (D.S.T.) each Monday, Wednesday and Friday, June through September, from Bus Depot, 150 Dunsmuir Street, via Western Canadian Greyhound Lines. Passing through the City of New Westminster, the first Capital of British Columbia, we cross the wide reaches of the Fraser River over the Pattullo Bridge, and proceed through a mixed farming country to Abbotsford. Continuing eastward, we arrive at the progressive town of Chilliwack, B. C.

Leaving Chilliwack, the route lies over a good highway skirting the base of the majestic "Hope Mountains" of the "Coast Range". Thence on to the attractive village of Hope, a distance of 100 miles from Vancouver, B. C. Leaving Hope, the Mountain Highway commences to thrust its way through the Lower Fraser Canyon. The village of Yale is now reached. This settlement, rich in historic lore, was originally the head of navigation on the Fraser River.

Leaving Yale, we follow the Trail travelled on foot by the Gold Miners over one hundred years ago into the great Cariboo country, and the Gold Mining town of Barkerville. A stop is made at "Hell's Gate" to view the "Fish Ladders". Leaving this point we proceed through the "Cascade Range" over Jackass Mountain and descend to Lytton, where the Thompson River joins the Fraser. This is a spectacular sight.

Leaving Lytton we now pass through the "Thompson Canyon", with its towering ramparts of marble-colored granite, to Spence's Bridge, and in due course arrive at the town of Ashcroft, where hotel accommodation is provided for overnight stop-over.

We leave Ashcroft at 8:00 a.m. (D.S.T.) the following morning, crossing the Thompson River to climb steeply through sagebrush studded sand hills on either side. Soon we are travelling due north along the high rim of the Bonaparte River. Passing "The Bluffs", which are painted by Nature in gorgeous hues, we arrive at Clinton.

Leaving Clinton we climb to a plateau containing vast Forests, Cattle Ranches, Dude Ranches and Holiday Resorts. Beyond the famous 100 Mile House, we come to Lac La Hache, and skirting its shores, eventually arrive at Williams Lake, British Columbia's largest Beef Cattle distributing point, which is served by the Pacific Great Eastern Railway.

Leaving Williams Lake and continuing Northward, at Soda Creek we again meet the mighty Fraser River and follow this river until arrival at Quesnel, where, after a short stay of approximately 3½ hours, transfer is made to the Pacific Great Eastern Railway for the return trip. At this point Lower Berth Sleeping Car accommodation on the Railway is provided, thus enabling passengers to enjoy the privileges of the Observation Car from Quesnel to Squamish Dock, B. C.

We leave Quesnel at 7:30 p.m. each Tuesday, Thursday and Saturday, and view before darkness falls that part of the Upper Fraser country which we have previously missed, including the Trestle Bridge, 1194 feet long, over which the Railway passes 286 feet above Deep Creek. This structure, when built, was the highest Railway Bridge in the British Empire. During the night we will pass through the country you have already seen, including such districts as Williams Lake, Lac La Hache and Clinton. Leaving Clinton, the early riser will be rewarded with a scene of another Canyon of the Fraser River. The grade now quickly descends around Pavilion Mountain until we cross the Fraser River on a bridge 265 feet above the water, just before arriving at the Town of Lillooet, B. C.

Leaving Lillooet and the Fraser River we skirt the shores of Anderson and Seton Lakes on solid rock ledges, and wind our way through the "Cascade Range" of snow-capped mountains to Shalath on Seton Lake, where the British Columbia Electric Company has a power project, which develops 620,000 Horse Power of Electricity for Industrial use in British Columbia. Proceeding on our journey we pass many more Mountain Lakes and Streams until we arrive at Pemberton, where the Lillooet River is crossed. At this Point a reclamation scheme of the Dominion and Provincial Governments drains an area of 25,000 acres of the finest Farming and Dairyland in British Columbia.

Leaving Pemberton, we re-enter a mountain area, which is famous for its cascading streams, notably Green River and its spectacular falls, finally we reach Alta Lake, which is the "Summit" of the "Coast Range", from which point the waters churn their turbulent way easterly and westerly.

