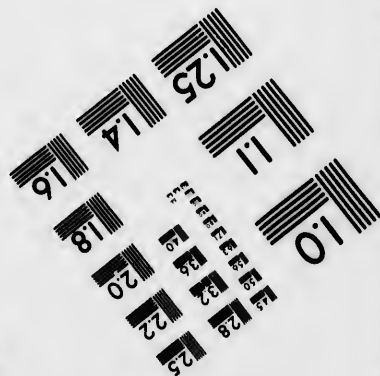
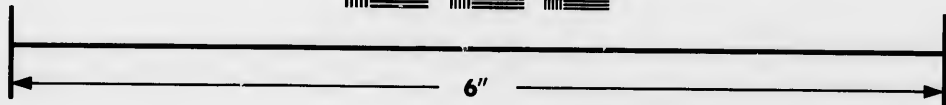
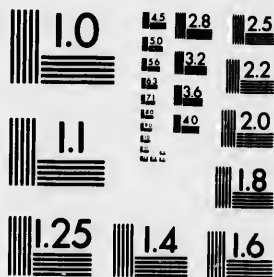


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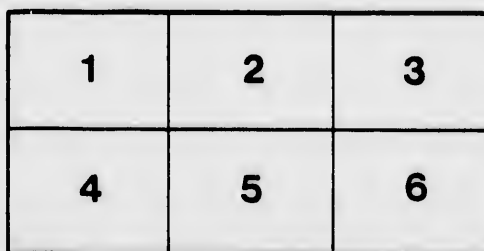
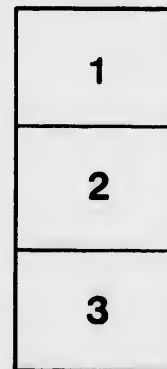
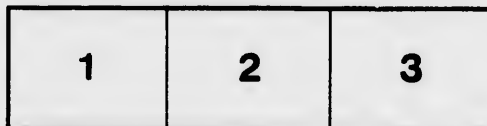
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CORRECTED TO JUNE 30th, 1890



CANADIAN PACIFIC RAILWAY

ANNOTATED TIME TABLE



AGENCIES

Adelaide,	Aus.	Agents Oceanic S. S. Co.
Baltimore,	Md.	H. McMurtrie, Frt. & Pass. Agt., 203 East German St.
Boston,	Mass.	{ C. E. McPherson, Dist. Pass. Agt., 211 Washington St. H. J. Colvin, City Pass. Agt., 211 Washington St.
Brockville,	Ont.	G. E. McGlade, Ticket Agt., 145 Main St.
Buffalo,	N.Y.	Walter Hurd, Ticket Agent, 15 Exchange St.
Chicago,	Ill.	J. Francis Lee, Coml. Agt., 232 South Clark St.
Detroit,	Mich.	{ C. Sheehy, Dist. Pass. Agent, 11 Fort St. West. Geo. R. Van Norman, Dist. Frt. Agt., 11 Fort St. W.
Glasgow,	Scotland	A. Baker, European Traffic Agt., 25 Gordon St.
Halifax,	N.S.	C. R. Barry, Ticket Agent, 126 Hollis St.
Hamilton,	Ont.	W. J. Grant, 8 St. James St. South.
Hiogo,	Japan	Frazar & Co.
Hong Kong,	China	Adamson, Bell & Co., Agents for China.
Liverpool,	Eng.	A. Baker, European Traffic Agent, 7 James St.
London,	Eng.	" " " 88 Cannon St.
London,	Ont.	T. R. Parker, Ticket Agent, No. 1 Masonic Temple.
Manchester,	Eng.	A. Baker, European Traffic Agent, 105 Market St.
Montreal,	Que.	{ W. F. Egg, Dist. Pass. Agt., Windsor St. Station. A. B. Chaffee, Jr., City Pass. Agt., 236 St. James St. W. B. Bulling, Jr., Dist. Frt. Agt., Windsor St. Station
New York,	N.Y.	{ E. V. Skinner, Gen. Eastorn Agt., 353 Broadway. J. Ottenheimer, Land & Emigration Agt., 21 Broadway. (Everett Frazar, China & Japan Agt., 124 Water St.
Niagara Falls,	N.Y.	D. Isaacs, Prospect House.
Niagara Falls,	Ont.	George M. Colburn, Clifton House.
Old Orchard Beach, ..	Me.	W. F. Fernald, B & M. Rd.
Ottawa,	Ont.	{ J. E. Parker, City Pass. Agt., 42 Sparks St. J. A. Houston, Dist. Frt. Agt., 42 Sparks St.
Philadelphia,	Pa.	H. McMurtrie, Frt. and Pass. Agt., corner 3rd and Chestnut Sts.
Portland,	Me.	M. L. Williams, Maine Central Rd.
Portland,	Ore.	Passenger Agent, 6 Washington St.
Pt. Townsend,	Wash.	James Jones.
Quebec,	Que.	J. W. Ryder, Frt. & Pass. Agt., St. Louis Hotel.
Sherbrooke,	Que.	Geo. Duncan, Ticket Agent, 6 Commercial St.
St. John,	N.B.	Chubb & Co., Ticket Agents, Chubb's Corner.
San Francisco,	Cal.	{ M. M. Stern, Dist. Pass. Agt., Chronicle Building. D. B. Jackson, Pass. Agt., 214 Montgomery St. Goodall, Perkins & Co., Pacific Coast S. S. Co., } 10 Market St.
Sault Ste. Marie, ..	Mich.	T. R. Harvey, 37 Ashmun St.
Seattle,	Wash.	E. W. MacGinnis.
Shanghai,	China	Adamson, Bell & Co., Agents for China.
Sydney,	Aus.	Agent Oceanic S.S. Co.
Tacoma,	Wash.	W. R. Thompson, Frt. & Pass. Agt.
Toronto,	Ont.	{ W. R. Callaway, District } 118 King Street West. Passenger Agent,
Vancouver,	B.C.	G. McL. Brown, Ticket Agent.
Victoria,	B.C.	Allan Cameron, Frt. & Pass. Agt., Government St.
Winnipeg,	Man.	G. H. Campbell, City Ticket Agt., 471 Main St.
Yokohama,	Japan	Frazar & Co., Agents for Japan.

Corrected to June 30th, 1890

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1890

CANADIAN

PACIFIC

RAILWAY

ANNOTATED TIME TABLE

With Information as to all C. P. R. Routes

German St.
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GENERAL OFFICERS

HEAD OFFICES: MONTREAL, CANADA

W. C. VAN HORNE.....	President.....	Montrea
T. G. SHAUGHNESSY.....	Assistant President.....	Montreal
CHARLES DRINKWATER.....	Secretary.....	Montreal
GEORGE OLDS.....	General Traffic Manager.....	Montreal
T. A. MACKINNON.....	Manager of Transportation.....	Montreal
HENRY BEATTY.....	Man. Steamship Lines and Lake Traffic.....	Toronto
I. G. OGDEN.....	Comptroller.....	Montreal
D. MCNICOLL.....	General Passenger Agent.....	Montreal
C. E. E. USSHER.....	Assistant General Passenger Agent.....	Montreal
W. SUTHERLAND TAYLOR.....	Treasurer.....	Montreal
L. A. HAMILTON.....	Land Commissioner.....	Winnipeg
THOS. TAIT.....	Gen. Supt., Ontario & Atlantic Div.....	Toronto
C. W. SPENCER.....	Gen. Superintendent, Eastern Div.....	Montreal
WM. WHYTE.....	Gen. Superintendent, Western Div.....	Winnipeg
HARRY ABBOTT.....	Gen. Superintendent, Pacific Div.....	Vancouver
G. M. BOSWORTH.....	Asst. Frt. Traff. Man., O. & A. and E. Divs..	Toronto
ROBERT KERR.....	Gen. Frt. & Pass. Agt., W. & P. Divs.....	Winnipeg
D. E. BROWN.....	Asst. Gen. Frt. & Pass. Agt., W. & P. Divs..	Vancouver
J. N. SUTHERLAND.....	Gen. Freight Agent, Ont. Div.....	Toronto
A. C. HENRY.....	Purchasing Agent.....	Montreal
J. A. SHEFFIELD.....	Supt. S., D. and P. Cars and Hotels.....	Montreal
E. S. ANDERSON.....	General Haggage Agent.....	Montreal

11303

C

Eas

Miles
from
Montreal

172

167

165

159

146

142

*Ac
treal nt

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC TO MONTREAL

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco ^{v'r}	
172	LEAVE *1.30 P.M.	<p>Quebec—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759—No city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport—The railways leading here are the Canadian Pacific and Quebec & Lake St. John. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.</p>	ARRIVE *2.30 P.M.	3053	
	EASTERN STANDARD TIME		Places of interest		
			Railway & steamship connections		
167	1.39		Lake St. John R'y Junction	2.20	3018
165	1.47		Lorette	2.12	3016
150	2.00		Belair	2.00	3010
146	2.27		Pont Rouge	1.33	3027
142	2.35		St. Bazile	1.24	3023
			Ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at fre-		

*Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vaney's
	LEAVE			ARRIVE	
137	2.45	Portneuf	quent intervals,	1.15	3018
133	2.51	Deschambault	giving water-	‡ 1.07	3014
130	3.02	Lachevrotiere	power to almost	1.00	3011
127	3.08	Grondines	every village.	12.53	3008
119	3.23	Ste. Anne de la Parade	The fishing is excellent in all of these streams, and one of them (the Jacques-Cartier) is a noted salmon river.	12.38	3000
111	3.31	Batiscan	All the villages	NOON	
107	3.40	Champlain	are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lake St. John By Junction</i> is at the divergence of a line to Lake St. John and the headwaters of the Saguenay, where shooting and fishing of every kind are plentiful. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	12.27	2995
97	4.00	Piles Junction		12.10	2988
				11.51	2978
95	1.30 P.M.	Three Rivers	—Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion Government has expended \$200,000 in improving navigation upon the St. Maurice, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	11.30 LUNCH	2976
		St. Maurice River		Mills and iron works	
87	4.49	Point du Lac	The route now	11.12	2968
80	5.03	Yamachiche	lies across the	10.57	2961
74	5.15	Louiseville	lowlands stretch-	10.45	2955
70	5.25	Maskinonge	ing between the	10.35	2951
64	5.37	St. Barthelemi	northern bank of	10.23	2945
60	5.45	St. Cuthbert	the St. Lawrence	10.15	2941
56	5.53	Berthier Junc.	and the hills	10.08	2937
48	6.10	Lanoraie	which lie at a distance from the river constantly increas-	9.55	2929

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal

48
43
39
35
26
23
17
12
10
5
1

0

‡ Flag Station
Add Montreal at 1

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
		ing as we proceed. This is for the most part a perfectly level and closely cultivated plain, cut up into the small fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,500), where Lake St. Peter is seen, are the <i>St. LEON SPRINGS</i> , a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoré</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,500. From <i>Joliette</i>		
	Ancient customs		Lake St. Peter	
48	6.12	Joliette Junc.		
43	6.22	La Valtrie Road	9.54	2929
39	6.30	Vaucluse	9.42	2924
35	6.40	L'Epiphanie	9.35	2920
26	6.55	St. Henri	9.27	2916
23	7.05	Terrebonne	9.12	2907
17	7.18	St. Vincent de Paul	9.02	2904
12	7.35	St. Martin Junc.	8.50	2898
10	7.41	Sault aux Re-collets	8.40	2894
5	7.51	Mile-End	8.33	2896
1		Hochelaga	8.25	2901
		At <i>Terrebonne</i> the north branch of the Ottawa is crossed. Here are the limestone quarries which furnish most of the stone used in the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.	8.25	2905
			EASTERN TIME	
	ARRIVE		A. M.	
0	8.05 P.M.	Montreal —Quebec Gate Station, Dalhousie Square.	*8.10	2906
			LEAVE	

† Flag Station.
* Additional trains leave Montreal for Quebec at 10.00 p.m., and Quebec for Montreal at 10.03 p.m.

