



DESCRIPTIVE

TIME TABLES

SOO-ATLANTIC

SOO-WINNIPEG

SOO-PACIFIC

SOO-SPOKANE

SOO-PORTLAND

Twin Cities-Chicago

CHICAGO-SUPERIOR

DULUTH

ASHLAND

SCENIC

THROUGH CAR ROUTES

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W. L. MARTIN, 2nd Vice-Pres. & Traffic Manager

W. R. CALLAWAY, Gen'l Passenger Agent

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THE Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Line's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other line. ❀ ❀ ❀ ❀

True Scenic Transcontinental Route

CALENDAR TIME

WEST BOUND

CENTRAL TIME

MORNING TRAIN

NO. 107

Lv. St. Paul.....	Su	Mo	Tu	Wd	Th	Fri	Sat	10.30 am
" Minneapolis.....	"	"	"	"	"	"	"	11.15 am
" South Haven.....	"	"	"	"	"	"	"	2.08 pm
" Glenwood.....	"	"	"	"	"	"	"	3.00 pm
" Hoffman.....	"	"	"	"	"	"	"	3.43 pm
" Fairmount.....	"	"	"	"	"	"	"	4.50 pm
" Hankinson.....	"	"	"	"	"	"	"	5.14 pm
" Wyndmere.....	"	"	"	"	"	"	"	5.42 pm
" Enderlin.....	"	"	"	"	"	"	"	6.45 pm
" Valley City.....	"	"	"	"	"	"	"	7.48 pm
" Carrington.....	"	"	"	"	"	"	"	9.45 pm
" Fessenden.....	"	"	"	"	"	"	"	10.32 pm
" Harvey.....	"	"	"	"	"	"	"	11.10 pm
" Minot.....	Mo	Tu	Wd	Th	Fri	Sat	Su	1.05 am
Ar. Portal.....	"	"	"	"	"	"	"	4.00 am

MOUNTAIN TIME

Lv. Portal.....	Mo	Tu	Wd	Th	Fri	Sat	Su	3.30 am
Ar. Moose Jaw.....	"	"	"	"	"	"	"	9.30 am
" Swift Current.....	"	"	"	"	"	"	"	2.20 pm
" Medicine Hat.....	"	"	"	"	"	"	"	7.55 pm
" Calgary.....	Tu	Wd	Th	Fri	Sat	Su	Mo	2.05 am
" Banff.....	"	"	"	"	"	"	"	5.00 am
" Laggan.....	"	"	"	"	"	"	"	6.10 am

PACIFIC TIME

Lv. Laggan.....	Tu	Wd	Th	Fri	Sat	Su	Mo	5.30 am
Ar. Field.....	"	"	"	"	"	"	"	7.20 am
" Donald.....	"	"	"	"	"	"	"	9.42 am
" Glacier.....	"	"	"	"	"	"	"	12.44 pm
" Revelstoke.....	"	"	"	"	"	"	"	3.25 pm
" Kamloops.....	"	"	"	"	"	"	"	9.30 pm
" Ashcroft.....	"	"	"	"	"	"	"	11.20 pm
" North Bend.....	Wd	Th	Fri	Sat	Su	Mo	Tu	2.40 am
" Mission Jct.....	"	"	"	"	"	"	"	6.30 am
" Westminster Jct....	"	"	"	"	"	"	"	7.30 am
" Westminster.....	"	"	"	"	"	"	"	8.42 am
" Vancouver.....	"	"	"	"	"	"	"	8.15 am
" Victoria.....	"	"	"	"	"	"	"	2.30 pm
Lv. Mission Jct.....	"	"	"	"	"	"	"	6.30 am
Ar. Sumas.....	"	"	"	"	"	"	"	7.10 am
" Bellingham.....	"	"	"	"	"	"	"	9.45 am
" Seattle.....	"	"	"	"	"	"	"	1.00 pm
" Tacoma.....	"	"	"	"	"	"	"	2.50 pm
" Portland.....	"	"	"	"	"	"	"	8.35 pm
" San Francisco.....	Fri	Sat	Su	Mo	Tu	Wd	Th	12.28 pm

Trains arrive and depart Depot Washington and Third Avenues South, Minneapolis, Union Depot, St. Paul.

THE SCENIC SHORT LINE

BETWEEN

Twin Cities and Spokane, Wash. and Portland, Ore.

CALENDAR TIME		WEST BOUND						CENTRAL TIME	Daily No. 151
Lv. St. Paul	Su	Mo	Tu	Wd	Th	Fri	Sat	10.00 pm	
" Minneapolis	"	"	"	"	"	"	"	10.45 pm	
" Glenwood	Mo	Tu	Wd	Th	Fri	Sat	Su	2.05 am	
" Fairmount	"	"	"	"	"	"	"	3.48 am	
" Hankinson	"	"	"	"	"	"	"	4.11 am	
" Enderlin	"	"	"	"	"	"	"	5.40 am	
" Valley City	"	"	"	"	"	"	"	6.34 am	
" Kensal	"	"	"	"	"	"	"	7.50 am	
" Harvey	"	"	"	"	"	"	"	9.40 am	
" Minot	"	"	"	"	"	"	"	11.30 am	
" Kenmare	"	"	"	"	"	"	"	12.50 pm	
Ar. Portal	"	"	"	"	"	"	"	1.50 pm	

MOUNTAIN TIME

Lv. Portal	Mo	Tu	Wd	Th	Fri	Sat	Su	1.10 pm
" Moose Jaw	"	"	"	"	"	"	"	6.25 pm
" Dunmore Jct.	Tu	Wd	Th	Fri	Sat	Su	Mo	1.34 am
" Macleod	"	"	"	"	"	"	"	6.20 am
" Cranbrook	"	"	"	"	"	"	"	10.40 am
" Curzon	"	"	"	"	"	"	"	2.34 pm
" Kingsgate	"	"	"	"	"	"	"	2.55 pm

PACIFIC TIME

Lv. Eastport, Idaho	Tu	Wd	Th	Fri	Sat	Su	Mo	2.10 pm
Ar. Spokane	"	"	"	"	"	"	"	6.40 pm
Ar. Portland	Wd	Th	Fri	Sat	Su	Mo	Tu	9.00 am

North Pacific Coast

Via the Crow's Nest Pass Route through the Kootenay to
Vancouver, Victoria, Seattle

CALENDAR TIME		WEST BOUND						CENTRAL TIME	Daily No. 107
Lv. St. Paul	Su	Mo	Tu	Wd	Th	Fri	Sat	10.30 am	
" Minneapolis	"	"	"	"	"	"	"	11.15 am	
" So. Haven	"	"	"	"	"	"	"	1.08 pm	
" Glenwood	"	"	"	"	"	"	"	3.00 pm	
" Fairmount	"	"	"	"	"	"	"	4.50 pm	
" Hankinson	"	"	"	"	"	"	"	5.14 pm	
" Enderlin	"	"	"	"	"	"	"	6.45 pm	
" Valley City	"	"	"	"	"	"	"	7.48 pm	
" Kensal	"	"	"	"	"	"	"	9.07 pm	
" Harvey	"	"	"	"	"	"	"	11.10 pm	
" Velva	Mo	Tu	Wd	Th	Fri	Sat	Su	12.26 am	
" Minot	"	"	"	"	"	"	"	1.05 am	
" Kenmare	"	"	"	"	"	"	"	2.40 am	
Ar. Portal	"	"	"	"	"	"	"	4.00 am	

MOUNTAIN TIME

Lv. Portal	Mo	Tu	Wd	Th	Fri	Sat	Su	3.30 am
" Moose Jaw	"	"	"	"	"	"	"	9.50 am
" Dunmore Jct.	"	"	"	"	"	"	"	10.05 pm
" Macleod	Tu	Wd	Th	Fri	Sat	Su	Mo	4.05 am
" Cranbrook	"	"	"	"	"	"	"	11.20 am

PACIFIC TIME

Lv. Kootenay Landing	Tu	Wd	Th	Fri	Sat	Su	Mo	3.00 pm
" Nelson	"	"	"	"	"	"	"	5.45 pm
" West Robson	"	"	"	"	"	"	"	11.00 pm
" Arrowhead	Wd	Th	Fri	Sat	Su	Mo	Tu	1.25 pm
" Revelstoke	"	"	"	"	"	"	"	4.35 pm
Ar. Vancouver	Th	Fri	Sat	Su	Mo	Tu	Wd	8.15 am
Ar. Victoria	"	"	"	"	"	"	"	2.30 pm
Ar. Seattle	"	"	"	"	"	"	"	1.00 pm

Trains arrive and depart Depot Washington and Third Avenues South, Minneapolis, Union Depot, St. Paul. This time is subject to change without notice.