Leaving Alta Lake, and passing Brandywine Falls, which hurtles down its perpendicular 200-foot precipice, we enter another famous Canyon called "The Cheakamus", with its River of the same name, boiling and leaping through its tortuous course, while the Black Tusk and Garibaldi Mountains, with their magnetic appeal, compete for our wonderment. A veritable photographer's paradise extends all the way to Squamish Dock on Howe Sound, the Southern Terminal of the Pacific Great Eastern Railway.

Arriving Squamish Dock, we transfer from Train to Union Steamship for a Three-hour Cruise through one of the outstanding fjords of the Pacific Coast en route to Vancouver, B. C., the original starting point of our trip, where we arrive each Wednesday, Friday and Sunday at 6:30 p.m., thus completing within the shortest possible time and distance, a tour which has no equal in diversified scenic travel on this continent.



McGILLIVRAY FALLS NEAR ANDERSON LAKE

PART EXPENSE—TOUR "VAN 4"

"ANOTHER THREE CANYON TOUR"

\$25.35

Via Fraser, Thompson, Cheakamus Canyons

\$25.35

A COMBINED BUS-RAIL AND STEAMSHIP TOUR VANCOUVER TO LILLOOET, B. C., AND RETURN

— RESERVATION REQUIRED —

GOING TRIP

This Tour leaves Vancouver, B.C., 8:00 a.m. (D.S.T.) each Monday Wednesday and Friday, June through September, from Bus Depot, 150 Dunsmuir Street, via Western Canadian Greyhound Lines. Passing through the City of New Westminster, the first Capital of British Columbia, we cross the wide reaches of the Fraser River over the Pattullo Bridge, and proceed through a mixed farming country to Abbotsford. Continuing eastward, we arrive at the progressive town of Chilliwack, B. C.

Leaving Chilliwack, the route lies over a good highway skirting the base of the majestic "Hope Mountains" of the "Coast Range". Thence on to the attractive village of Hope, a distance of 100 miles from Vancouver, B. C. Leaving Hope, the Mountain Highway commences to thrust its way through the Lower Fraser Canyon. The village of Yale is now reached. This settlement, rich in historic lore, was originally the head of navigation on the Fraser River.

Leaving Yale, we follow the Trail travelled on foot by the Gold Miners over one hundred years ago into the great Cariboo country, and the Gold Mining town of Barkerville. A stop is made at "Hell's Gate" to view the "Fish Ladders". Leaving this point we proceed through the "Cascade Range" over Jackass Mountain and descend to Lytton, where the Thompson River joins the Fraser. This is a spectacular sight.

On arrival at Lytton we transfer from the Greyhound Bus Lines and after spending a few hours exploring this Historic Town from which the gold seekers commenced their journey North to the goldfields of the Cariboo and Northern British Columbia we leave via the Lytton Transfer and Taxi Co. for the town of Lillooet, B. C., Mile 0 of the famous Cariboo Highway.

Leaving Lytton we cross the Thompson River and continue Northward along the banks of the Fraser River. This is the original road over which freight was transported in Prairie Schooners (wagons) drawn by eight horse teams into the gold rich area of Lillooet and further north. The scenery is magnificent and ever changing with every bend in the river, bringing a new sense of excitement.

Three miles from Lytton we pass by a large Indian Residential School with its hundreds of acres of farm land, here the native Indians, boys and girls are taught the modern methods of farming as well as the normal grade school. Established originally before the turn of the Century for boys only, this school was later altered to include girls also.

The "Half-way Ranch" lying midway between Lytton and Lillooet was an old stopping place in the early days, here freighters and their teams would stay overnight as it was a full days haul from either Lytton or Lillooet. The stage coach also would change off their tired horses for a fresh team at this point and continue their journey.

GOING TRIP—(Continued)

Thirty miles north of Lytton we pass over the "Big Slide" and here the road is carved from a solid rock face hundreds of feet high above the river which surges below.

Half an hour later we cross the Suspension Bridge over the turbulent Fraser River and arrive at Lillooet, B. C., where we remain for two nights at the Reynolds Hotel and Auto Court. This accommodation is included in your Tour Ticket.