... 15 3018
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... 23 2945
... 15 2941
... 08 2937
... 55 2929

... station.

HALIFAX TO MONTREAL

Atlantic Section : 758 Miles

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
0	P. M. 1.30	Halifax —Population 40,000. The Capital of Nova Scotia, from her long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of her magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mails, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified. The fortifications, the Arm, Bedford Basin, the Dockyard; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, etc., etc.	P. M. 10.30	758
	Halifax		Communication by str. with West Indies, etc.	
9	No stop-page	Bedford	No stop-page	749
14	2.00	Windsor Junc.		744
36		Milford		722
40	2.48	Shubenacadie	9.22	718
		At Windsor Station. The Windsor & Annapolis Railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .		
62	3.40	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery, boasting several comfortable hotels. Speckled trout and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island.	8.40	696
	Trout and salmon fishing		Moose, cariboo & grouse shooting	
79	4.13	Londonderry	8.10	679
108	5.10	Oxford Junction	7.17	650
121	5.40	Spring Hill Junc.	6.50	637
		The Acadian Iron Works are three miles from Londonderry, a		

† Flag Station.

Miles from Halifax

138
144
170

188

201
211
231
255

277

		Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
			LEAVE			ARRIVE	
		130	6.13	Amherst	branch line extending to them. <i>Oxford</i> has extensive factories, a profitable industry being the manufacture of the celebrated Oxford cloths. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of <i>Parshoro</i> on the <i>Minas Basin</i> . <i>Amherst</i> is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. From <i>Painsec Junction</i> a branch line extends to <i>Point Du Chene</i> , connecting with steamers for <i>Summerside</i> , <i>Prince Edward Island</i> .	6.13	610
		148	6.32	Sackville		5.52	610
		179		Painsec Junction		4.48	570
				Fish- ing and shoot- ing		<i>Minas Basin</i>	
		188	7.50	Moncton —Population 7,500, situated on a bend of the <i>Petitecodiac River</i> . It is growing rapidly and bids fair to attain considerable importance. It is the centre of the <i>Intercolonial Ry. System</i> and offices and workshops are located here. It has several good hotels, and many important industries, prominent among which are the <i>Sugar Refinery</i> and <i>Cotton Factory</i> . An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave many feet high.	4.25	570	
				Head quar- ters of <i>Inter- colonial Ry.</i>		<i>Local</i>	
		201	8.14	Salisbury	The first part of the journey from <i>Moncton</i> to <i>St. John</i> lies through an unattractive region, but between <i>Petitcodiac</i> and <i>Sussex</i> is a fine farming country, and many pretty views are obtained from the train. <i>Sussex</i> is a village that is likely to develop into a large town. It is situated in the beautiful <i>Kennebecasis Valley</i> and surrounded by some of the finest <i>New Brunswick farms</i> . A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please. <i>Hampton</i> is a popular summer resort for the citizens of <i>St. John</i> , and is growing steadily.	3.55	557
		211	8.32	Petitcodiac		3.30	547
		231	9.12	Sussex		2.50	521
		255	9.51	Hampton		2.00	503
				Pictur- esque scenery		<i>Hills and heights</i>	
		277	P.M. 10.45	St. John, N.B. —Population 40,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old <i>St. John</i> in June,	1.15	481	

† Flag Station

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal	Miles from Halifax
	P.M.				371
		1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens are resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.			383 388 393 402 414
	Stately buildings				423 430 444 459 465 483
	Bay of Fundy		St. John River		
279	P.M. 10.53	Fairville	1.07	479	499
291		Westfield	P.M.	467	509
301		Welsford		457	517
314		Hoyt	A.M.	441	532
321	12.06	Fredericton Junc.	11.53	437	539 552 563
		These are stations of minor importance to the tourist. At <i>Fredericton Junction</i> connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.			
342	12.47	Harvey	11.13	416	
361	1.28 A.M.	McAdam Junc.	10.40	397	
		At <i>McAdam Junction</i> connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.			
	St. Andrews Seaside Resort				
367	1.40	Vanceboro —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	10.15	391	
			St. Croix River		

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Montreal
	LEAVE			ARRIVE	
379	±2.14	Tomah	The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman, but as the villages are all new, they possess no features worthy of special notice.	±9.43	379
383	±2.22	Forest		±9.36	375
388	±2.31	Eaton		±9.29	370
393	±2.44	Danforth		±9.19	365
402	±3.00	Bancroft		±9.00	356
414	±3.25	Kingman	±8.37	314	
423	3.45	Mattawamkeag	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line compares well with the best bits of Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.	8.20	335
430	4.03	Chester		8.00	328
444	4.32	Seboois		7.33	314
459	±5.03	Schoodic		±7.04	299
465	5.25	Brownville Junc.		6.52	293
483	±6.05	Onawa		6.05	275
	A.M.		A.M.		
		Lake Onawa		Good fishing and hunting	
	A.M.				
499	6.50	Greenville	Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the	5.30	259
509	7.13	Moosehead		±5.02	249
517	±7.30	Askwith		±4.47	241
532	±8.02	Long Pond		±4.17	226
539	8.17	Jackman		4.00	219
552	±8.45	Holeb		±3.35	206
563	9.20	Lowelltown		3.10	195
		Moosehead Lake		Steamer from Greenville to Mount Kineo.	

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
	LEAVE		ARRIVE	
	Game and Trout	Kennebec river leaves Moosehead lake. Trout brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holch</i> , <i>Caswell</i> and <i>Lawelltoen</i> are small stations near the boundary between Maine and Quebec.		
567	A.M. 9.32	Boundary	A.M. 2.55	191
583	10.15	Lake Megantic	2.20	175
591	10.40	Spring Hill	1.56	167
597	10.54	Marsden	1.41	161
607	11.15	Scotstown	1.16	151
613		Gould		145
621	11.43	Bury	12.43	137
630	12.03	Cookshire	12.20	128
	NOON			
	Spider Lake	Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.	MIDN'T	
635	12.17	Birchton	12.10	123
637	12.23	Bulwer	12.04	121
641	12.32	Johnville	11.55	117
648	12.50	Lennoxville	11.35	110
650	1.07	Sherbrooke	11.25	108
	P.M.		P.M.	
	Magog and St. Francis rivers	road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphrenmagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the "Eastern Townships," is an exceedingly pretty place, with a population of about 9,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. From here runs the Quebec Central Ry. to Quebec.	Falls of the Magog	
654	1.20	Rock Forest	11.05	101
666	1.38	Magog	10.46	92
677	1.50	Eastman	10.22	81
680	2.08	South Stukely	10.13	78
685	2.10	Foster	10.03	73
688		Fulford		70

1 Flag Station.

		Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Montreal
LEAVE			LEAVE		ARRIVE	
				and surrounded by rugged heavily wooded hills. This lake is a justly popular one with summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and St. Guillaume Branch of the Canadian Pacific Ry. is crossed.		
			Owl's Head			
			Str. to New- po't, Vt			
			P. M.			
		697	2.34	West Shefford		
		708	2.55	Brigham Junc.	\$9.43	61
		714	3.05	Farnham	9.25	50
		718		St. Brigide	9.10	44
		727	\$3.31	Iberville		40
		728	3.35	St. Johns	\$8.51	31
		732		L'Acadie	8.50	30
		739		St. Phillippe		26
		744		St. Constant		19
		748		Caughnawaga		14
		750		Lachine	\$8.14	10
		753	4.27	Montreal Junc.		8
		758	4.40	Montreal	7.57	5
			P. M.		7.45	0
				Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Lachine</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Quebec, Ottawa, Winnipeg and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure, lately completed, and known as the Canadian Pacific Railway's Windsor St. Station, Montreal.		
			Lach'e Rapids		Wind r St. Stn	
		1.05				
		0.46				
		0.22				
		0.13				
		0.03				
		70				

ROUTES TO MONTREAL

From **New York** the traveller going to Montreal has choice of three routes. The most direct is by rail, or by steamship up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York at 7.30 p.m.,* and reaches Montreal about 7.30 the next morning. He can also leave New York at 5 p.m. by steamer, or 4 p. m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 9.55 a.m.

From Montreal to New York trains are as follows: By the Delaware & Hudson Rd., 5.45 p.m.; by the Central Vermont 8.30 a.m. and 5.35 p. m.; by the Canadian Pacific Ry., via Springfield, 5.35 p.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine Rd. at 9 a.m. and 7.30 p.m., arriving at Montreal at 8.25 p.m. and 7.55 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnepesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.—From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 9 a.m. and 8.15 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Maine Central Rd. forms a straight and entertaining route. Its trains leave Portland at 8.45 a.m. week days only, and 6.15 p.m. daily, Sundays included, following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely interales of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9 a.m. and 8.15 p.m.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and enter the city at their new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile-End, where connection is made with the Transcontinental train. Transcontinental passengers arriving in Montreal in the morning or desiring to stop over in Montreal will depart on Transcontinental trip from Dalhousie Square Station.

From **Niagara Falls, Toronto** and **The Thousand Islands** steamers descend daily from May to September through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway (see p. 57) in one day or one night, or reach the Transcontinental line via the Ontario route (page 53). Niagara Falls may be reached by several railroads from Boston, New York or Washington.

* See condensed time table at end of book. Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change.

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TRANSCONTINENTAL ROUTE

Eastern Division—Montreal and Port Arthur : 993 Miles

	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'vr	
	0	P.M. 8.40	<p>Montreal—Dalhousie Square Station—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1763. For many years it was the chief centre of the furtrade. Atlantic steamships of the Allan, Dominion, Beaver and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change.</p> <p>Trains for Toronto, Halifax, Boston, Portland, Sault Ste. Marie, St. Paul and Minneapolis, depart from Windsor Street Station.</p>	ARRIVE 8.00 A. M.	2906	
		EASTERN STANDARD TIME (Quebec to Port Arthur)			Five days and 19 hours from Van-conver	
		To Van-conver 2,906				To New York, 385; to Boston, 332.
					Rail-way connections	
		1		Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.		2905
		5		8.55	Mile-End —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	7.47 2901
		10		Sault aux Recollets —Rapids of a branch of the Ottawa.		2896
		12		9.12	St. Martin Junction —Divergence of line to Quebec.	7.31 2894
		17		Ste. Rose	Ste. Rose, at the crossing of the north branch of the Ottawa,	2880
		20		Ste. Therese	is a charming French village, and a favorite	2886
		27		Ste. Augustin		2879
		32		St. Scholastique		2874
		37		St. Hermas		2860

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Miles From Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
44	±10.02	Lachute	place of summer residence. From here to Ottawa the line follows	± 6.36	2802
49		St. Philippe			2857
75		Greville	the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch lines diverge to ST. LIN, ST. JEROME and ST. EUSTACHE. <i>Lachute</i> (pop. (2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. At <i>Calumet</i> are extensive saw-mills, and these occur frequently all along the river. Near <i>Calumet</i> are the celebrated Caledonia Mineral Springs		2849
59	10.32	Calumet		6.10	2847
65	P.M.	Pointe au Chene		A.M.	2841
74		Montebello			2832
79		Papineauville			2827
84		North Nation Mills			2822
90		Thurso			2816
94		Rockland			2812
100	No stop.	Buckingham		No stop.	2806
104		L'Ange Gardien			2802
109		East Templeton			2797
114		Gatineau			2792
118		Hull	—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> a branch-line diverges, keeping north of the Ottawa through AYLMER and for fifty miles beyond. Leaving <i>Hull</i> , the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.		2788
	Mines			Phosphate mines	
	Aylmer Branch				
120	12.20 MIDN'T	Ottawa	—Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navi-	A.M. Lv 4.30 Ar 4.10	2780

§ Refreshment Station.

Flag Station.