SOO-PACIFIC LINE

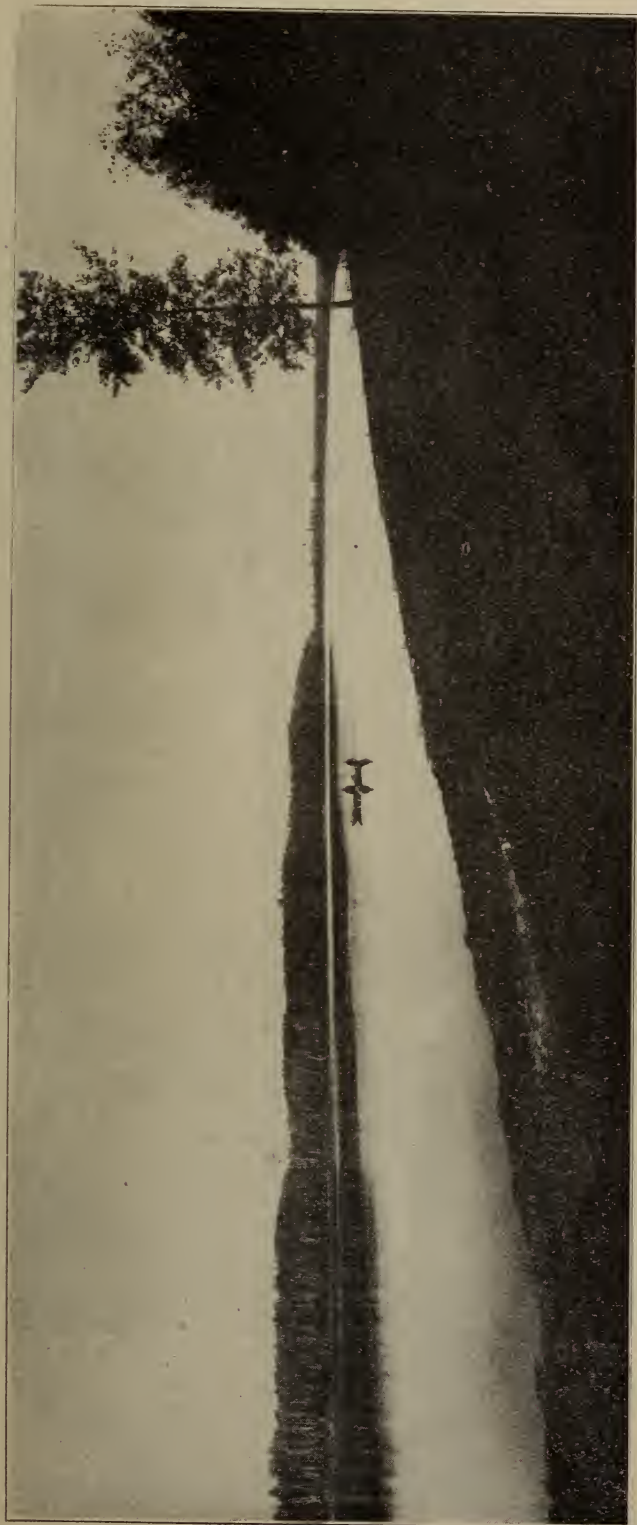
TRUE SCENIC ROUTE

DESCRIPTIVE TIME TABLE

ST. PAUL TO SAN FRANCISCO

SOO-PACIFIC TRUE SCENIC ROUTE.

West Bound Miles from St. Paul	STATIONS		Bound East Miles from Vanc'v'r
	St. Paul	St. Paul and Minneapolis, the Twin Cities of the Northwest, are the two foci of the eclipse about which and through which pulses the commercial and social life of a people which number over a million. They form the only important financial and manufacturing center between Chicago and Milwaukee on the east and the Pacific coast on the west. Politically two municipal corporations, they are in substance one large community of over 450,000 population. St. Paul is the Capital of the State of Minnesota and the older of the Twins. It is the terminus of nearly all the railway lines in the Northwest and an important jobbing center. Minneapolis is younger, larger and more advantageously situated than St. Paul. The principal advantage was primarily the immense waterpower developed by the Falls of St. Anthony, aggregating 40,000 utilized horse power, employed almost wholly in the manufacture of flour. Minneapolis, due to the presence of these mills, is the largest primary wheat market in the world. During recent years it has also become the leading flax seed market, as the largest flax production in the world from the new lands of North Dakota, which are tributary, form the basis of the immense linseed oil production of the Twin Cities. Minneapolis is also the leading lumber manufacturing city in the world. Minneapolis is the site of the University of Minnesota, fourth largest in America, with nearly 4,500 students.	1812
10	Minneapolis		1802
St. Paul and Minneapolis the great commercial centers of the northwest.			Minneapolis the greatest primary wheat and Flour market in the world
31	Loretto	The country along the Soo-Pacific Line running west from Minneapolis	1781
37	Rockford	to the International Boundary line	1775
47	Buffalo	between North Dakota and Canada	1765
55	Maple Lake	may for convenience be divided into	1757
61	Annandale	three divisions, the first running	1751
66	South Haven	slightly north or west to Elbow	1746
71	Kimball Prairie	Lake (170 miles) passes through	1741
76	Watkins	Minnesota's Lake country. Here the settlement is comparatively old and the people are prosperous. They have passed through that early period in farming when the farmer depends upon a single crop, and have learned the practical importance of diversification; and not only wheat, oats, barley, but corn and other crops receive their share of attention. This is one of the rich dairy sections of the state. Every little community has its creamery, or milk station, and the people are correspondingly prosperous and progressive.	1736
83	Eden Valley	Almost every station on the Soo-Pacific line running west from Minneapolis has its lake resorts. Often there are a number of lakes of considerable area within a radius of five miles from the town. Some of the finest lake cottages in the Northwest are on this line. Buffalo,	1729
92	Paynesville		1720
99	Lintonville		1713
108	Belgrade		1704
114	Brooton		1698
122	Sedan		1690
130	Glenwood		1682



WHERE THE BASS LURK.