RETURN TRIP

Leave Lillooet each Wednesday, Friday and Sunday at 7:30 a.m. Observation Car seat provided Lillooet to Squamish Dock.

Leaving Lillooet, we bid farewell to the Fraser River as we wind our way through the "Cascade Range" of Mountains, whose snow-capped peaks seem to pierce the very skies, and skirt the solid rock ledges of beautiful Anderson and Seton Lakes. At Shalalth on Seton Lake, a Power Project of the British Columbia Power Company is one of the outstanding engineering feats of all time. It develops 620,000 horsepower of electricity, which is carried to the industrial areas of British Columbia. Proceeding on our journey, we pass many more Mountain Lakes and Streams until we arrive at Pemberton, where the Lillooet River is crossed. At this point a reclamation scheme of the Dominion and Provincial Governments will drain an area of 25,000 acres of the finest and richest Farming and Dairy land in British Columbia.

Leaving Pemberton, we re-enter a mountain area which is famous for its cascading streams, notably Green River and its spectacular Falls, finally we reach Alta Lake, which is the "Summit" of the "Coast Range", from which point the waters churn their turbulent way easterly and westerly.

Leaving Alta Lake, and passing Brandywine Falls, which hurtles down its perpendicular 200-foot precipice, we enter another famous Canyon called "The Cheakamus", with its River of the same name, boiling and leaping through its tortuous course, while the Black Tusk and Garibaldi Mountains, with their magnetic appeal, compete for our wonderment. A veritable photographer's paradise extends all the way to Squamish Dock on Howe Sound, the Southern Terminal of the Pacific Great Eastern Railway.

We now transfer from Train to Steamship for a Three-hour Cruise through one of the outstanding fjords of the Pacific Coast en route to Vancouver, B. C., the original starting point of our trip, where we arrive each Wednesday, Friday and Sunday at 6:30 p.m., thus completing within the shortest possible time and distance, a Tour which has no equal in diversified scenic travel on this continent.



THE CHASM NEAR CLINTON



SETON LAKE

TAKEN FROM OUR FILES

Dear Sir:

What Our Patrons Say About The Pacific Great Eastern Railway:

Tacoma, Wash.

My wife and I returned this past week from one of the finest trips we have ever taken in our lives, that was the Three-day Tour over the Pacific Great Eastern, and it was something we will remember forever. It is needless to try to describe our pleasure, for we could not find words to express our delight in the beautiful scenery.

R. C. B.

Toronto, Ont.

Dear Sir:

"A promise made is a debt unpaid", my promise was to give you the reaction of the Tour group after their trip over the Pacific Great Eastern Railway en-route to Prince George, B. C., thence Canadian National Railways to Jasper National Park.

It was unanimous that the beauty and magnificence of the scenery surpassed anything we had seen previously or even could have imagined. When we reached Quesnel they all wished they could turn around and go back to Squamish so that they could just feast their eyes on the beautiful snow-capped mountains, the rushing rivers, the gorges, the whole astounding panorama. Words are inadequate to express one's thoughts and pleasures in seeing such wonderful sights. Sometimes when I think back I wonder if it was just a dream or could it be real and so positively beautiful—but it was, and I am so happy I was fortunate enough to see this untouched part of beautiful British Columbia.

(Mrs.) D. F., Tour Conductor.

Fairfield, Calif.

Dear Sir:

I wish to compliment you on the fine Train and Dining Car crew. They did everything they possibly could to show us everything, and pointed out all the places of interest as well as answering our many questions. It was certainly a wonderful trip.

H. Der L.

Asheville, North Carolina.

Dear Sir:

It has just been the good fortune of my wife and me to have taken Tour "A" on your beautiful railroad. Words cannot possibly describe such a trip. One simply has to see for himself. Coming West from this part of the country we passed through various kinds of terrain on the Southern Railway, New York Central, C. & N. W., Soo Line, thence via Canadian Pacific main line to Vancouver. This, of course, included the Rockies, Selkirks, Cascades and the Coast Ranges. But not until we left Squamish Dock did we realize that the greatest scenery was yet to be. Both a feat of Location Engineering and just plain "Railroading". I have yet to see anything its equal, and I want here to pay high tribute to your service, to your employees and the Management. Unfailing courtesy by all of your men has been one of our main topics of comment since returning home. The courtesy of the Sightseeing Employees at Quesnel and their interest in making our short visit pleasant to that Great Country was much appreciated.