Miles from Vancouver	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
	LEAVE		ARRIVE		
2862		gation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.			
2857					
2840					
	Capital of the Dominion			Lumber making	
	122	Skead's		2784	
2847	124	Britannia	Leaving Ottawa, the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.	2782	
2841	128	Bell's Corners		2778	
2832	131	Stittsville		2772	
2827	143	Ashton		2763	
2822					
2816					
2812					
2806					
2802	148	1.20 Carleton Place (Junction) —Pop. 3,600. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at SMITH'S FALLS; at BROCKVILLE, on the St. Lawrence, it connects with lines to New York, etc. At <i>Carleton Place</i> are large saw-mills, railway and other workshops.	Lv 3.10 Ar 3.00	2758	
2797					
2792					
2788					
	155	1.35 Almonte		2.46 2751	
	158	Snedden's		2748	
	163	‡ 1.52 Pakenham	‡ 2.22	2743	
	171	2.05 Arnprior	2.05	2735	
	174	Braeside		2732	
	177	2.19 Sand Point	1.54	2729	
	183	Castleford		2723	
	186	Russell's		2720	
	189	2.50 Renfrew	1.26	2717	
	198	‡ 3.12 Haley's	‡ 1.06	2708	
	205	‡ 3.29 Cobden	‡ 12.49	2701	
	211	Snake River		2695	
	214	Graham's		2692	
	219	Government Road	MIDN'T	2687	
		and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,000) are large			

‡ Refreshment Station.

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Factories	woollen mills and other manufactories. <i>Pakenham</i> and <i>Arnprior</i> are also important manufacturing points. At <i>Renfrew</i> (pop. 2,900) is the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,500) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats frequently appear. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa through a country only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and appurtenances.	Kings-ton and Pembroke Ry.	
			MID-NIGHT	
224	4.12	Pembroke	12.05	2682
234	A.M.	Petewawa	MIDN'T	2672
246	5.00	Chalk River	11.15	2660
251	5.13	Wylie	11.05	2655
255	5.25	Bass Lake	10.56	2651
262	5.44	Moor Lake	10.39	2644
270	6.00	Mackey	10 20	2636
274	6.14	Rockcliffe	10.10	2632
284	6.38	Bissett	9.50	2622
297	7.08	Deux Rivieres	9.10	2609
307	7.33	Klock	8.40	2599
	Timber mills		Fish and game	
318	8.01	Mattawa	8.15	2588
330	8.32	Eau Claire	7.45	2576
337	8.50	Rutherglen	7.29	2569
344	9.05	Callander	7.13	2562
348	9.15	Nosbonsing	7.03	2558
358	9.32	Thornccliffe	6.43	2548
	Game	point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway		
	FIRST DAY			

§ Refreshment Station.

‡ Flag Station.

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
		LEAVE		ARRIVE		
			here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond <i>Thorndiffe</i> is the junction of the Northern & Northwestern Div. of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific Railway is made. (See p. 53.)			
		Grand Trunk Ry.		Valley of the Mattawan		
2682						
2672						
2660						
2655	364	9.55	§ North Bay —Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.	6.20	2512	
2651		A.M.		P.M.		
2644						
2636						
2632		Lake Nipissing		Change cars for Tr'nto		
2622						
2600						
2599						
	374	10.20	Beaucage	From North Bay to <i>Heron Bay</i> , on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places	5.56	2532
	378	10.32	Meadowside		5.44	2528
	387	10.52	Sturgeon Falls		5.24	2510
	397	11.17	Verner		4.59	2509
	406	11.37	Warren		4.39	2500
	419	12.07	Markstay		4.09	2487
	422	12.15	Hill Crest		4.01	2484
	431	12.36	Wahnapiatae		3.41	2475
	436	12.50	Romford		3.28	2470
		NOON	extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station	P.M.		
2588						
2576						
2569						
2562						
2558						
2548						
		Sporting opportunities		Timber		
		P.M.		P.M.		
	443	1.12	§ Sudbury	the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> (pop. 9000) a branch-	3.13	2463
	455	1.42	Chelmsford		2.38	2451
	461	1.55	Larchwood		2.25	2445
	467	2.10	Onaping		2.10	2430
	478	2.45	§ Cartier		1.35	2428

§ Refreshment Station.

! Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
480	\$3.13	Straight Lake	\$1.06	2417
498	\$3.34	Pogamasing	\$12.45	2408
515	\$4.15	Metagama	\$12.04n.	2391
532	\$4.50	Biscotasing	11.22	2374
549	5.38	Ramsay	10.43	2357
564	\$6.15	Woman River	\$10.07	2342
581	\$6.56	Ridout	9.26	2325
599	\$7.42	Nemegosenda	8.40	2307
	P.M.	where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 10 a.m., Tuesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i>		
	Copper nickel and gold		SIXTH DAY	
			A.M.	
615	8.30	Chapleau	7.50	2291
629	\$9.09	Pardee	\$7.16	2277
644	\$9.47	Windermere	\$6.39	2262
661	\$10.31	Dalton	\$5.55	2245
675	11.07	Missanabie	5.19	2231
685	\$11.34	Lochalsh	\$4.52	2221
694	\$11.59	Otter	\$4.28	2212
710	\$12.42am	Grassett	\$3.48	2196
727	\$1.26	Amyot	\$3.04	2179
747	2.25	White River	2.10	2159
763	\$3.30	Bremner	\$1.21	2143
776	\$4.23	Trudeau	\$12.42	2130
787	\$4.56	Cache Lake	\$12.15m.	2119
797	\$5.26	Melgund	\$11.50	2109
		<i>Missanabie</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond Missanabie for sixty miles are many very heavy rock		

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal

802
811
821
830
846

865
880
890
912

922
946
966
976
977

Station	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	
			LEAVE	cuttings. <i>White River</i> , in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle en route from the North - west to the eastern market. From <i>White River</i> station the railway follows the river of the same name to <i>Round Lake</i> , and then crosses a level tract with occasional rocky uplifts to the <i>Big Pic River</i> , which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , on the northeast angle of <i>Lake Superior</i> . From <i>Heron Bay</i> for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of <i>Lake Superior</i> , with deep rock cuttings, viaducts, and tunnels constantly recurring; and at intervals, where the railway is built in the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around <i>Jackfish Bay</i> is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates <i>Nepigon Bay</i> from <i>Lake Superior</i> , and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of railway occurs. The constantly changing views on <i>Nepigon Bay</i> are charming. All of the streams emptying into <i>Lake Superior</i> contain speckled trout in plenty, and in some of the streams, <i>Nepigon River</i> especially, they are noted for their large size—six-pounders being not uncommon. <i>Nepigon River</i> , which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on <i>Lake Superior</i> , whitefish and the large lake trout are common. Three miles beyond <i>Nepigon</i> the railway turns around the base of <i>Red Rock</i> , a high		ARRIVE		
0.06	2417							
2.45	2408							
4.14	2301	802	\$5.50	Heron Bay		11.35	2104	
6.22	2374	811	6.15	Peninsula		11.12	2005	
8.43	2357	821	\$6.45	Port Coldwell		\$10.40	2084	
10.07	2312	830	7.10	Middleton		10.15	2076	
12.26	2325	846	8.00	Jackfish		9.30	2000	
14.40	2307		A.M.			P.M.		
			SECOND DAY			Leaving Lake Superior		
			A.M.			P.M.		
		865	9.20	Schreiber		8.30	2011	
		880	10.00	Rosspport		7.52	2026	
		896	\$10.50	Gravel River		7.07	2010	
		912	\$11.37	Mazokama		6.29	1904	
			NOON					
			Lake Superior			Superb scenes		
15.50	2201							
17.16	2277							
18.39	2262							
19.55	2215							
21.19	2231							
22.52	2221							
24.28	2212	928	12.26	Nepigon		5.53	1978	
25.48	2196	946	\$1.11	Wolf River		\$5.15	1960	
27.04	2179	961	\$1.54	Pearl River		4.40	1945	
28.10	2159	970	\$2.14	Loon Lake		4.20	1936	
29.21	2143	979	\$2.44	Mackenzie		4.00	1927	
30.42	2130							
31.50	2119							
32.50	2106							
			Trout fishing					

\$ Refreshment Station.

‡ Flag Station.

EASTERN TIME (Port Arthur to Montreal)

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		ARRIVE		
		bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i> , and from the higher elevations delightful views of Thunder Bay are to be had.		
903	3.15 P.M.	Port Arthur —Terminus Eastern Division.	P.M. 3.30iv	1913

Western Division—Port Arthur and Donald : 1,454 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		ARRIVE		
903	LEAVE 11.30* 2.30 P.M.	Port Arthur —Pop. 5,500. Formerly called Prince Arthur's Landing. A beautifully situated town on the west shore of Lake Superior; together with <i>Fort William</i> , four miles distant, the lake port of the Western Section of the Canadian Pacific Railway, and the chief Canadian port on Lake Superior. Large numbers of steamers and other lake craft arrive and depart daily. The fine steamships of the Canadian Pacific Company ply between here and Owen Sound (see page 42). The town has a large grain elevator, extensive docks and a well established trade. It has substantial buildings and a number of hotels—one of them a very handsome structure. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Port Arthur has become a favorite resort for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.	ARRIVE 11.30* 2.30 P.M.	1913
	CENTRAL TIME (Port Arthur to Brandon)		FIFTH DAY	
	The Harbor		Civic wealth	
			Thunder Bay	
908	14.45	Fort William —Pop. 1,700. A Hudson's Bay Co's post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest	14.10	1908

* The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

Miles from Montreal

1011

1022

1031

1051

1050

1070

1080

1088

1098

1110

1118

1128

1146

1163

1174

1196

1204

1226

1236

1244

1250

1267

1283

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE		ARRIVE	
			This train stops 25 mfn. at Fort William	grain elevators in the world overshadow all. The Kaministiquia river, a broad deep stream with firm banks, affords extraordinary advantages for lake traffic, and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.	Train stops 25 mfn.	
P. M. 3:30	1013	1011	15.50	Murillo	13.00	1805
		1022	16.20	Kaministiquia	12.35	1881
		1031	16.42	Finmark	12.10	1875
		1051	17.45	Dexter	11.20	1855
		1050	18.00	Linkoping	11.05	1847
		1070	18.45	Savanne	10.40	1830
		1080	19.10	Upsala	10.07	1826
		1088	19.30	Carlstad	9.50	1818
		1098	19.55	Bridge River	9.25	1808
		1110	20.30	English River	8.55	1796
		1118	20.50	Martin	8.30	1788
		1128	21.15	Bonheur	8.05	1778
				are the Kakabeka Falls, where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i> . <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 900) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product of which		
		1146	22.15	Ignace	7.00	1760
		1163	22.57	Raleigh	6.10	1743
		1174	23.25	Tache	5.45	1732
		1196	24.20	Wabigoon	4.45	1710
		1204	24.40 m	Barclay	4.25	1702
		1226	1.35	Eagle River	3.25	1680
		1236	2.05	Vermillion Bay	2.55	1670
		1244	2.30	Gilbert	2.30	1662
		1250	2.50	Parrywood	2.05	1656
		1267	3.40	Hawk Lake	1.15	1639
		1283	4.20	Rossland	24.25	1623
			The Lake of the Woods		Rat Portage	
		1.10	1908			

§ Refreshment Station.

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin, and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water power for a number of large saw-mills at both places. At <i>Keewatin</i> (pop. 600)			
1291	5.00	Rat Portage	MIDN'T 23.45	1615	
1295	5.19	Keewatin	23.25	1611	
1310	‡ 5.55	Deception	‡22.35	1596	
1314	6.10	Kalmar	22.20	1592	
1322	‡ 6.30	Ingolf	‡21.55	1584	
1333	6.57	Telford	21.25	1573	
1343	7.21	Rennie	20.55	1563	
1363	8.05	Whitemouth	20.05	1543	
1369	‡ 8.17	Shelly	19.50	1537	
1379	8.40	Monmouth	19.25	1527	
1388	9.01	Beausejour	19.05	1518	
1403	9.34	Selkirk	18.30	1503	
1409	‡9.47	Gonor	18.10	1497	
1416	10.02	Bird's Hill	17.53	1490	
		is a mammoth flouring mill built of granite quarried on the spot. At <i>Whitemouth</i> , saw-mills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.			
	THIRD DAY				
1421	14.20	Winnipeg Alt. 700 ft. Pop. 28,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the junction of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. The Com-	Lv17.30 Ar16.30	1482	1431 1439 1446 1453 1459 1464 1473
	DIN- NER at the Sta- tion Res- tant		SUP- PER at the Sta- tion Res- tant		
	Fort Garry				1480

§ Refreshment Station.