West Bound	STATIONS		East Bound
Miles from St. Paul			Miles from Vanc'v'.
139	Lowry	Maple Lake, Annandale and Glen-	1673
145	Farwell	wood are particularly famous, Glen-	1667
149	Kensington	wood being the location selected for	1663
156	Hoffman	the new second state Fish Hatchery	1656
163	Barrett	although South Haven, Kimball	1649
		Prairie, Paynesville and other towns	
		having increased attention and a corresponding appre-	
		ciation from summer visitors.	
The	The hotel accommodations are as a rule superior.		Sum-
Fisher-	A great many summer hotels and resorts have been		mer re-
men's	built and equipped during the past year or two, catering		sorts
para-	particularly to people who will appreciate clean cook-		along
dise	ing, white napery, screened and cool dining rooms,		the Soo
	and are willing to pay for the service. At all of these		Line.
	lake resorts the fishing is excellent. Joseph Jefferson,		
	the veteran actor, always went out along the Soo-		
	Pacific Line for a little piscatorial sport when he came to		
	Minneapolis in the fishing season. Other disciples of		
	Isaac Walton come from as far as Chicago and St.		
	Louis for the fun of catching the superb black bass for		
	which Minnesota lakes are famous.		
	Gasoline launches and sail boats, as well as first		
	class row boats are to be found on nearly all these		
	lakes. Full particulars about the hotels, rates, hunt-		
	ing and fishing and all the detailed information re-		
	quired will be found in the fishing folder sent upon		
	request.		
		The second division into which	
170	Elbow Lake	the country along the Soo-Pacific	1642
177	Wendell	Line naturally divides itself, may be	1635
187	Nashua	called the great wheat belt of the	1625
194	Tenney, Minn.	Northwest, running from Elbow	1618
201	Fairmount, N. D.	Lake in western Minnesota to Har-	1611
216	Hankinson	vey, in the north central part of	1596
		North Dakota, passing through the	
		Big Bend country, of Richland county, through	
		Hankinson, Enderlin, Valley City, Carrington and	
		Fessenden en route.	
		The great wheat belt of Minnesota	
233	Wyndmere	and the Dakotas is fast learning the	1579
259	Anselm	lesson which has been taught older	1553
267	Enderlin	communities; that is, that a single	1545
274	Lucca	crop will never make a country pros-	1538
280	Fingal	perous, no matter how profitable it	1532
292	Lanona	may be at the beginning. The time	1520
297	Valley City	will come when the land will cry out	1515
311	Rogers	for a change and diminished crops	1501
325	Wimbledon	must result.	1487
331	Courtenay	Fortunately the development of	1481
341	Kensal	general farming has already begun.	1471
354	Bordulac	At Hankinson fruit raising experi-	1458
362	Carrington	ments have resulted in establishing	1450
370	Lemert	a fine apple orchard, which is the	1442
377	Cathay	basis of considerable fruit growing	1435
390	Fessenden	throughout North Dakota.	1422
		But for many years the Dakotas and Minnesota will	
		continue the bread basket of the continent. Here	
		the bonanza farms first surprised the agricultural	
		world and the growing of grain assumed its whose-	
		sale proportions and character.	
		The third natural division of the	
406	Harvey	country along the Soo-Pacific Line	1406
423	Anamoose	from Minneapolis west is that newly	1389
437	Balfour	opened land area which is now apt-	1375
458	Velva	ly called "Flax-land." During the	1354
479	Minot	past few years the production of	1333
505	Carpio	flax has increased prodigiously. It	1307
514	Donnybrook	is the crop particularly adapted to	1298



IN THE DAKOTA GRAZING COUNTRY.

West Bound	STATIONS		East Bound
Miles from St. Paul			Miles from Vanc'v'r
529	Kenmare	the newly broken soil of the Dakota	1283
541	Bowbells	prairies. Frequently the produc-	1271
550	Flaxton	tion runs as high as 20 bushels to	1262
560	Portal	the acre.	1252
	But even here the lesson of diversified farming is being applied. Considerable attention is paid to stock and sheep raising, and wheat produces immense crops.		
560	Portal	From Portal, North Dakota, the	1252
584	Estevan	Soo-Pacific Line passes through the	1228
636	Weyburn	province of Assiniboia, which is just	1176
674	Milestone	coming into prominence as a great	1138
720	Pasqua	oat and wheat raising country. The	1092
	phenomenal yields of these cereals are rather the rule than the excep-		
	tion, and land is rapidly being disposed by the Canadian government to settlers from the states, who, realizing the great opportunities presented in this district, are acquiring farms here.		
	The country also offers splendid chances for stock raising, and potatoes are a very successful product.		
728	Moose Jaw	—A railway divisional point and a busy	1083
	Alt. 1767 ft.	market town. The name is an	
	abridgement of the Indian name, which, literally translated, is "The-creek-where-the-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations farther west. The city is situated in a fine agricultural country extending from the Elbow of the Saskatchewan on the north to the Dirt Hills on the south. The finest stock yards on the line between Winnipeg and the ranches are located here. Mills and elevators indicate the district's wheat producing qualities.		
	From Moose Jaw the line steadily		
738	Boharm	rises on the eastern slope of the	1074
746	Caron	coteau and winds through an irreg-	1066
755	Mortlach	ular depression to the basin of the	1057
764	Parkbeg	Chaplin Lakes formerly known as	1048
775	Secretan	the Old Wive's lakes—extensive	1037
783	Chaplin	bodies of water having no outlet and	1029
788	Uren	consequently alkaline. The north-	1024
796	Ernfold	ern-most of these lakes is reached at	1016
804	Morse	Chaplin. The country is treeless	1009
812	Herbert	from the eastern border of the Re-	1000
820	Rush Lake	gina plain to the Cypress Hills, 200	992
829	Waldeck	miles, but the soil is excellent nearly	983
834	Aikins	everywhere. The prairies about	978
	and beyond Chaplin Lakes are		
Buffalo	marked in all directions by old buffalo trails, and		
Plains	scarred and pitted by their wallows." Antelopes		
Game	may now sometimes be seen, also coyotes and prairie		
and	dogs. Near Morse is a salt lake, and not far beyond		
wild	is Rush Lake, a large area of fresh water and a favor-		
fowl.	ite resort or water fowl—swan, geese, ducks and peli-		
	cans—which at times congregate here in myriads.		
	At Rush Lake there are some splendid farms, and on		
	the south side there is one of 700 acres under irrega-		
	tion. There are a number of these in various districts		
	aggregating about 110,000 acres.		
840	Swift Current	—A railway divisional point, on a pretty	972
	Alt. 2,423 ft.	stream of the same name. At Swift	
	Current there is a large sheep farm		
	from which during each year a large crop of wool is		
	shipped. From this farm and outlying stations with-		
	in 25 miles there is annually rounded-up 16,000 sheep.		
849	Beverley	Well appointed farm buildings can be	963



THE MOUNTED POLICE ARE EVERYWHERE ON THE CANADIAN PRAIRIES

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
854	Seward	958
862	Webb	950
868	Antelope	944
875	Gull Lake	937
884	Carmichael	928
891	Tompkins	921
895	Sidewood	917
905	Crane Lake	907
915	Colley	897
926	Maple Creek	886
935	Kincorth	877
	<p>seen on the hills immediately south of these stations. Close to them the government has erected an Meteorological Observing station. From here to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west, until they reach an altitude of 4,790 ft., and in many places are covered with valuable timber. At Gull Lake there is another farm which is entirely devoted to sheep, an irrigated meadow on the north side of the lake is worth seeing. At Crane Lake, there is another stock farm. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. The satisfactory results obtained from working farms at various points on the line prove 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 Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the 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 unailing supply of water. The handsome profits realized by the stock-men testify better than word to the value of this district for cattle raising.</p>	
	<p>Lakes and ponds, some fresh, some alkaline, occur at intervals to</p>	
945	Forres	867
950	Cummings	862
957	Walsh	855
968	Irvine	844
975	Paskley	837
982	Coleridge	830
984	Dunmore Jct	828
	<p>ridge rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Coleridge there is what may be taken as a typical mixed farm, for not only are capital crops raised, but a number of valuable horses and cattle are also bred and pastured here. From Dunmore Jct., the Lethbridge section leads off westerly through the Crow's Nest Pass of the Rocky Mountains to Kootenay Lake, and to the mines of the Kootenay. in whose greater development it is proving a powerful factor by supplying a cheap fuel for its smelter from the Fernie mines. (For Descriptive Notes of Crow's Nest Pass route see Page 78)</p>	
	<p>From Dunmore Jct. the line drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.</p>	
990	Medicine Hat	822
	<p>The town, according to Rudyard Alt. 2,171 ft. Kipling, that was born lucky. A (indicating the railway divisional point with repair shops, etc. The town is in the center of a magnificent ranching and mixed farming district. There are several coal mines and natural gas wells in the vicinity. The latter of which furnish cheap fuel, light and power to the town. The snow-fall here is lighter, and the winter shorter than anywhere else in Canada, east of the Rockies.</p>	
Coal		