Jas. F. G.

Bellevue, Wash.

Dear Sir:

I am writing to tell you how much Mrs. H ——— and I have enjoyed our recent trip to Quesnel over your most Scenic Railroad. I have travelled for many years, but never in my life have I seen such scenery or have I enjoyed such delightful treatment. It is a most welcome surprise in these hectic days we are being in to meet such a fine group of employees, genuine and friendly, and who have every reason for their pride in their Railroad, which in itself I hope will continue as it is unhurried and charming. Hoping we can be with you again next summer.

Col. J. L. H.

San Jose, Calif.

Dear Sir:

My wife and I made a trip from Vancouver to Quesnel (Tour A) recently via the Pacific Great Eastern Railroad, and I must congratulate you on the splendid service offered. Your employees seemed to make the comfort and enjoyment of the passengers their first thought, and spared no effort. This, combined with the beautiful scenery, good Dining and Sleeping Car service, and the unusual features of the trip, made it one long to be remembered.

L. L. D.

Chicago, Ill.

Dear Sir:

Recently Mrs. C ——— and I had occasion to use your service from Squamish Dock to Quesnel and return.

The trip was beautiful throughout and we enjoyed every minute of it. The scenery is superb and service was excellent. We appreciate the courtesy extended by your line and hope at some future time when the line is extended to Prince George that we may have the opportunity of again taking advantage of your hospitality.

E. D. C.

San Francisco, Calif.

Dear Sir:

That "Tour A" on your Friendly Railroad will always be remembered as one of the most scenic and novel trips we have ever enjoyed since giving up driving a car.

We have not been to Europe as there is plenty to see on this Continent. We have read many articles on Europe but with your "Tour A" it seems as if we were in Switzerland. Your railroad is unique, that is another reason we enjoyed that trip so much. The Sleeping Cars are neat and clean, your dining car is cute, the food is excellent, nicely served and plenty of it.

Mr. and Mrs. O. E. M.



SEE VANCOUVER, B. C. BY GRAY LINE SIGHTSEEING TOURS

Vancouver has one of the world's most beautiful sea and mountain settings, and you enjoy its attractions best when you see them and hear about them on Gray Line tours.

SEVEN TOURS DAILY FROM \$1.45 TO \$3.10

For information write M. H. Miller, General Passenger Agent, B. C. Motor Transportation Ltd., Vancouver, B. C., or telephone **Pacific 6381**.

Pacific Great Eastern Railway

Motive Power and Equipment

The Motive Power and Passenger Equipment of this railway is up-to-date and modern in every respect. It consists of Diesel Electric Locomotives, Steel Coaches, Dining-Cars and comfortable Pullman Standard Sleeping Cars.

COACH SERVICE

First Class Coaches are Standard equipment on all Passenger Trains. They are steel constructed, electric lighted and modern throughout. Their generous capacity and comfortable seating arrangement are an outstanding feature of this service.

DINING CAR SERVICE

Good meals enhance the pleasure of travel. Pacific Great Eastern Railway Dinners maintain a high standard of quality and service. Table d'Hote meals are served at moderate prices.

SLEEPING CAR SERVICE

The Sleeping Car equipment of the Pacific Great Eastern Railway consists of Standard 12-Section, 1-Drawing Room Cars, also 8-Section, 1-Compartment, and 10-Section electric lighted cars. They are most comfortable riding cars.

OPEN TOP OBSERVATION CARS

During the months June through September, Open Top Observation Cars are operated on all Passenger Trains. These cars permit our passengers to enjoy the exhilarating mountain air and, if they so desire, to obtain excellent camera shots of the superb scenic wonders along the line of railway. The Diesel Electric Locomotives eliminate entirely the smoke and cinder nuisance.