‡ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE	<p>pany own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Ample time is given on all Westbound trains to enable passengers to visit the Land Offices of the Company, which are conveniently located in the Depot, and obtain sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the Road. These are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River, to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the daily train service of the Great Northern Railway Line for St. Paul, Minneapolis, Chicago, etc. Two branch lines of the C.P.R. go S.W. to GLENNORO and DELORAINE in Southern Manitoba, 105 and 203 miles distant respectively; and two other branches run N. and N.W., one to the old town of SELKIRK and the other to Stony Mountain and STONEWALL. The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest.</p>	ARRIVE	
MIDN'T	1615				Features of interest	
23.45	1611					
22.35	1506		Railway connections			
22.20	1502					
21.55	1584					
21.25	1573					
20.55	1563					
20.05	1543					
19.50	1537					
19.25	1527					
19.05	1518					
18.30	1503				FOURTH DAY	
18.10	1497					
17.53	1490					
			LEAVE WINNIPEG NOON 13.20		ARRIVE AT WINNIPEG 16.30 P.M.	
		1431	14.49	Bergen	16.05	1475
		1430	15.10	Rosser	15.46	1467
		1446	15.30	Meadows	15.30	1460
		1453	15.46	Marquette	15.15	1453
		1450	16.03	Reaburn	15.02	1447
		1464	16.15	Poplar Point	14.51	1442
		1473	16.32	High Bluff	14.34	1433
				<p>of almost unoccupied land surrounds Winnipeg as far as <i>Poplar Point</i>, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles.</p>		
		1480	16.55	Portage la Prairie —Alt. 800 ft. Pop. 3,000. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large	14.10	1426

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanco'v
	LEAVE			ARRIVE	
	M. & N. W. railway	flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.		M. & N. W. Ry.	
1486	17.16	Burnside	Between Port-	13.50	1420
1502	17.50	McGregor	age la Prairie	13.16	1404
1500	18.08	Austin	and Brandon,	13.00	1397
1517	18.31	Sydney	stations succeed	12.42	1389
1522	18.44	Melbourne	one another at	12.30	1384
1530	19.01	Carberry	intervals of five	12.15	1376
1538	19.21	Sewell	or eight miles,	11.56	1368
1546	19.39	Douglas	and many of	11.42	1360
1551	19.52	Chater	them are sur-	11.30	1355
	The Assiniboine	rounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is reached.		CENTRAL TIME (Brandon to Port Arthur)	
1557	Ar 20.05 Lv 19.15	Brandon	—Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only six years old, has well-made streets and many substantial buildings. A railway is being built northwestward towards the Saskatchewan country. The standard time changes here to "Mountain"—one hour slower. Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a "rolling" or undulating prairie, well occupied by prosperous farmers, as the thriving villages at fre-	10.05	1349
	MOUNTAIN TIME (Brandon to Donald)			A great wheat market	
1565	19.36	Kemnay		9.42	1341
1573	19.55	Alexander		9.22	1333
1581	20.18	Griswold		8.56	1325
1580	20.36	Oak Lake		8.37	1317
1604	21.17	Virden		7.56	1302
1621	22.15	Elkhorn		6.57	1285
1635	22.52	Fleming		6.20	1271
1613	23.12	Moosomin		6.00	1263
1650	23.52	Wapella		5.20	1247

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal

1673

1680

1688

1696

1701

1711

1719

1728

1738

§ R

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
		LEAVE				ARRIVE	
		1673	24.27	Whitewood	quent intervals bear evidence.	4.43	1233
		1680	24.46	Percival	<i>Virden</i> is the	4.25	1226
		<p>market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i>, the Province of Assiniboia is entered. <i>Mousouin</i>, the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Percival</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.</p>					
		MOUSE MOUNTAIN				Approaching Manitoba	
		1688	1.15	Broadview	—Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	3.55	1218
		1696	1.35	Oakshela	Westward the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the Qu'Appelle River, 8 or 10 miles away.	3.31	1210
		1701	1.51	Grenfell		3.14	1202
		1711	2.15	Summerberry		2.55	1195
		1719	2.35	Wolseley		2.35	1187
		1728	2.58	Sintaluta		2.10	1178
		1738	3.22	Indian Head		1.41	1168
		<p>at the north. Here again for a considerable distance, speculators holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated Bell Farm, embracing 100 square miles, is entered; and from <i>Indian Head</i>, near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm labourers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. The work is done with an almost military organization, ploughing by brigades and reaping by divisions."</p>					
		THE BELL FARM				THE BELL FARM	
		0.42	1341				
		0.22	1333				
		8.56	1325				
		8.37	1317				
		7.56	1302				
		6.57	1285				
		6.20	1271				
		6.00	1263				
		5.20	1247				

g Station.

§ Refreshment Station.

1 Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
1718	3.45	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.15	1158	1822
	Fort Qu'Appelle		Qu'Appelle Valley		1830 1857 1867
1756	4.06	McLean	24.48	1150	1876
1765	4.29	Balgonie	24.25	1141	1806
1772	4.47	Pilot Butte	24.07	1134	1913 1921 1929
	The Regina plain	For eight miles beyond Qu'Appelle station the country is somewhat wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.		The Regina plain	
1178	5.10	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and	MIDN'T	23.35	1125
	Capital of N. W. Terr's	preserve order generally.		Capital of N. W. Terr's	1935
1798	5.52	Pense	22.15	1108	
1814	6.31	Pasqua	22.15	1092	
	§ Refreshment Station.			‡ Flag Station.	

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Miles from Montreal	West-bound Train	STATIONS- DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
1822	LEAVE 7.10	§ Moosejaw -Alt. 1,725 ft. Pop. 600. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	AIRRIVE 21.40	1084
1839	‡7.50	Caron		1067
1857	8.35	Parkbeg		1049
1867	‡9.01	Secretan		1039
1876	9.22	Chaplin		1030
1896	‡10.12	Morse	FOURTH DAY	1010
1913	10.57	Rush Lake		993
1921	‡11.15	Waldeck		985
1929	‡11.36	Aikins		977
		From Moosejaw, the line steadily rises on the eastern slope of the <i>colleau</i> and winds through an irregular depression to the basin of the Old Wives' lakes--extensive bodies of water having no outlet and consequently alkaline. The northernmost of these lakes is reached at <i>Chaplin</i> . The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl--swans, geese, ducks and pelicans--which at times congregate here in myriads. At Rush Lake the railway passes through the first of the large farms recently started by Sir John Lister Kaye and now controlled by an English company. These farms, ten in number, occur at intervals of thirty miles between this station and Calgary. Each of them contains an area of 10,000 acres, and it is the intention ultimately to have 4,000 acres under cultivation at each point.	The Buffalo plains	
		Game & wild fowl		
		The Buffalo plains		
1935	12.00	§ Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. It is also the site of one of the Canadian Agricultural Company's farms. The farm is stocked with eighty horses, five hundred cattle and two thousand sheep, and in this respect is similar to all the farms belonging to the Company. The well appointed farm buildings, including a large Cream-		971

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	
	LEAVE			ARRIVE			
			ery, can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.				
1953	12.42	Goose Lake		15.43	953	Branch Line to Lethbridge and Fort MacLeod	
1963	13.04	Antelope		15.19	943		
1970	13.22	Gull Lake		15.00	936		
1979	13.41	Cypress		14.37	927		
1989	14.10	Sidewood		14.10	917		
2000	14.35	Crane Lake		13.43	906		
2010	15.03	Colley		13.14	896		2081
2021	15.30	Maple Creek		12.45	885		
			reach an altitude of 3,800 ft., and in many places are covered with valuable timber. The Canadian Agricultural Company have one of their large farms at each of the following points: Gull Lake, Crane Lake, and Kincaird. The Railway Company have an experimental farm at Forbes. The satisfactory results obtained from working this and similar farms established by the Company at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle. Valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.	NOON			
							2092
						2099	
						2111	
						2119	
						2147	
						2157	
						2174	
						2190	
				A. M.			
2010	16.19	Forbes		11.55	866		
2052	16.51	Walsh		11.27	854	2209	
2062	17.19	Irvine		10.56	844	2225	
2077	17.56	Dunmore		10.19	829	2233	
			extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From Forbes to Dunmore, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals			2244	
						2251	
			‡Flag Station.				

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.	Last glimpses of the Rockies		2318 2326
2264	2.30	Calgary —Alt. 3,388 ft. Pop. 3,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	2.10	642	
	Calgary's advantages		Importance of Calgary		
2273	2.56	Keith —Alt. 3,525 ft.	1.44	633	
2287	3.35	Cochrane —Alt. 3,700 feet	1.07	619	
2297	4.05	Radnor —Alt. 3,800 ft.	24.40	600	
2306	4.28	Morley —Alt. 4,000 ft.	24.17	600	
		By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foot-hills and river "benches,"	MIDN'T		
	The ranch's of the foot-hills	or terraces. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving <i>Cochrane</i> , and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lo! "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate pearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, gauzy mist "passes over, and it has vanished." (<i>Lady Macdonald.</i>)			

East-bound Train	Miles From Vancouver	Miles From Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles From Vancouver
RIVE						
			LEAVE		ARRIVE	
		2318	5.01	Kananaskis - Alt. 4,100 ft. Approaching Kananaskis the mountains suddenly appear close at hand	23.15	588
		2326	5.25	The Gap - Alt. 4,200 ft. and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has dis-	23.27	580
2.10	642		Kananaskis Falls		Kananaskis Falls	
importance of Calgary			Entrance to the Rockies		Exit from the mountains thro' Bow River Gap	
1.44	633					
1.07	619					
24.40	609					
24.17	600					
INDS'T			The Three Sisters		Peculiarities of mountain scenery	
			Geology of the mountains			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Their grandeur	appeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	Cascade Mt.		2344
2331	5.55	§ Canmore —Alt. 4,230 feet. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	23.05	575	
	Canmore		The Three Sisters		
2330	6.15	Duthil —Alt. 4,275 ft. | “Here the pass	22.46	567	
2241	6.22	Anthracite —Alt. 4,350 ft. | “we are traveling through	22.37	565	
	Be'uty of the pass	“suddenly to four miles, and as mists float upwards and away, we see “great masses of scarred rock rising “on each side—ranges towering one “above the other. Very striking and “magnificent grows the prospect as “we penetrate into the mountains at “last, each curve of the line bringing “fresh vistas of endless peaks rolling “away before and around us, all “tinted rose, blush-pink and silver, “as the sun lights their snowy tips. “Every turn becomes a fresh mystery “for some huge mountain seems to “stand right across our way, barring “it for miles, with a stern face “frowning down upon us; and yet a “few minutes later we find the giant “has been encircled and conquered, “and soon lies far away in another “direction.” (<i>Lady Macdonald.</i>) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in	Be'uty of scen'ry along the Bow		

East-bound Train	Miles from Van'c'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'c'v'r
ARRIVE			LEAVE		ARRIVE	
Cascade Mt.		2344	Anthracite coal	enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.	Anthracite coal	
23.05	575			Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury	22.25 10.25 p m.	502
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
22.46 22.37	567 505				Devil's Lake	
			Cascade M'tain			
Be'nty of cen'try along the Bow						
			Names of mountains seen at Banff station		Names of mountains visible from the station	
			The village		Banff village	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	C.P.R. hotel	including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	C.P.R. hotel		
	Banff Hot Springs		Banff Hot Springs		
2352	7.00	Cascade —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	‡22.05	551	2380
	FIFTH DAY		Enter- ing Rocky Mt. Park		
	Pilot and Castle Mts.				
2363	7.28	Castle Mountain — Alt. 4,570 ft.	21.40	543	
2370	‡ 7.17	Eldon —Alt. 4,720 ft.	‡21.22	536	
	Saw-back & Bow ranges	Castle Mountain station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the	Saw-back range		2387 2389