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
997	Stair	815
1004	Bowell	808
1015	Suffield	797
1025	Langevin	787
1033	Kininvie	779
1043	Tilley	769
1048	Bantry	764
1062	Cassils	750
1070	Southesk	742
1079	Lathom	733
1087	Bassano	725
1095	Crowfoot	717
1106	Cluny	706
	Gleichen	
	Namaka	
1114	Strathmore	698
1127	Cheadle	685
1135	Langdon	677
1142	Shepard	670
1149		663
1160		652
	water for the supply of the railway, and both there and at Tilley it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 120 miles away. At Crowfoot they may again be seen. Near Crowfoot, and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At Namaka are located some of the most productive farms of the Northwest, and very rich harvests are reaped annually. From Gleichen to Shepard the line traverses the western section of the Canadian Pacific Company's 3,000,000 acre irrigation project and the canals and ditches are crossed at several points. The farms which will be cultivated by the method of irrigation are seen on each side of the track, and at Gleichen and Strathmore the Experimental Irrigation Farms are located close to the line and the results from the application of water in growing crops and trees may be noticed. Beyond Gleichen (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 Langdon the railway falls to the valley of Bow River, where there is some excellent ranching land, devoted principally to cattle and horse raising.	N'tural Gas
1170	Calgary	642
	Alt. 3,428 ft. The most important, as well as the handsomest, place between Winnipeg and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the center of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond, and is rapidly developing into a large wholesale and milling center. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River, from Calgary, a branch line runs north to Edmonton on the Saskatchewan, and another branch south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. The climate is suitable for those affected with pulmonary troubles, and a sanitorium is established here. The irrigating Canals of the Soo Pacific Railway Company take water from the Bow River at Calgary and the works of this undertaking, which are the largest of America are well worth a visit. The area embraced in this	Last glimpse of the Rockies. Importance of Calgary.
	First sight of the Rockies.	
	Calgary's advantages.	

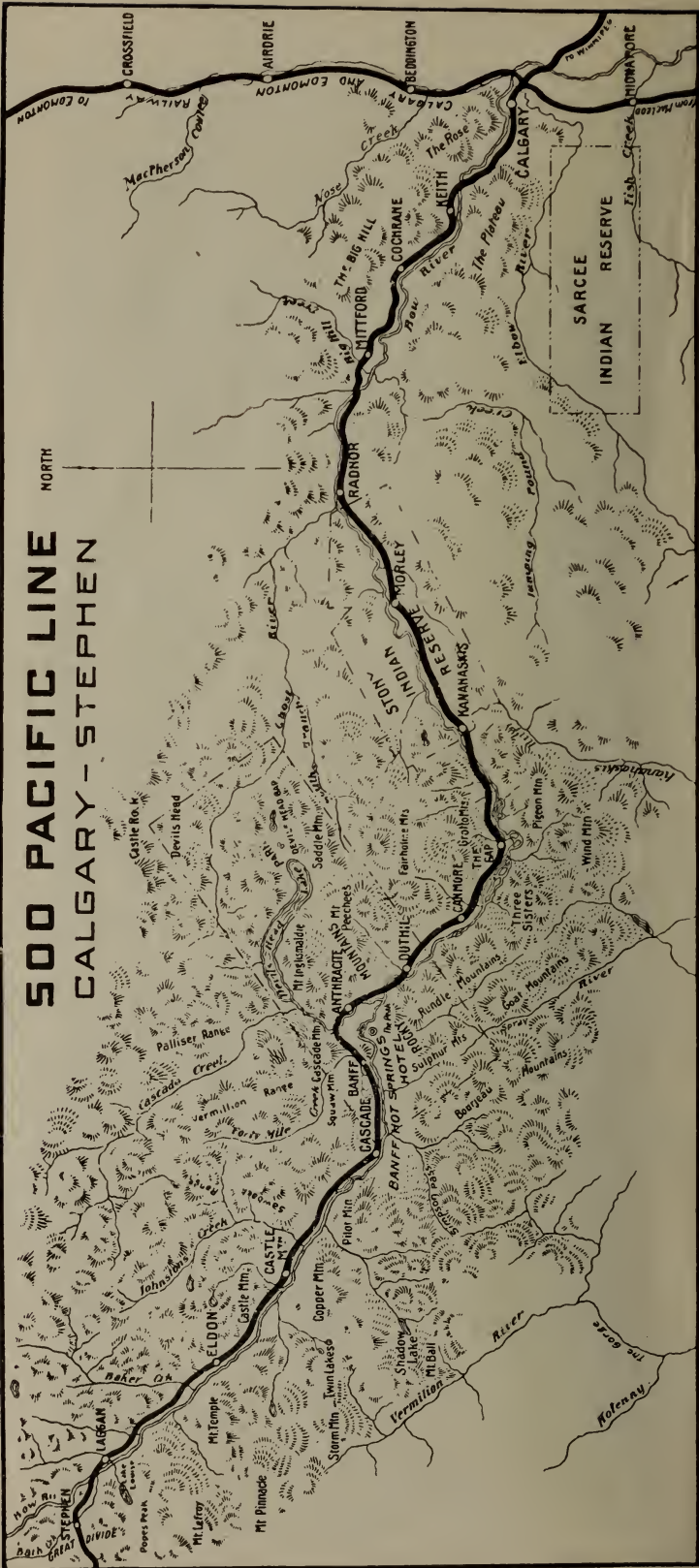


THE VALLEY OF THE BOW, BANFF, ALBERTA.

West Bound	STATIONS		East Bound
Miles from St. Paul			Miles from Vanc'q'r
	<p>scheme is three million of acres lying to the east of Calgary on both side of the railway line, the different canals being seen from the train as Calgary is approached from the east. From Calgary the Bow is closely followed and by the time Cochrane is reached the traveler is well within the rounded grassy foot-hills and river "benches," or terraces. Here the valleys are seen to cut the mountains transversely. Further on, in the main ranges, as distinct from the foot-hills, the valleys will be found running parallel with the mountains, north and south, and these valleys open into each other across the mountain ranges by the passes, or what is locally known as "divides," the lowest of which is 5,000 ft. above sea level, the highest 7,100 ft. Geologically the transverse valleys by which entrance is made to the mountains represent the grooved course of ancient glaciers, and many of the rivers flowing in these beds can be followed directly up to the remnants of these ancient glaciers. The remnant glacier of the Bow River to-day occupies a field thirty miles long by six to ten broad. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks 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 valleys. After leaving Cochrane, 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.</p>		
1179	Keith—		633
	Alt. 3,525		
1192	Cochrane—		620
	Alt. 3,700 ft.		
1193	Radnor—		609
	Alt. 3, 800 ft.		
1202	Morley—		601
	Alt. 4000 ft.		
Third Day	<p>Morley is interesting to the tourist as the reservation of the Stoney Indians, once the most warlike tribe of the native races of America, but now one of the most industrious and peaceful.</p>		
	<p>Approaching Kananaskis the mountains suddenly appear close at hand 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. Here the difference between an ordinary upland stream and a glacier-fed river is first noticed. Tumbling from great heights, the former may be foamy and tumultous; but the latter is always milky-green with the sediment of glacial silt, infinitesimally fine particles formed by the grinding of the ice over the rocks. At Exshaw a large cement works is being operated. The mountains now rise abruptly in great masses, 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 Mountain, and approaching the station called The Gap, a magnificent view is obtained of Wind Mt. and the Three Sisters, also</p>		
1224	Kananaskis—		588
	Alt. 4,100 ft.		
1232	The Gap—		580
	Alt. 4,200 ft.		
Kana- naskis Falls	<p>Kananaskis Falls.</p>		
En- trance to the Rock- ies.	<p>is obtained of Wind Mt. and the Three Sisters, also</p>		

500 PACIFIC LINE CALGARY - STEPHEN

NORTH



CROSSFIELD

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BEEDINGTON

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West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
The Three Sisters	<p>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 snowladen 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 disappeared 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.</p>	—
Geology of the mountains		
Grandeur and beauty		
1237	<p>Canmore— Observation cars, especially designed to permit of unobstructed views, are attached to through train whenever possible, so that none of the scenic wonders need be missed. Near Canmore are large coal mines. A striking profile of the Three Sisters, the third or farthest south, rising to an altitude of 9,743 ft., is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station and all along the embankments of the valley transversed by the railway, are group after group of isolated and curiously weathered conglomerate monuments, called "hoodoos"—giant earthen pillars ten times the height of a man—some of them—composed of hard enough material to withstand the erosions that have played havoc with the surrounding bank. 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.</p>	575
Canmore		Observation car detached
Beauty of the pass.		The Three Sisters
1252	<p>Bankhead The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The walled masonry, shooting up in Seven Peaks on the left, is Rundle, called after an early missionary to the Indians. 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 enormous mass and advance bodily to meet us; this marvelous effect should not be missed by the traveler.</p>	565
Beauty of the pass.		Beauty of scen'ry along the Bow
1252	<p>Banff— Station for Canadian National Park and the Hot Springs. This park is a national reservation, of</p>	560



BANFF HOTEL.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Rocky M'tain Park	<p>over 5,732 square miles embracing parts of the valleys of the Bow, Spray and Cascade rivers, Lake Minnewanka and several noble mountain ranges, and beyond the divide, the Yoho Valley and the country to the west and south of it. No part of the Rockies exhibit 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.</p>	Rocky M'tain Park
Casc'de M'tain	<p>The huge mass northward is Cascade Mt. (9,825 ft.) eastward is Mt. Inglesmaldie, and the heights of the Fairholme sub-range, behind which lies Lake Minnewanka. Southeastward from Inglesmaldie in that same range of the Fairholmes, the sharp cone of Peechee (called after an Indian chief), closes the view in that direction; this is the highest mountain visible. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Stoney 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. Bourgeau. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the razor-like back of Sulphur Mt., along the side of which are the Hot Springs, and on whose summit, at 8,030 ft., an observatory has been established. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak, 9,665 ft., rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 800 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. Plans are now arranged by means of which a collection of bears will be placed in a corral in some central location in the Park. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the Soo-Pacific Railway Banff hotel about a mile further on. A steel bridge takes the carriage road across the magnificent hotel, built by the railway company, on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open from May to October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain climbing. There are also a sanatorium and hospital in the village, and a museum of more than local interest has been established by the Government. Eight miles from Banff is Lake Minnewanka, upon which a fine launch has been placed. There is capital fishing, the trout being of extraordinary size. Wild sheep (the bighorn) and mountain goats are occasionally to be seen on the neighboring heights. Some wonderful fossil remains and markings of mammoth pre-historic creatures are found on the mountain slopes surrounding this lake, as well as on Cascade Mountain. At the upper end of the lake is the valley of Ghost River, a strange region where the mountain rivulets gurgle off into subterranean reservoirs and the granite walls are pitted with caves. Between Banff and the lake is Bankhead, where are located the anthracite mines, operated by the Soo-Pacific Railway, whose output will</p>	Devil's Lake
Names of mountains seen at Banff station		Names of mountains visible from the station
Soo Pacific Hotel		Soo-Pacific Hotel
Banff Village		Banff Village



SOO PACIFIC LINE

REVELSTOKE-KAMLOOPS.

SOO-PACIFIC TRUE SCENIC ROUTE.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
	<p>shortly provide the country as far east as Winnipeg with fuel. The hot springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. 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, entered by an artificial tunnel; 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. Twenty miles south of Banff is Mt. Assiniboine, the Matterhorn of the new world, the ascent of which, after many unsuccessful attempts, were made in the autumn of 1901 by the Rev. James Putram and a party of Swiss guides. The way to it leads through beautiful valleys, studded with transparent blue lakes and park-like prairie openings.</p>	
Banff Hot Springs		Banff Hot Springs
1258	<p>Sawback Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is fine. The Vermillion lakes are skirted, and ahead an excellent view is had to the right of Mt. Bourgeau 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 Mountain, 9,680 ft., the landmark of mountain trappers, for it is seen and easily recognized from both ends of the Bow River. Hole-in-the-wall Mt. is passed upon the right, against whose side can be seen a cavernous opening to a mountain grotto. This cave is 1,500 feet above the valley bed, 12 feet from floor to roof, and runs back in the mountain for 160 ft., where a round chimney-like aperture gives glimpses of the open sky. A little beyond the station Castle Mt. looms up ahead on the right, a sheer precipice of 5,000 feet—a giant's keep, stretching for eight miles, with turrets, bastions and battlements complete. A natural drawbridge, portcullis and gateway can be plainly distinguished against the ochre wall. The back of this mountain is a gradual slope, glacier-covered and overlooking a wild region of canon, torrent and bridges of rocks.</p>	554
Pilot and Castle Mts.		Enter- ing Rocky Mt. Park
1269	<p>Castle Mountain great peak whose name it takes. Alt. 4,570 ft. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) from the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mt., in the foreground at Laggan. On the left, the Lofty Bow range fronts the valley in a series of magnificent snowladen promontories. At first, enchanting glimpses only are caught through the trees as you look ahead; but before Eldon 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 somber 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 Vermil-</p>	543
1276	<p>Eldon— Alt. 4,720 ft. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) from the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mt., in the foreground at Laggan. On the left, the Lofty Bow range fronts the valley in a series of magnificent snowladen promontories. At first, enchanting glimpses only are caught through the trees as you look ahead; but before Eldon 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 somber 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 Vermil-</p>	536
Saw- back & Bow ranges		Saw- back range
Vermil- lion Pass		Pilot and



VALLEY OF THE TEN PEAKS, LAGGAN, ALBERTA.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
	<p>lion River flows westward into the Kootenay. West of the entrance into Vermillion Pass, towering up tier after tier is a chaotic sea of mountains, and beyond it, standing supreme over this part of the range, is the prodigious, isolated, helmet-shaped mountain named Temple, 11,626 ft., the loftiest and grandest in this whole panorama, whose crest exhibits precipitous walls of ice, flashing blue in the sunrise. This great snow bound mountain becomes visible at Sawback station, and from Eldon almost to the summit its white crowned pricipice is the most conspicuous and admirable feature of this wonderful valley.</p>	Copper Mts
Mount Lefroy 1286	<p>Laggan— Here the time goes back one hour to conform with the Pacific standard. Beyond Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward to the right, northwest, through this gap towards Bow Lake and the huge rounded snow-capped peak of Mt. Daly. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. The glacial field, of which this section is the south-eastern hem, is the source of three great continental rivers flowing to the three different oceans, the Athabasca or Mackenzie River flowing to the Arctic, the Saskatchewan to the Atlantic, and the Columbia to the Pacific. The glacier presents some exceptionally interesting features, among others an enormous cavernlike passage way the size of a railway tunnel, running for miles back under the ice, cut out by subterranean river. This is also the region of Mountains Columbia, Bryce, Athabasca, Forbes Robson and other peaks, the highest yet known in the Rockies, exceeding 13,000 ft., in altitude.</p>	Mount Lefroy 526
The first glacier		
Lakes in the Clouds	<p>Laggan is the station for the Lakes in the Clouds. Ponies and vehicles in summer are in waiting here for tourists intending to visit these picturesque lakes, which, perched on the mountain's sides amidst the romantic environments are rare gems whose loveliness and charm surpass all description. Lake Louise, 5,670 ft., which is the first, is two and one-half miles from the station by a pleasant carriage drive over a splendid road which has just been constructed across the face of the mountain. On the margin of this beautiful lake there is the comfortable "Chalet" hotel, where excellent accommodation is provided. There is a bridle path to Mirror Lake 6,655 ft. higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Both lakes lie literally above the clouds, nestling in rocky cirques among the peaks of the Beehive, St. Piran, Niblock and Whyte. Trails also lead across the stream draining Lake Louise and Fairview mountain on the left side, to the Saddleback still further east ward, from which one can look across an abysmal gorge 2,000 ft. deep to the avalanches of Mt. Temple, the frosted vale called Paradise Valley, the scarred battlements of Mt. Sheol and the pinnacled heights of Castle Crags behind Fairview Mountain. Other trails lead round to the right of Lake Louise directly on to the glacier bed of Mt. Victoria, the great palisade of snow 11,355 ft. high; that shuts off all view to the south. This trail also connects with the route to Abbot's Pass, a beetling canyon between Victoria and Lefroy, 11,220</p>	Lakes in the Clouds