‡ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		ARRIVE	
				<p>trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.</p>		
P. R. Hotel			Vermillion pass		Pilot and Copper Mts.	
Buff Hot prfign			Mount Lefroy		Bow River and Mt. Lefroy	
22.05	551	2380	8.15	<p>Laggan—Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the summit from Laggan," writes Lady Macdonald, "the railway's grade gets steeper, tall forests gather round us, and a curious effect is produced by glimpses of snowy spurs and crests peeping through the trees, and of which, though apparently near us, we see no base. This conveyed to me an idea of our elevation."</p>	21.00	520
Entering rocky Mt. Park			The first glacier		Descent of the Atlantic Slope	
21.40	513		Nearing the summit			
21.22	536					
Saw back range		2387	8.30	<p>Stephen—Alt. 5,206 feet.</p>	20.43	519
		2380	8.50	<p>Hector—Alt. 5,190 ft. like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude.</p>	20.35	517

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
	LEAVE		ARRIVE		
	Summit of the Rockies	<p>tude—is named in honor of Sir George Stephen, Bart., formerly President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p>	Summit of the Rockies		
	Sublime scenery		Wapta Lake		
	Mt. Stephen and its glaciers		In front of Mt. Stephen		
2397	10.00	<p>§ Field—Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.</p>	19.50 Leave 19.20 Arrive	500	
	Breakfast at the Mt. Stephen House		Supper at the Mt. Stephen House		
2404	10.25	<p>Otter-tail—Alt. 3,700 ft.</p>	18.48	502	
2410	10.43	<p>Leanchoil—Alt. 3,570 ft.</p> <p>north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the</p>	18.27	496	

§ Refreshment Station.

‡ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		ARRIVE	
Summit of the Rockies			West'n slope of the Kicking Horse Pass	<p>Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancoil</i>, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.</p>	Van Horne Range	
Wapta Lake		2418	11.08	<p>Palliser—Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i>, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.</p>	Beaverfoot and Otter-tail Mts.	488
In front of Mt. Stephen			Lower canyon of the Wapta		Lower canyon of the Wapta	
19.50 Leave	500	2431	11.53	<p>Golden—Alt. 2,550 ft. | The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and</p>		
19.20 Arrive		2437	12.08	<p>Moberly—Alt. 2,540 feet.</p>		
Supper at the Mt. Stephen House			The Columbia and the Selkirks			
18.48	502				At the foot of the Rockies	
18.27	496					
ing Station.						
				† Flag Station.		

Miles from Montreal	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver		
				ARRIVE			
		Golden	rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Finlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.	Agri- culture, sport and mines in the Kootenay Valley			
		Navigation of the Upper Columbia		MOUNTAIN TIME (Donald to Brandon)			
		Moberly					
	ARRIVE	2118	12:35	Donald	Terminus of Western Division.	LEAVE 16:30	158

Pacific Div. - Donald and Vancouver: 459 MIs.

Miles from Montreal	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver		
				ARRIVE			
		Donald	Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. - Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Beaver River - a passage so narrow that a felled tree serves as a foot-bridge over it - just where the river makes its final and mad plunge down to the level of the Columbia.				
		Beavermouth	Alt. 2,500 ft.	Second crossing of the Columbia			
	LEAVE	2118	11:15	Donald	Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard. - Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Beaver River - a passage so narrow that a felled tree serves as a foot-bridge over it - just where the river makes its final and mad plunge down to the level of the Columbia.	15:20	158
		2159	12:20 NOON	Beavermouth	Alt. 2,500 ft.	11:15	117
	PACIFIC TIME (Donald to the Coast)						

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
ARRIVE		2465	12.40	LEAVE Six-Mile Creek — Alt. 2,900 ft.	A little way up the Beaver the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow Flag Station.	ARRIVE 14.25	111
ARRIVE		2471	13.15	LEAVE Bear Creek —Alt. 3,500 ft.		13.55	132
Agri-culture, sport and mines in the Kootenay Valley				Beaver Valley			Beaver-mouth
MOUNTAIN TIME (Donald to Brandon)				Big trees			Des-cent of the Beaver Valley
LEAVE 16.30		158		Superb view of the Selkirks			
159 MIs.							
ARRIVE 15.20		158					
ARRIVE 14.15		117		Tor-rents & cas-cades			Superb views west-ward
Second crossing of the Columbia				Stony Creek bridge			Stony Creek bridge

East-bound Train Miles From Vancouver

ARRIVE

Agri-culture, sport and mines in the Kootenay Valley

MOUNTAIN TIME (Donald to Brandon)

LEAVE 16.30 158

159 MIs.

East-bound Train Miles From Vancouver

ARRIVE 15.20 158

ARRIVE 14.15 117

Second crossing of the Columbia

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	
	LEAVE		ARRIVE			
	The snow-sheds	row, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.	The snow-sheds		2181	
	Bear Creek		Descent thro' Bear Creek gorge			
	Mount Macdonald		Exit from Rogers Pass			
	The Hermit					
2170	13.35	Roger's Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate	13.35	427	2183	
	Peaks and glaciers in Rogers Pass		Mts. Macdonald and Hermit			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
ARRIVE			LEAVE		ARRIVE		
			A National reserve	traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.	SECOND DAY		
		2181	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.		425
			Source of the Illicilliwaet		The summit of the Selkirks		
			The Great Glacier		Over-looking the gorge of the Illicilliwaet		
			Dinner		Dinner		
		2183	13.35	Glacier House —Alt. 4,122 ft. Station and hotel within twenty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its	Leave 13.15	423	
			14.25		Arrive 12.45		
			Sir Donald		Sir Donald and other peaks		

§ Refreshment Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Names of the peaks	<p>berry-bearing slopes), are in full view. Again to the left, cones Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of Bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.</p>	The great glacier of the Selkirks	2505	
	The Great Glac'er		Game	2515	
	Game	<p>Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed, the summit range, near Roger's Pass, is yet visible, with Sir Donald overlooking all.</p>	Climbing the Loops	2527	
	The Loop		NOON		
2490	14.50	Ross Peak —Alt. 3,600 feet.	12.18	416	
2490	15.20	Illicilliwaet —Alt. 3,593 feet.	11.48	407	
		<p>is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British</p>			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
ARRIVE			LEAVE				
			Silver mines	Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicillwaect</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.			
		2505	15.47	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Alberl</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.		11.21	101
The Great Glacier of the Selkirks			Canyons of the Illicillwaect				
		2515	16.17	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.		10.51	391
ame			Base of the Selkirks				
		2527	17.02	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft. It is navigable southward to the International boundary, 200 miles distant, and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking str. Marion from here down the Columbia river to Sproat's Landing, a run of 165 miles through lovely scenery. Revelstoke ‡ Flag Station.		10.06	379
imb-g the tops			The Columbia				
	416						
ON 2.18							
1.48	407						
						First crossing of the Columbia	

Miles From Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles From Vancouver	Miles From Montreal
	LEAVE			ARRIVE	
		has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie imposing and glacier-studded.			
	Gold range				
2536	17.32	Clanwilliam —Alt. 1,000 ft.	‡ 9.30	370	
2541	17.54	Griffin Lake —Alt. 1,000 ft.	9.11	362	
2555	18.25	Craigellachie —Alt. 1,450 ft.	‡ 8.40	351	
	In the Eagle Pass	cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.		The ascent of the Eagle Pass	
	The last spike			Base of the gold range	2607
2571	19.00	Sicamous —Alt. 7,300 ft.	7.57	335	2622
2590	19.48	Salmon Arm	7.07	316	2638
2597	20.05	Tappen Siding	6.50	309	
	Game and fish	ward within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line:— “The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a ‘reserve’ there. This is a most remarkable body of water. It lies among		Great Shuswap Lake and its sports	
		‡ Flag Station.			

Station	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		ARRIVE	
				<p>“the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the “Salmon arm.” <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river around O’Kanagan Lake, where there is a large settlement; steamers ascend the river thirty miles, and a railway is proposed. “For fifty miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes, gives a fine reminder of Scottish scenery. “The railway in getting around it, leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the “Salmon arm of the lake rather than go a circuitous course around the mountains to reach the South-western arm, the line strikes through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. “We come out at some 600 feet elevation above this ‘arm,’ and get</p>		
36	370		Sicamous and O’Kanagan		View from Notch Hill	
11	362					
10	351					
			The Shuswap lakes		Little Shuswap Lake	
		2607	20.42	Notch Hill —Alt. 1,708 ft.	“view across the lake, its winding shores on both sides of the long and	\$6.26 290
		2622	21.32	Shuswap		5.36 284
		2638	22.10	Ducks		4.58 268
				<p>“narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while</p>		
			Ranches of the Thompson Valley		Farms and cattle herds	

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
	Old-time settlements	<p>"herds of cattle, sheep and horses "roam over the valley and bordering "hills in large numbers. This is a "ranching country extending far into "the mountain valleys west of the "Gold Range on both sides of the "railway, and is one of the garden "spots of British Columbia. . . . The "people are comparatively old set- "tlers, having come in from the "Pacific Coast, and it does one's heart "good, after having passed the rude "little cabins and huts of the plains "and mountains, to see their neat "and trim cottages with the evidences "of thrift that are all around."</p>	Old-time settlements		270 271
2655	23.00	<p>Kamloops—Alt. 1,500 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, began years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning river confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the O'Kanagan and Nicola valleys, reached by stage lines.</p>	4.08	251	
	The North Thompson		Forks of the Thompson		272 273
	Industries of the region		The 'bunch grass' country		
2664	23.25	Tranquille	3.43	212	
2670	23.43	Cherry Creek	3.25	236	
	Kamloops Lake	<p>Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i>, the lake ends, the mountains draw near, and the series of Thompson river canyons is entered,</p>			
	MIDN'T				
2680	24.15	Savona's Ferry	2.52	226	
2687	24.37	Penny's	2.28	219	
		leading westward to the Fraser			

‡ Flag Station.

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE		ARRIVE	
	2702	1.31	Ashcroft —Alt. 1,075 ft.		1.31
	2716	2.47	Spatsum	21.21 MIDN'T	190
251		Cariboo district	through marvellous scenery. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and transferred to the Company in 1886. <i>Penny's</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight waggons drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by	Ashcroft and the Cariboo trade	
	2728	3.13	Spence's Bridge	23.26	178
	2731	4.13	Drynock —Alt. 700 ft.	22.56	172
212		The Nicola River		Nicola and Similkamion	
236				Fantastic canyon scenery	
226		Grotesque forms of rocks			
219					

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	Thomson canyon	<p>water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynock</i>, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds.</p>		Ascending the Thomson River	
2750	5.31	Lytton —Alt. 375 ft.	At <i>Lytton</i> , a	21.36	156
2757	6.01	Cisco	small trading town where	21.07	149
2766	6.54	Keefer's	ranchmen and	20.17	140
	The cantilever bridge	<p>Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i>, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel</p>		Upper valley and crossing of the Fraser	
	The Cariboo road				
	Indians and Chinamen				

† Flag Station.

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE		ARRIVE	
		BREAK-FAST	bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese.	Salmon and gold dust	
	2777	8.10	North Bend —Alt. 425 ft. A charming little hotel makes	18.52	129
	2792	9.19	Spuzzum (<i>North Bend</i> (a divisional point)) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	17.52	114
		SIXTH DAY		Entrance to the Fraser canyon	
		The great canyon		Cario wagon road	
	2803	10.07	Yale —Alt. 200 ft. <i>Yale</i> (pop. 1,200)	17.01	103
	2817	10.47	Hope —Alt. 200 ft. is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked	16.26	89
		Hope Peak		Hope and Yale	
		End of the canyons		Approaching the Cascade Mountains	

§ Refreshment Station.