VALLEYS OF THE LAKES IN THE CLOUDS LAGGAN, ALBERTA

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Valley of the Ten Peaks		<p>ft. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Wapta Lake on the main line at Hector Station. O'Hara Lake, recently opened to the public by a well made pony trail from Hector is a worthy rival of Lake Louise and presents features of wild Alpine grandeur in its surroundings, that cannot be surpassed. It may be reached from either Laggan or Field. The trail eastward along the Bow River rounds to the rear of Mt Temple and descends to a beautiful vale called the Valley of the Ten Peaks, in the midst of which lies Moraine Lake, an emerald gem set in a glacier crescent; for the Ten Peaks engirt one side of the lake like a scimitar, and between each pair of the peaks is fathomless snow, with the ribboned green of a glacier hanging down to the valley bed. In these waters the supply of trout is exhaustless. In the surrounding valleys big game—goat, prong horn and bear—abounds. Northward from Lake Louise are the Slate and Waputehk ranges, and overtopping all, like the skyline of a citadel, with white edging on every rock, ledge and crest hidden in the clouds, is the great buttressed mass called Mt. Hector, after Dr. Hector, of the Palliser expedition in 1858, one of the first to explore the Rockies. A monument is here erected to his memory.</p> <p>To enable visitors to climb and explore in safety, the Soo-Pacific Railway brings each year from Switzerland a number of Alpine guides, of the very highest class. One of these is always stationed at Lake Louise. The others will be found at Field, Emerald Lake and Glacier. These men are permitted to return to their Swiss homes each autumn, all expenses of travel being borne by the Soo-Pacific Railway.</p>	Valley of the Ten Peaks
	<p>1292 1295</p>	<p>Stephen— This station is at the summit of the Rocky Mts., and the stupendous mountain some miles ahead is Alt. 5,296 ft.</p> <p>Hector— one, the chief peak of the Rockies in this altitude, is named in honor of the first President of the Canadian Pacific Railway. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at Hector, and crossing the deep gorge of the Kicking Horse River just beyond. The tumultuous cataract that comes racing down rocky ledges to the left to lose itself in the emerald waters of Kicking Horse or Wapta Lake is Cataract Creek, it floats down the rear slopes of Lefroy, and Victoria behind Lake Louise. The trail nine miles up this creek leads to O'Hara Lake among the Wiwaxy Peaks, and a few miles farther on to one of the most marvelous phenomena in the mountain, to what the Indians call the Lake of Ice, "Lake Oesa," a congealed tarn of such lofty altitude that ice melts for barely five weeks during the year. West of Wapta Lake the scenery is sublime, 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. Above is a serrated sky-line, whose craggy margin hides the glaciers and the real summit of the range. Looking to the right, the Yoho, one of the grandest mountain valleys in the world, stretches away to the north, with great, white, glacier-bound peaks on</p>		520 517
S'mmit of the R'ckies	<p>Sublime Scenery</p>	Sublime Scenery
	<p>Mt. Step'n and its Glac'rs</p>	

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
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either side. Looking forward to the right, the heights of Mt. Field are seen.

Between Hector and Field the Soo-Pacific Railway has finished a tremendous work of grade revising, which cost some \$1,250,000. The line has been lengthened from 4.1 miles to 8.2 miles but the grade has been reduced from 4.5 per cent to 2.2 per cent. Three spiral tunnels have been built, of 170 feet, 2,912 feet and 3,184 feet respectively.

While the traveler will appreciate the care the company is taking for his safety the thing that will appeal to the sightseer the most, especially if he has been a globe trotter, is the opening up of two tremendous scenic panoramas. The views will be up the famous Yoho valley and down the Wapta valley, no less famous for its rugged beauty.

1302

Field— At Field is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not

far from the base of Mt. Stephen and facing Mt. Field. This a a favorite stopping place for tourists, and has been recently enlarged to accommodate the wants of increased travel. Field combines all possible attractions for the mountain tourist. It is at the southwest angle of that great glacier field first seen northward from Laggan, and is only—as it were—a stone's throw from all the mysteries and wonders of an upper ice world. There is excellent fly-fishing for trout in the lakelets and streams near the village. Two thousand five hundred feet up the right hand slope of Mt. Stephen, along an easy Bridle-path, is a wonderful fossil bed, an area of 150 square yards, where the mountain side has tumbled forward and disintegrated in a rock slide of shaly, shelving, limestone slabs. These slabs for the most part consist of thin, laminated plates or layers. On a sharp knock the layers separate, revealing countless fossil specimens, fern-like and perfectly marked, principally trilobites and agnostus. The summit is only four or five thousand feet above the fossil beds, and for climbers with a steady head on narrow ledges offers a splendid and exhilarating ascent. Looking down the valley from the hotel, Mount Dennis is 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. Fossil beds are also found in the Van Horne Range. The Ottertail group with its sheer wall, snow caps and abrupt declivities, giving unexpected views at every turn, is particularly attractive to the climber. A trail crossing the bridge of the Kicking Horse, to the base of Mt. Burgess leads through a forest of spruce and balsam to a natural bridge of rock, under which the river pours in a cataract. Five miles farther along the same trail is Emerald Lake, a lovely expanse of green water nestling in the forest to the rear of Mt. Burgess and completely surrounded by lofty peaks, whose green, ribboned glaciers can be seen protruding from the rocky cirques of the upper slopes. A chalet has been erected here for the accommodation of tourists wishing to spend some time at the lake, or to visit the great Yoho Valley which lies beyond. An excellent trail has been cut round the end of the lake and up the gravelly saddle of rock to the right, where one passes through a forest into the very lap of the summits. A tarn lies in the center of this upland meadow and the trail leads to its right hand margin, a sheer drop of 2,000 feet into the gorge of the marvel-

Breakfast at the Mt. Stephen House

Dinner at the Mt. Stephen House



THE VALLEY OF THE KICKING HORSE RIVER, FIELD, B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Takakaw Falls	<p>ous Takakkaw Falls. These surpass anything in the known world, nearly ten times higher than Niagara. An enormous volume of seething, boiling water rushes over the precipice on the far side of the narrow gorge and shatters down the rock side in clouds of foam, a sheer drop of 1,200 feet, with a broken, boiling cascade for another 500 feet. Glaciers can be seen banking the surrounding precipices and feeding this great torrent. The Takakkaw Falls are one of the most wonderful views in the mountains and ought not to be missed by any tourist, especially as they can be reached by one day's ride from Field, and the great Yoho Canyon and Twin Falls can be reached in another day. The pony trail here passes directly below the ice falls of a series of fine glaciers which cover the east face of the Emerald Mountains. On inspection of the ice tongue of the Yoho Glacier and a cave from which its glacial torrents pour, should not be missed. Beyond, to the west, lie the Twin Falls, of even greater interest than the Takakkaw, owing to a perpendicular drop of two vast columns of water and the dense clouds of steam like spray caused by their concussion with the rocks floor below.</p>	
1310	<p>Ottertail— Two miles beyond Field, very lofty, glacier bearing heights are</p>	502
1317	<p>Leancoil— seen at the north. The line rises from the flats at the Wapta (or Kicking Horse), and after crossing a high bridge over the Ottertail River (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Ottertail and Van Horne ranges. Mount Goodsir, (11,663 ft.), the highest of the Ottertail group is seen from Ottertail Creek. The Ottertail to the left appears sheer and pinnacled, with no amphitheater among the craggy heights, while the Van Horne to the right are Ochre-colored in their slopes and show an undulated succession of trough and crest among their summits. About a mile away from the valley bed of the Kicking Horse River, at the base of the Ottertail, is a strange field of rakish looking "Hoodoos" with pillars left standing by the wash of mountain torrents with stones tilted at all sorts of tipsy angles on their heads. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to Leancoil, where the Beaverfoot River comes in from the south and joins the Kicking Horse. At the left, the highest peaks of the Ottertail Mts., walled, massive and castellated, 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., appearing to slope away from the railway. At the right Mt. Hunter, a long, gradual slope pushes its huge mass forward like a wedge between the Ottertail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway. Near Palliser can be seen a group of "hoodoos" in process of formation.</p>	495
W'st'rn slope of the Kicking Horse Pass		Van Horne Range
1325	<p>Palliser— The canyon rapidly deepens until, beyond Palliser, the mountain sides become vertical, rising straight up thousands of feet, in a bronze wall crested by a long line of nameless peaks, 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</p>	487
		Beaverfoot and Ottertail M's.