‡ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		ARRIVE		
		profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.			2803 2902
2824	11.08	Ruby Creek	16.06	82	
2835	11.28	Agassiz	15.46	71	
	Harrison Springs	<i>Ruby Creek</i> is named from the garnets found in the vicinity. <i>Agassiz</i> , overlooked by Mt. Cheam, is the station for HARRISON SPRINGS (hot sulphur), or Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level.	Harrison Springs		
2844	11.48	Harrison	15.28	62	
2853	12.11	Nicomén	15.06	53	
	NOON				2906
	Mount Baker		R. C. Mission		
2863	12.31	Mission	14.46	43	
2873	12.52	Wharlock	14.25	33	
2882	13.13	Hammond	14.02	24	
	Big trees	At <i>Mission</i> is an important Roman Catholic Indian school. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	Mount Baker		
2888	13.42	New Westminster Junc.	13.42	18	
(2807)	(14.22)	(New Westminster)	(13.10)	(0)	
	New Westminster	Divergence of branch line to the important town of NEW WESTMINSTER (pop. 5,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon can-	Fraser River		

‡ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE		ARRIVE	
6.06 5.46	82 71	2803 2902	13.52 14.13	<p>Port Moody Hastings</p> <p><i>Port Moody</i>, at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i>, the new city of Vancouver soon appears.</p>	13.32 13.12	13 4
Arrison Springs			Along Burrard Inlet	<p>Vancouver—Pop. 15,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the</p>	FIRST DAY	
5.28 5.06	62 53	2901	ARRIVE 14.25 2.25 P. M.		1.00 P. M. 13.00 LEAVE	0
C. C. Mission			Five days and 18 hours from Montreal	<p>Vancouver; its site and commercial advantages</p> <p>Commercial advantages</p>	Vancouver; its site and commercial advantages	
4.46 4.25 4.02	43 33 24			3.42		18
Mount Baker				3.10		(9)
Fraser River						

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Commercial advantages	<p>Straits of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well-rewarded. A new Clyde built steamer connects with Victoria, daily, except Mondays, when connection is made via New Westminster—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart about every fifteen days.</p>	Crossing the Gulf of Georgia	
From Vancouver to Yokohama, 4,254; to Hong Kong, 5,836; to San Francisco, 829.	Re-sources		A. M. 3.00	81
2000	ARRIVE 19.30 7.30 P. M.	<p>Victoria—Pop. 15,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well-made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports.</p>	LEAVE	
	Scenery and sport			
Victoria is 2,250 miles, via C. P. R., from New York or Boston, and 5,700 from Liverpool via Montreal	SIXTH DAY		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a.m. Passengers may occupy their staterooms as early as they please	
	Beautiful surroundings			

Miles from Montreal	Miles from Vancouver	Exp. No.	Rate
		0	11.00
		30	12.
		35	12.
		38	1.
		63	A. 1.
		87	2.3
		112	4.0

Toronto

Miles from Toronto

Exp. No. 0, 30, 35, 38, 63

Rate 11.00, 12., 12., 1., A. 1., 2.3, 4.0

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
ARRIVE			LEAVE Steamship connections	A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	ARRIVE	

Crossing the Gulf of Georgia

Steamships on the Pacific Ocean

Steamships of the Canadian Pacific line sail about every fifteen days from Vancouver for Japan and China. These are fast steamers heretofore in the service of the Cunard line. Their route is shorter by 800 miles than the steamers from San Francisco. The trip will require only 12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned in list in this book.

A. M. 3.00
LEAVE

81

ONTARIO ROUTE Toronto and North Bay, via Northern and Northwestern Division of the Grand Trunk Ry.—228 Miles

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES	Express Southward	Miles from North Bay
0	LEAVE 11.00pm	Toronto —Union Station. See page 57.	ARRIVE 4.30	228
30	12.20	Aurora	A. M. 3.15	198
35	12.31	Newmarket		193
38		Holland Landing		190
63	1.50 A. M.	Allandale	1.50	165
		<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Brucebridge and Huntsville</i>		
87	2.38	Orillia	1.00	142
112	4.00	Gravenhurst	11.35 MIDN'T	116

A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 3 a. m. Passengers may occupy their state-rooms as early as they please

* Refreshment Station.

Miles from Toronto	Express Northward	STATIONS—DESCRIPTIVE NOTES		Express Southward	Miles from North Bay	Miles from Montreal
	LEAVE			ARRIVE		
122	4.23	Bracebridge	are summer resorts and manufacturing towns.	11.12	106	
146	5.18	Huntsville	This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from the railway.	10.15	82	
	Hotels and summer sport			Among the Muskoka lakes		7 10 13 15
171	6.15	Burk's Falls	Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond <i>Callandar</i> , and its tracks are followed into North Bay.	9.20	57	
183	6.45	Sundridge		8.55	15	
180	7.00	South River		8.40	39	20
220	8.10	Callandar		7.25	8	21
	ARRIVE			P. M.		
228	8.35 A.M.	North Bay	—See p. 17. This train from Toronto makes close connection with the Canadian Pacific Transcontinental express for Winnipeg and Vancouver.	7.00 LEAVE		35 40 46 51 63 68 73 79 87 93 101 108 119 120

TORONTO LINE

Montreal and Toronto—344 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto	Miles from Montreal
	LEAVE			ARRIVE		
0	*8.45pm	Montreal	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the line to Boston and New England points	*7.45am	31	119
5	8.57	Montreal Junction		7.35	23	111

* Additional trains leave Montreal for Toronto at 9.20 a.m., and Toronto for Montreal at 8.45 p.m.

‡ Refreshment Station.

Express Southward	Miles from North Bay	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Toronto		
ARRIVE 11.12	106		LEAVE	via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1751 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.		ARRIVE			
10.15	82					Change for Boston	To Boston 336 miles		
Among the Muskoka lakes		7	EASTERN STANDARD TIME			Lachine Bank			337
		10				Dorval		The St. Lawrence bridge	334
		13				Valois			331
		15		Beaconsfield			320		
9.20	57			Ste. Anne's	One of the five mouths of the Ottawa River is				
8.55	15			Vaudreuil	crossed by a fine steel bridge at <i>Ste. Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> .	7.10	324		
8.40	39	20	9.21	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junction</i> the Canada Atlantic Railway is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the		7.03	320		
7.25	8	21	9.27						
P.M.						St. Clet		6.45	300
7.00						St. Polycarpe Junc			304
LEAVE						Dalhousie Mills			298
				Green Valley			290		
				Apple Hill			281		
				Monklands		Farms	276		
				Avonmore			271		
				Finch			265		
				Chesterville			257		
				Winchester		5.12	251		
				Mountain		5.02	243		
				Kemptville Junc.			236		
				Merrickville		4.37	225		
						4.10			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Toronto	Miles from Montreal
	LEAVE		ARRIVE		
		R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.			
128	12.30	§ Smith's Falls —Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE , 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufacturing factories, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building stone abounds. Excellent refreshment rooms at the station.	3.55 A.M.	216	
140	A.M. 12.53	Perth —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.32	201	271 280 283 292 301 310 318 326
148		Bathurst		196	
155		Maberly		189	
166	1.45	Sharbot Lake Jc.	2.45	178	
175		Mountain Grove		169	
180	2.14	Arden	2.14	161	335
191		Kaladar		153	
199		Sheffield		145	
207	3.03	Tweed	1.28	137	339
216		Ivanhoe		128	
225	3.35	Central Ont. Jc.	12.55	119	
234		Bairton		110	
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Lake Ontario, northward to a number of large and extensively			342 344
238	4.05	Havelock	MIDN'T 12.30	106	
244	‡4.15	Norwood	‡12.14	100	
252		Indian River		92	
		worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.			
202	4.51	Peterboro' —Pop. 9,000. On the Otonabee River, which here falls 150 feet	11.40	82	

§ Refreshment Station.

‡ Flag Station.

§ 1

East-bound Train	Miles from Toronto	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Toronto
ARRIVE			LEAVE		ARRIVE	
3.55 A.M.	216		Rice Lake canoes and sport	within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.	Fishing resorts	
		271		Cavanville		73
		280		Manvers		61
3.32	201	283		Pontypool		61
		292		Burketon		52
		301	6.08	Myrtle	10.27	43
		310		Claremont		31
	196	318		Locust Hill		26
	180	326		Agincourt		18
2.45	178			beyond <i>Locust Hill</i> , Lake Ontario may be seen occasionally.		
	169					
2.14	161	335	7.05	North Toronto —Station for the northern part of Toronto. Street cars connect with all parts of the city and cabs may be had at the station.	9.22	9
	153					
	145					
1.28	137	339	7.20	Toronto Junction —Divergence of Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Railway, the former extending to London and Detroit, connecting at the latter point with the Wabash Railroad for St. Louis, Chicago and other western points; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie, Port Arthur and Fort William.	9.10 P.M.	5
12.55	128					
	119					
	110					
		342	7.28	Parkdale —Formerly a suburb of Toronto. The company's workshops for its Ontario lines are located here.	P.M. 8.55	2
		ARRIVE				
		344	7.40 A.M.	Toronto —Pop. 175,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence river eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country.	8.45	0
MIDN'T 12.30	106					
12.14	100					
	92					
			Commercial importance		EASTERN TIME	
11.40	82					

Flag Station.

§ Refreshment Station.

! Flag Station.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Toronto	Miles from Montreal
	LEAVE	<p>Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern & Northwestern Division of the G. T. Ry. (see p. 53) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.</p>	ARRIVE		130
	Railway outlets		LEAVE		437 442 446 450 453 458

GREAT LAKES ROUTE

Toronto, Owen Sound and Port Arthur

TWICE A WEEK, DURING SEASON OF NAVIGATION ONLY. (From about 1st May to 15th November).

Miles from Montreal	Steamship Express Westbd	STATIONS—DESCRIPTIVE NOTES	Steamship Express Eastbd	Miles from Vancouver	Miles from Montreal
344	LEAVE 11.05 A.M.	<p>Toronto—Trains depart from Union Station, passing through Parkdale (11.15 a.m.) and Toronto Junction (11.25 a.m.), and thence by way of Weston, Woodbridge, Bolton and Cardwell to Melville Junction, the first point at which the Steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.35 a.m. and 4.45 p.m., and Owen Sound for Toronto at 5.45 a.m. and 3.55 p.m. These trains run daily except Sundays and stop at all stations.</p>	ARRIVE ABOUT NOON	2535	466
	Wednesday and Saturday only.				
	P.M.				
300	12.35	Melville Junction.		2489	
303	a 12.40 1 12.55	<p>Orangeville—Pop. 4,000. A farming centre, as shown by the elevators at the station.</p>		2486	
	DINNER				
307		Orangeville Junction —Branch line to TEESWATER.		2482	
400		Laurel	<p>Monday and Thursday.</p>	2479	
404		Crombies		2375	
409		Shelburne		2470	
412		Melancthon		2407	
416		Corbetton		2463	
		Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.			
420		Dundalk —The road is here 1,300 feet above Lake Ontario.		2450	466

§ Refreshment Station.

Owen Sound to Sault Ste. Marie to Port Arthur, 325 miles.

743

St. and Mile	Miles from Toronto	Miles from Montreal	Steam- ship Express	STATIONS—DESCRIPTIVE NOTES	Steam- ship Express	Miles from Vane'v'r
ARRIVE		430		Flesherton —A brisk agricultural vil- lage. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia</i> Falls, and many most picturesque brooks and cataracts, abounding in fish.		2449
		437		Markdale	A rolling, tim- bered and well- watered region.	2442
		442		Berkeley	Fine farming in the valleys. Lumber, cord-wood and tan-bark are exported largely.	2437
		446		Holland Centre	Scotch and Irish people predominate.	2433
		450		Arnott	Limestone abounds, and lime is made.	2429
		453		Chatsworth		2426
		458		Rockford		2421
		466	P. M. Ar 3.00 Lv 3.00	Owen Sound —Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the rail- way; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufact- ures, especially of furniture and wooden-ware, are increasing. Shoot- ing or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur (see below), steamers depart regularly for Mani- toulin Island and all ports on Georgian Bay.		2413
		743	A. M. Ar 11.00 Lv 11.30	Sault Ste. Marie —Thursday and Sun- day going West, and Sunday and Wednesday going East. Passengers can go ashore for a few minutes while the vessel is passing through the lock. Connection is here made with the Minneapolis, St. Paul & Sault Ste. Marie Ry. for St. Paul and Minneapolis, the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. The Canadian Pacific "Soo Line," which leaves the Transcontinental Line at Sudbury, here crosses the Rapids on a magnificent iron bridge, and by rail to Sault Ste. Marie, thence Lake Steamships form a pleasant summer route.		2463
2480						
2486						
2482						
2479						
2375						
2470						
2467						
2463						
ARRIVE		963	8.30 A. M.	Port Arthur —(See p. 20.) Arrive, Fri- day and Monday, going West. Leave, Tuesday and Saturday, going East.		1913

Owen Sound to Sault Ste. Marie 275 miles;
to Port Arthur, 325.

Port of em-
bar-
cation for the
Upper
Lakes

* As the time of starting from Owen
Sound varies with the arrival of the
steamship, exact hours cannot be given;
it is usually 8 a.m.

The C.P. steamer leaves Port Arthur each
Tuesday and Saturday, and the connecting
trains for Toronto and Owen Sound follow
big Thursday and Monday.
NOON
P. M.
3.00
LEAVE

CHICAGO LINE

Toronto and Chicago—524 Miles

Miles from Toronto

118
122
125
130
136
139
145

170

185
194
200
209
215
227

Miles from Toronto	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Chicago
	LEAVE			ARRIVE	
0	A. M.			A. M.	
	† 8.00	Toronto	From Toronto to London, one of the most beautiful and thoroughly cultivated districts in Canada is traversed, and many famous stock and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.	8.15	524
5	8.25	Toronto Jc.		7.55	519
9		Islington		7.40	515
15		Cooksville		7.28	500
21		Streetsville		7.16	503
22		Streetsville Jc.		† 7.13	502
33		Milton		6.52	491
40		Guelph Jc.	6.00	481	
46		Schaw	5.37	478	
57	9.50	Galt	4.53	467	
68	† 10.09	Ayr		456	
75		Drumbo		449	
88	10.42	Woodstock		436	
		<p><i>Milton</i> (pop. 1,200), at <i>Guelph Junction</i> diverges a new branch line for the Royal City of <i>Guelph</i> (pop. 10,500) 15 miles distant, <i>Galt</i> (pop. 7,500), <i>Ayr</i> (pop. 5,000), and <i>Woodstock</i> (pop. 5,000) are all important manufacturing places, as well as market towns for the rich districts surrounding them. At <i>Woodstock</i>, a branch line of the C.P.R. diverges for <i>Ingersoll</i> (pop. 4,000) and <i>St. Thomas</i> (pop. 10,000), distant respectively 16 and 34 miles.</p>			
94	Does	Embro	Does	430	
101	not	Thamesford	not	423	
109	not	Crumlin	stop	415	
112	stop	Asylum		412	
		<p>factories. <i>Thamesford</i>, <i>Crumlin</i> and <i>Asylum</i> are stations of minor importance.</p>			
114	A.M. 11.35	London —Pop. 50,000. A live, thriving and pretty city, the county seat of Middlesex Co., situated upon the Thames river, in the centre of a large and valuable farming district. The city contains many substantial and handsome public and private buildings, among which are the cathedral, the asylum, colleges, military school, Masonic buildings, etc., etc. Many important wholesale and retail establishments do a profitable business. Oil refining and the manufacture of agricultural implements, etc., are leading industries. From the number and beauty of her shade trees <i>London</i> is frequently styled "The Forest City."	A.M. 3.45	410	

† Runs daily, Sundays included.

† Flag Stations.

Miles from Toronto	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Chicago
	LEAVE A. M.		ARRIVE A. M.	
118		Hyde Park		406
122	Does	Melrose		402
125	not	Komoka		399
130	stop	Caradoc		394
136		Longwood		388
139		Appin Jr.		385
145		North Glencoe	23.00 A.M.	379
		and fruit growing and dairying. <i>Glencoe</i> (pop. 2,000) has mills and an agricultural implement factory, and is an important purchasing and shipping point for grain and cattle. Excellent sport with the gun may be obtained in the vicinity of these stations and near all others as far as the Detroit river, the game consisting of wild turkeys, grouse, quail and waterfowl, etc.		
		North Newbury		
		North Bothwell		
		N'th Thamesville		
		Kent Bridge		
		Arkwood		
179	P.M. 1.07	Chatham	2.10	315
		considerable quantities of oil. <i>Thamesville</i> (pop. 1,000) has the same resources. <i>Chatham</i> (pop. 10,000), county seat of Kent Co., and the most important town in Ontario west of London. A very large grain, stock and produce market is located here. Leading industries are the manufacture of woollen goods, agricultural implements, carriages, etc., and there are also large flouring and saw mills. The court house and jail, the collegiate institute, post office and cathedral are all handsome buildings. Situated at the head of navigation on the Thames river, the town has shipping interests of considerable importance. From here steamers make regular trips to Detroit, by way of the Thames and Lake St. Clair.		
		Ringold		339
185	Does	Tilbury		330
194	not	Haycroft		324
200	stop	Belle River		315
200		Elmstead		309
215		Windsor	1.00 A.M.	297
227	2.15	agricultural products, etc. One of the largest distilling businesses in Canada is carried on at Walkerville, close by. From the beauty of its situation, Windsor is very popular as a place for summer residence.		

† Runs daily, Sundays included.

‡ Flag Stations.

Miles from Toronto	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Chicago
	ARRIVE		LEAVE	
228	P. M. 2.55	Detroit	A. M. 12.20	200
287	3.30	Adrian	9.10	237
313	4.53	Butler	8.22	181
351	5.12	Auburn	8.02 P. M.	70
		enterprising of the cities of the United States. Has a fine harbor, and plays a conspicuous part in the distribution of produce and in lake commerce. The manufactures are extensive, and many stately buildings and handsome streets afford ample evidence of modern push and energy. <i>Adrian</i> (pop. 10,500) has several flourishing manufactures, and is supported by an agricultural district. <i>Butler</i> (pop. 3,000) has large flouring mills, carriage and chair factories, etc. <i>Auburn</i> (pop. 2,500) is also a manufacturing town.		
521	10.15 P. M.	Chicago —Pop. 1,000,000. The metropolis of the North-Western States, and the largest grain, provision, live stock and lumber market in the world. Situated upon the western shore of Lake Michigan, Chicago is of colossal importance, both as a shipping point for lake traffic and as a railroad centre. So advantageous is the situation that Chicago was selected as the site for the great World's Fair to be held in 1892.	13.00 P. M.	0
	ARRIVE		LEAVE	

Eastbound Express runs daily, Sundays included, Chicago to Toronto, and week days only Toronto to Montreal. Eastbound passengers arriving Toronto Sunday morning, will take Montreal Express from there, leaving at 8.45 p.m.

Another Eastbound Express leaves Chicago 9.05 p.m., Detroit 12.45 p.m., Toronto 9.25 p.m., arriving Montreal 7.45 a.m.

† Runs daily, Sundays included.

‡ Flag Stations.

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Canadian Pacific Ry. Telegraphs



The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of railway in the Dominion of Canada.

The **Commercial Cable Co.** (Mackay-Bennett system) gives the C.P.R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the **C. P. R.** to reach all important points in the United States.

To ensure quick despatch to all points, see that your telegrams are written on C.P.R. Telegraph Blanks, and are handed in at C.P.R. offices.

HEAD OFFICE, MONTREAL.

CHAS. R. HOSMER,

MANAGER TELEGRAPHS.

DOMINION EXPRESS COMPANY

Operating on all lines of the CANADIAN PACIFIC RAILWAY, also on the lines of the

NEW BRUNSWICK RAILWAY

INTERCOLONIAL RAILWAY

MANITOBA & NORTHWESTERN RAILWAY

KINGSTON & PEMBROKE RAILWAY

ERIE & HURON RAILWAY

KINGSTON, NAPANEE & WESTERN RAILWAY

BROCKVILLE, WESTPORT & SAULT STE. MARIE RAILWAY

JOGGINS RAILWAY

THE ALLAN LINE ROYAL MAIL STEAMERS AND THE

DOMINION LINE MAIL STEAMERS

Weekly to and from Europe.

CANADIAN PACIFIC STEAMSHIP LINE

To and from all Treaty Ports in China and Japan.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates.**

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise, and as low rates between all points on every description of goods as any other Express Company.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Require all employees to be **civil** and **accommodating** and will consider it a kindness if patrons will report any violation of this rule to Local Agents, Division Superintendents or the General Manager.

W. S. STOUT, General Manager, Toronto.

S. T. STEWART, Superintendent, Montreal.

J. A. BOSWELL, " Toronto.

G. FORD, " Winnipeg.

Station	Miles from Chicago
AVE	
M. 20	206
.46	237
.22	181
.02	70
M.	