MOUNT STEPHEN, FIELD, B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Lower canyon of the Wapta	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 a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	Lower canyon of the Wapta
1337	Golden — Alt. 2,550 ft.	474
1344	Moberly — Alt. 2,540 ft.	468
The Columbia and the Selkirks	The train suddenly emerges into daylight as Golden is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond to the left and the south 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 southeast to the northwest, gradually melting into the remote distance. Parallel with them, and rising eastward, to the right and the north 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. Golden is a mining town upon the bank of the Columbia, at the mouth of the Kicking horse. During the summer steamers make trips from here (Tuesdays and Fridays) up the Columbia to Windermere on the lakes at the head of the river, 100 miles distant. About Golden, 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 Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, 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. Moberly is the site of the oldest cabin in the mountains, seen just to the left, where a government engineering party, under Mr. Walter Moberly, C. E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.	At the foot of the Rockies
Golden Navigation of the Upper Columbia	Donald lies in the shadow of the Selkirks. From here the railway crosses the Columbia to the base of the Selkirks, always wooded in contrast to the naked stone of the Rockies. 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 Beavermouth, the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a footbridge over it—just where the river makes its final and mad plunge down to the level of the Columbia. Here a natural bridge is seen across the boiling torrent.	Agriculture sport and mines in the Kootenay Valley
Moberly		
1354	Donald — Alt. 2,530 ft.	458
1366	Beavermouth — Alt. 2,500 ft.	446
1370	Six Mile Creek Alt. 2,900 ft.	442
1376	Cedar —	436
1381	Bear Creek Alt. 3,500 ft.	431
	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	



EMERALD LAKE, FIELD B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vand'v'r
Beaver Valley	<p>covered heads above the timber line. Nature has worked here on so gigantic a scale that many travelers 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 Six Mile Creek station, one sees ahead, up the Beaver valley, along line of the higher peaks of the Selkirks, culminating in an exceedingly lofty pinnacle, named Sir Donald (10,808 ft.), 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 The Surprise. 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, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As Bear Creek station is approached, a brief but precious glimpse is caught of Mount Tupper, 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. Many 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 axalanche. Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and Mount Tupper on the right, forming a narrow portal to the amphitheater of Roger's Pass, at the summit. The cowed figure of a man, with his dog, on the western edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the range. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. 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 Mount Tupper, and, as the station at Rogers Pass is neared, its clustered spires, resembling in one spot a line of heavily burdened camels, now known as "the camels coming out of Egypt" appear, facing those of Mt. Macdonald, and nearly as high. These two matchless</p>	Descent of the Beaver Valley
Big trees		Superb views westward
Superb view of the Selkirks		Beaver Valley
The Surprise		Stony Creek bridge
Hermit Mount		The snowsheds
Stony Creek bridge		Descent through Bear Creek gorge
The snowsheds		Exit from Rogers Pass
Bear Creek		
Mount Macdonald		
The Hermit		

West Bound	STATIONS	East Bound
Miles from St.'Paul		Miles from Vanc'v'r
1397	<p>mountains were once apparently united, but ages ago some terrific convulsion of nature split them asunder, leaving barely room for the railway.</p> <p>Rogers' Pass This pass was named for Maj Alt. 4,309 ft. 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 amphitheater, 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. In this direction, at the head of the largest glacier may be seen a group of sharp serrated peaks, clear-cut against the sky. The tallest is Swiss Peak, so called in honor of the member of the Swiss Alpine Club who first stood upon its highest pinnacle.</p> <p>The changing effect of light and shadow on this brotherhood of peaks, of which Tupper and Macdonald are the chiefs, can never be forgotten by the fortunate traveler 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, Uto, Eagle and Avalanche, from south to north—the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.</p>	425
Peaks and glaciers in Rogers Pass		Mts. Macdonald and Hermit
A National Reserve		
1387	<p>Selkirk Summit— Summit of the pass. The mountains to the right are: Tupper, the group of castellated granite crags directly above the Pass; Hermit, a rounded height; the Swiss Peaks, distinct from the peaks on each side by deeply notched ravines; Rogers' Peak, sloping down a gradual sky-line to Sefton, which is separated by a deep ravine from Grizzly, which in turn runs up to the pyramidal heights of Cheops, a veritable Titan of this group, with the profile of a hatted Napoleon plainly silhouetted against that face of Cheops overlooking the vast glacial fields of the whole Hermit Range. On the crags of the Swiss Peaks a second cowed figure with his inseparable dog can be seen as if a companion of his brother on Mount Tupper; and looking out of the pass towards the west and over the deep valley of the Illecillewaet, is Ross Peak, a massive cleft summit carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the Axial Range, of which Sir Donald is the chief. At the right is the deep valley of the Illecillewaet, which makes its way westward by a devious course among numberless hoary-head mountain monarchs, winding in leaps, cascades, and falls betwixt forests of tropical luxuriance, and clefts worn through ancient morainal heaps. 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 cascade of gleaming ice—falling 4,500 ft., from the summit of the snow field in which it has its source—one glacier of a group of glaciers—altogether, the ice fields of which the Illecillewaet is one of a number of outlets, embracing an area of about 10 square miles</p>	425
Source of the Illecillewaet		The summit of the Selkirks
The Great Glacier		Overlooking the gorge of the Illecillewaet



YOHO VALLEY, FIELD. B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
1390	<p>Glacier House— The station and hotel at Glacier Alt. 4,093 ft. are within thirty minutes' walk of the Illicillewaet Glacier, from which, at the left, Sir Donald (10,808 ft.), 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 for Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are sharp peaks—Uto, Eagle, Avalanche and Macdonald—second only to Sir Donald. Rogers' Pass and the snowy Hermit range, the most prominent peak of which are called the Swiss Peaks, from the frequency with which bears are met upon its berry-bearing slopes, are in full view. Again to the left, at the west end of the Hermit range, comes Cheops, and in the foreground, and far down among the trees the Illicillewaet glistens across the valley. Somewhat at the left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the background can be seen an enormous wall of snow. This is the Mt. Bonney Glacier. To the right of Ross, between Ross and Cheops, a glimpse is caught of a snowy amphitheater—the Cougar Valley where are the wonderful caves of Nakimee (Indian for grumbling caves).</p>	422
Sir Donald	<p>This is the Asulkan Glacier in the Valley of the Asulkan Creek, a gem of mountain beauty where series of white cascades foam through vistas of dark spruce and fir, where falls leap from ledges above in clouds of flying spray and shining open meadows lead the traveler to listen for the tinkle of the Alpine herd. The peaks going from right to left are—Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome, Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit as many as 120 distinct glaciers can be seen. The hotel 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 company has built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train, and this has been recently enlarged. Here in the heart of the Selkirks every comfort and luxury are found, and here many gather annually to spend the summer amidst the wonders of nature. The Illicillewaet Glacier is exactly a mile and a half away, and its slowly receding forefoot with immense crevasses of abyssmal depths cutting across the crystal surface, is only a few hundred feet above the level of the hotel. Several good trails have been made to it, and its exploration is not only practicable, but easy; one by Glacier Crest, which is directly above the grotto-like, crystal seracs and yawning crevasses; another up the center of the ice-river, which necessitates guides to thread a way among the crevasses; a third up the slope of Sir Donald, which leads on the neve or snow-field before reaching the more difficult ice. Easy trails also lead to Marion Lake, on Mt. Abbott, 3,617 feet above Glacier House, is Cascade Summer House, where a look-out has been erected directly above the mountain torrent seen tumbling down the green-shoulder from Avalanche Peak, to the head of the Asulkan</p>	Sir Donald and other peaks
Names of the peaks		The Great glacier of the Selkirks
The Great Glacier		Game
Game		



RISING MIST ON THE WAPTA, FIELD, B. C.