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TRANSCONTINENTAL ROUTE

WESTBOUND

CONDENSED TIME TABLE

STATIONS	Pac. Ex.	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	7.30 pm	Sun	Mo	Tu	We	Th	Fri	
N. Y. C. & H. R. Rd.....	5.00 pm	Sun	Mo	Tu	We	Th	Fri	
West Shore Rd.....Lv								
NEW YORK, via Toronto.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	
N. Y. C. & H. R. Rd.....	8.00 pm	Sun	Mo	Tu	We	Th	Fri	
West Shore Rd.....	8.25 pm	Sun	Mo	Tu	We	Th	Fri	
N. Y., I. E. & W. Rd.....Lv	7.00 pm	Sun	Mo	Tu	We	Th	Fri	
Lehigh Valley Rd.....								
NEW YORK, via Brockville.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	
N. Y., Ont. & W. Rd.....	9.00 pm	Sun	Mo	Tu	We	Th	Fri	
D. L. & W. Rd.....	10.00 pm	Sun	Mo	Tu	We	Th	Fri	
N. Y. C. & H. R. Rd.....	8.00 pm	Sun	Mo	Tu	We	Th	Fri	
West Shore Rd.....								
Boston, via Montreal.....Lv	9.00 am	Mo	Tu	We	Th	Fri	Sat	
Portland, Me., via Montreal.....Lv	8.45 am	Mo	Tu	We	Th	Fri	Sat	
HALIFAX, N. S.....Lv	1.30 pm	Fri	Sat	Mo	Tu	We	Th	
St. John, N. B.....Lv	10.45 pm	Fri	Sat	Mo	Tu	We	Th	
Quebec.....Lv	1.30 pm	Mo	Tu	We	Th	Fri	Sat	
MONTREAL, Dalhousie Square.....	8.40 pm	Mo	Tu	We	Th	Fri	Sat	
Ottawa.....Lv	12.20 am	Tu	We	Th	Fri	Sat	Sun	
Carleton Junction.....Lv	1.20 am	Tu	We	Th	Fri	Sat	Sun	
Niagara Falls.....Lv	8.05 pm	Mo	Tu	We	Th	Fri	Sat	
Toronto.....Lv	11.00 pm	Mo	Tu	We	Th	Fri	Sat	
North Bay.....Lv	9.35 am	Tu	We	Th	Fri	Sat	Sun	
Sudbury.....Lv	1.12 pm	Tu	We	Th	Fri	Sat	Sun	
Port Arthur.....Lv	3.15 pm	We	Th	Fri	Sat	Sun	Mo	
(Ar)	14.30	We	Th	Fri	Sat	Sun	Mo	
WINNIPEG.....Lv	10.25	Th	Fri	Sat	Sun	Mo	Tu	
(Ar)	14.20	Th	Fri	Sat	Sun	Mo	Tu	We
Portage la Prairie.....Lv	36.55	Th	Fri	Sat	Sun	Mo	Tu	We
(Ar)	19.15	Th	Fri	Sat	Sun	Mo	Tu	We
Brandon.....Lv	3.45	Fri	Sat	Sun	Mo	Tu	We	Th
Qu'Appelle.....Lv	5.10	Fri	Sat	Sun	Mo	Tu	We	Th
Regina.....Lv	18.45	Fri	Sat	Sun	Mo	Tu	We	Th
Medicine Hat.....Lv	2.30	Sat	Sun	Mo	Tu	We	Th	Fri
Calgary.....Lv	6.45	Sat	Sun	Mo	Tu	We	Th	Fri
Rainy Hot Springs.....Lv	10.00	Sat	Sun	Mo	Tu	We	Th	Fri
Field.....Lv	14.25	Sat	Sun	Mo	Tu	We	Th	Fri
Glacier.....Lv	8.19	Sun	Mo	Tu	We	Th	Fri	Sat
North Bend.....Lv								
New Westminster.....Ar	14.22	Sun	Mo	Tu	We	Th	Fri	Sat
VANCOUVER **.....Ar	14.25	Sun	Mo	Tu	We	Th	Fri	Sat
Victoria, via Can. Pac. Nav. Co.....Ar	7.29 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Vancouver, B. C., Str. Premier.....Lv	2.15 pm		Mo				Th	
Seattle, Wash., Str. Premier.....Lv	2.00 am		Tu				Fri	
Tacoma, Wash., Str. Premier.....Ar	10.00 am		Tu				Fri	
Victoria, B. C., O. R. & N. Co.....Lv	6.00 am	Mo	Tu	We	Th	Fri	Sat	
Seattle, Wash., O. R. & N. Co.....Ar	1.30 pm	Mo	Tu	We	Th	Fri	Sat	
Tacoma, Wash., O. R. & N. Co.....Ar	4.15 pm	Mo	Tu	We	Th	Fri	Sat	
Tacoma, Wash., N. P. Rd.....Lv	10.00 pm	Mo	Tu	We	Th	Fri	Sat	
Portland, Ore., N. P. Rd.....Ar	7.30 am	Tu	We	Th	Fri	Sat	Sun	
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	11.00 am	July 3,	8, 13, 18,	23, 28,	Aug 2, 7,	12, 17, 22,	27, Sept 1, 6, 11,	
San Francisco via Pacific Coast S. S. Line.....Ar	4.00 am	July 6,	11, 16, 21,	26, 31,	Aug 5, 10,	15, 20, 25,	30, Sept 4, 9, 14,	
Tacoma, Wash., N. P. Rd.....Lv	7.30 am	Tu	We	Th	Fri	Sat	Sun	Mo
Portland, Ore., N. P. Rd.....Lv	3.15 pm	Tu	We	Th	Fri	Sat	Sun	Mo
Portland, Ore., So. Pac. Rd.....Ar	4.00 pm	Tu	We	Th	Fri	Sat	Sun	Mo
San Francisco, So. Pac. Rd.....Ar	7.45 am	Th	Fri	Sat	Sat	Mo	Tu	We

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. **On Mondays connection for Victoria is via New Westminster.

Canadian Pacific Line Transpacific Steamships

BETWEEN VANCOUVER AND CHINA AND JAPAN

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Leave Vancouver	Arrive Yokohama	Arrive Hong Kong
	1890	1890	1890
BATAVIA.....	July 17	Aug 2	Aug 11
ABYSSINIA.....	Aug. 7	Aug 23	Sept. 1
PARTHIA.....	Aug. 26	Sept. 13	Sept. 22
BATAVIA.....	Sept. 25	Oct. 11	Oct. 20

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Seattle, W
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Field ...
Rainy Hot
Calgary ...
Medicine H
Regina ...
Qu'Appell
Brandon ...
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WINNIPE
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Sudbury ...
North Bay
Toronto ...
Niagara F
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Ottawa ...
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TRANSCONTINENTAL ROUTE

EASTBOUND

CONDENSED TIME TABLE

STATIONS	A.M. EX.	DAYS OF WEEK.						
		Sat	Sun	Mo	Tu	We	Th	Fri
San Francisco, So. Pac. Rd.	7:00 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Portland, Ore., So. Pac. Rd.	10:15 am	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore., Nor. Pac. Rd.	11:15 am	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Wash., Nor. Pac. Rd.	7:30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore., Nor. Pac. Rd.	10:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Ore., Nor. Pac. Rd.	6:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Tacoma, Wash., O. R. & N. Co.	8:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Seattle, Wash., O. R. & N. Co.	10:15 am	Mo	Tu	We	Th	Fri	Sat	Sun
Victoria, B. C., O. R. & N. Co.	6:30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Portland, Ore., Nor. Pac. Rd.	10:00 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash., Nor. Pac. Rd.	6:00 am	Sun	Mo	Tu	We	Th	Fri	Sat
Tacoma, Wash., Str. Premier	5:00 pm	.....	.....	Tu	.....	.....	Fri	.....
Seattle, Wash., Str. Premier	12:00 pm	.....	.....	Tu	.....	.....	Fri	.....
Victoria, B. C., Str. Premier	6:00 pm	.....	.....	We	.....	.....	Sat	.....
San Francisco for Victoria, via Pacific Coast S. S. Line	9:00 am	July 13, 14, 19, 24	Aug 3	8, 13, 18	23, 28	Sept 2, 7	12, 17	.....
Victoria, via Pacific Coast S. S. Line	6:00 am	July 7, 12, 17, 22	27, Aug 1	6, 11, 16	21, 26, 31	Sept 5	10, 15, 20	.....
Victoria, B. C., C. P. Nav. Co.	11:00 am	Tu	We	Th	Fri	Sat	Sun	Mo
VANCOUVER, B. C.	9:00	Tu	We	Th	Fri	Sat	Sun	Mo
VANCOUVER, B. C.	13:00	Tu	We	Th	Fri	Sat	Sun	Mo
New Westminster, B. C.	13:30	Tu	We	Th	Fri	Sat	Sun	Mo
North Bend	19:22	Tu	We	Th	Fri	Sat	Sun	Mo
Clacier	13:45	We	Th	Fri	Sat	Sun	Mo	Tu
Field	19:40	We	Th	Fri	Sat	Sun	Mo	Tu
Band Hot Springs	22:25	We	Th	Fri	Sat	Sun	Mo	Tu
Calgary	2:20	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat	10:40	Th	Fri	Sat	Sun	Mo	Tu	We
Regina	23:35	Th	Fri	Sat	Sun	Mo	Tu	We
Qu'Appelle	1:15	Fri	Sat	Sun	Mo	Tu	We	Th
Brandon	11:15	Fri	Sat	Sun	Mo	Tu	We	Th
Portage la Prairie	14:10	Fri	Sat	Sun	Mo	Tu	We	Th
WINNIPEG	16:30	Fri	Sat	Sun	Mo	Tu	We	Th
WINNIPEG	17:30	Fri	Sat	Sun	Mo	Tu	We	Th
WINNIPEG	18:30	Fri	Sat	Sun	Mo	Tu	We	Th
Port Arthur	11:30	Sat	Sun	Mo	Tu	We	Th	Fri
Port Arthur	3:30 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Sudbury	3:13 pm	Sun	Mo	Tu	We	Th	Fri	Sat
North Bay	6:30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
North Bay for Toronto	7:00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Toronto	1:30 am	Mo	Tu	We	Th	Fri	Sat	Sun
Norwata Falls	11:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Place	3:10 am	Mo	Tu	We	Th	Fri	Sat	Sun
Orlawa	4:30 am	Mo	Tu	We	Th	Fri	Sat	Sun
MONTREAL, Dalhousie Sq.	8:00 am	Mo	Tu	We	Th	Fri	Sat	Sun
Quebec	2:30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
St. John, N. B.	1:15 pm	Tu	We	Th	Fri	Sat	Mo	.....
HALIFAX, N. S.	10:30 am	Tu	We	Th	Fri	Sat	Mo	.....
Portland, Me.	7:10 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Boston, Mass.	8:50 pm	Mo	Tu	We	Th	Fri	Sat	Sun
NEW YORK, via Brockville	.....	.....	.....	.....	.....	.....	.....	.....
N. Y., O. & W. Rd.	9:10 am	We	Th	Fri	Sat	Sun	Tu	.....
D. I. & W. Rd.	5:30 pm	We	Th	Fri	Sat	Sun	Tu	.....
N. Y. C. & H. R. Rd.	6:45 am	We	Th	Fri	Sat	Sun	Tu	.....
West Shore Rd.	7:10 am	We	Th	Fri	Sat	Sun	Tu	.....
NEW YORK, via Toronto	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. C. & H. R. Rd.	7:20 am	Tu	We	Th	Fri	Sat	Sun	.....
West Shore Rd.	7:10 am	Tu	We	Th	Fri	Sat	Sun	.....
N. Y., I. E. & W. Rd.	7:30 am	Tu	We	Th	Fri	Sat	Sun	.....
Lehigh Valley Rd.	7:40 am	Tu	We	Th	Fri	Sat	Sun	.....
NEW YORK, via Montreal	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. C. & H. R. Rd.	7:00 am	Tu	We	Th	Fri	Sat	Sun	.....
West Shore Rd.	7:10 am	Tu	We	Th	Fri	Sat	Sun	.....

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. ** On Mondays, connection for Vancouver is via New Westminster.

Canadian Pacific Line Transpacific Steamships

BETWEEN CHINA AND JAPAN AND VANCOUVER

INTENDED SAILINGS EASTBOUND

NAME OF STEAMSHIP.	Leave Hong Kong.		Leave Yokohama.		Arrive Vancouver.	
	1890	1890	1890	1890	1890	1890
AVASSINIA	July 13	July 17	July 17	July 31	July 31	July 31
CANTHA	July 21	Aug. 7	Aug. 7	Aug. 21	Aug. 21	Aug. 21
CALVIA	Aug. 21	Sept. 4	Sept. 4	Sept. 18	Sept. 18	Sept. 18
AVASSINIA	Sept. 11	Sept. 25	Sept. 25	Oct. 9	Oct. 9	Oct. 9



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CANADIAN PACIFIC RAILWAY

RAILWAY & FREE GRANT LANDS

The Canadian Pacific Railway Company's land subsidy in the Canadian North-West consists of 25,000,000 acres, lying chiefly along the Main Line and Branches thereof. The lots included in same have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at prices ranging from \$2.50 per acre upwards, and purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (600 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important provinces of the North-West, viz.: Manitoba, Assiniboia, and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe. So that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA

The central Province of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the Province is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lays longer than four or five days when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province **an abundance of water for grazing and all other purposes.**

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches **as fat as stall fed cattle in the Eastern Provinces.**

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for **Cheese and Butter Making**, and before long it will be as noted for such industries as for its ranches.

Land Explorers are offered reduced return rates, 1st Class, to Winnipeg from points in Canada east of Sudbury, and can, on presentation of the return half of same to the undersigned, purchase return tickets from Winnipeg to points west in the Province of Manitoba, Assiniboia or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (600 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Offices of the Company, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. **Stop-over** privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

L. A. HAMILTON,
C. P. R. Land Commissioner, WINNIPEG, MAN.

CALENDAR

1890

JANUARY	FEBRUARY	MARCH	APRIL
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
MAY	JUNE	JULY	AUGUST
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

TIME

The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway (all stations Port Arthur and west thereof). By this system the A. M. and P. M. are abolished, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

- EASTERN TIME, East of Port Arthur.
- CENTRAL TIME, Port Arthur to Brandon, including branches.
- MOUNTAIN TIME, Brandon to Donald.
- PACIFIC TIME, Donald to Vancouver.

Thus, when it is 12 noon at Montreal, - Eastern Time,
 it is 11 o'clock at Winnipeg, Central "
 " 10 " Regina, Mountain "
 " 9 " Vancouver, Pacific "