West Bound
Miles from
St. Paul

STATIONS

East Bound
Miles from
Vanc'v'r

Valley, where the ice flow of two main branches of the glacier meet; and to the summits of Mts. Avalanche and Abbott. Good routes have also been mapped by the guides up Eagle and Sir Donald, the former being an easy climb. This peak is so named from a large rock figure exactly resembling an eagle which is upon the knife-sharp edge of the mountain. It is seen to best advantage from the trail leading to Mount Avalanche. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bear can also be obtained.

Climbing the Loop

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 Mt. Bonney 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 right, touching Cougar Mt., on the other side of Illicillewaet, 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 snow-shed, the summit range, near Rogers' Pass is yet visible, with Sir Donald overlooking all.

CAVES OF CHEOPS.

These marvels of nature and most wonderful, awe-inspiring of the many discoveries in recent years, were first discovered by Deutschman in the fall of 1904 and are located about 5 miles from Glacier House being westward and straight up the valley and just in front of Cougar Mountain. On the discovery of these wonders of nature being made known from even the first meager description it was realized at once that phenomena were found that would be of intense interest to scientists on account of their formation as well as of great interest to travelers on account of their weirdness and beauty, and in the spring of last year the railway company organized an expedition with geologists, scientists, engineers and a photographer to fully explore the caves and make full report thereon.

On May 29th, 1905, the party, headed by discoverer Deutschman, left the railway at Ross Peak water tank 3 miles west of Glacier House, making the ascent of about 1,900 feet straight up the valley about a mile and a half, where the caves were located. Not only the caves themselves were found wonderful and intricate beyond description, but the surrounding country is also wild and rarely attractive in its bewildering profusion of lofty cascades, riotous rapids and lofty, snow-capped peaks. Cougar Creek is fed from the blue waters of the near-by glaciers, and the waterfall has in an immeasurable time cut the cavern and many caves out of the solid marble. The rock in which the cave is found is a very hard crystalline limestone, and at the entrance is very thick and made up of alternate bands of white, mottled and gray marble, some of the bands being impregnated with fine sharp sand. The cave was undoubtedly formed entirely by water erosion. The glacial creek of snow water is entirely free from lime salts above the cave,

The Wonderful Ice Cover.

The Wonderful Ice Cover.



THE YOHO GLACIER.

West
Bound
Miles
from
St. Paul

STATIONS

East
Bound
Miles
from
Vanc'v'r

and its capacity therefore to dissolve lime rock when brought in contact with it is at its maximum. Through the countless years of the cave's history this has enabled the mountain torrent to carve out a mammoth channel in the solid marble, and the first entrance was made to a distance of 237 feet from the surface, the second entrance, made by means of a rope, to a depth of 70 feet below the surface, and a third opening was entered by crawling on hands and knees and descending about 50 feet, when a very large cavern was discovered, estimated to be 256 feet deep, but owing to its great extent and insufficiency light was difficult to estimate. The plunge and roar of the great waterfall somewhere down in the depths reverberated in every space, producing sensations so weird that even those who had elsewhere met a counterpart were at first startled. Two days later a descent was made into the cave and at the distance of 331 feet from the surface was found a large chamber 50 feet wide by 60 feet long, and christened "The Auditorium." The absence of all stalactite and stalagmites, such as are usually found in caves, and the presence of curiously carved marble walls, wonderfully worn in fantastic shapes and somber coloring, makes the most blase realize that he is far removed from all things familiar. No evidence whatever was found that any portion of the cave had ever been used as a habitation by Indians or prehistoric man, or even by any wild animals.

All around Cougar Creek are high peaks and ranges, and there are two natural bridges called "Gopher" and "Mill," respectively, which are 350 feet above the torrent. Some beautiful cascades tumbling down the mountain side have been named "Whistler Falls," after the famous painter. At the east end of "Mill" bridge the creek emerges into a canyon about 170 feet deep, which continues for a distance of 2340 feet, where it ends abruptly and where Cougar Creek enters the caves. There are gouges and cuts, ravines and falls, with the blue ice-cold waters swirling in basins along the ground bed of the streams, that are alone of deepest scenic interest and well repay exploration of the intrepid mountaineer. The caves have already been explored for a distance of about 6,000 feet, and discoveries of many new wonders are looked for this season.

CHALET OF THE CAVES.

In view of the enormous interest of the caves and surroundings for all tourists of the adventurous type, with the improved access to wonders new and marvelous, already in contemplation is the building on the spot of a Chalet, or rest house, in the interest of further exploration both for science and for pleasure.

1397 **Ross Peak**— The Illicillewaet River is here of no
Alt. 3,600.ft. great size, but of course turbulent.

1405 **Illicillewaet**— Its water is at first pea green with
Alt. 3,593 ft. glacial mud, but rapidly clarifies.

407

The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About Ross Peak station are many silver mines penetrating the crest of one of the lofty hills north of the railway, and a mamouth cave on Cougar Creek has recently been discovered, about 2,000 feet above the track. This cave, whose recesses have not been fully explored, contains many chambers, some of which

Silver
mines

Game,
lumber
and
silver
mines



CAVES AT COUGAR BASIN.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
	<p>the magnificent lake and mountain scenery of this picturesque locality. The Columbia River is bridged at West Robson and trains of the Rossland branch run along the Western bank of the Columbia River to the great smelting center of Trail and to the city of Rossland, a mining camp of phenomenal growth about which cluster a number of rich mines, the wealth of which has been demonstrated by actual production. Still another branch runs from West Robson through the Boundary Country to Midway (99 miles), and is opening up another very rich mineral region.</p> <p>On the Columbia River, and the Arrow, Slocan and Kootenay lakes is a steamship service operated by the Soo Pacific Railway which is unsurpassed in American waters. The steamers are speedy, sumptuously appointed and have all the advantages of the latest modern construction.</p> <p>Resuming the journey on the main line 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. The Columbia is crossed upon a bridge half a mile long, and the gold range is at once entered by Eagle Pass, which is so deep 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 reached by the line in this pass is at Summit Lake, seven miles from and only 400 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 Craigellachie the last spike was driven in the Soo Pacific Railway on Nov. 7, 1885—the rails from the east and the west meeting here.</p>	
	<p>On the great Shuswap lakes, the center of one of the best sporting regions on the line. Northward, within a day, caribou are abundant; the deer shooting southward with thirty miles is very good, and on the lakes there is famous sport in deep trolling for trout. The London Times has well described this part of the line:—"The Eagle River leads "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 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</p>	
	<p>1442 Clanwilliam— Alt. 1,996 ft.</p>	370
	<p>1461 Craigellachie— Alt. 1,450 ft.</p>	351
	<p>1478 Sicamous Junc. Alt. 1,300 ft.</p>	334
Kootenay mining regions		
Game and Fish		



VALLEY OF EMERALD LAKE, FIELD, B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Sku- swap Lake	<p>"Narrows, and then goes for a long distance along "the southern shores of the lake, running entirely "around the end of the Salmon arm." There is a handsome new hotel at Sicamous, which affords comfortable headquarters for those visiting the locality. Sicamuos is the station for the mining and agricultural districts to the south, where there is a large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Okanagan" plies to Kelowna and to Penticton at the foot of the lake, from which the mining region to the south is reached. At Penticton a strong land Company has purchased an extensive tract of land, which it is preparing to irrigate on an extensive plan. There is excellent hotel accommodation at Penticton for travelers to and from the Hedley and other mining camps. Vernon is a charming spot and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore, 35 miles from Vernon, Lord Aberdeen, formerly Governor-General of Canada, has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men and growing fruits of all kinds that the temperate zone will produce. Further down the lake are Peachland and Summerland, which are making considerable progress. This is a land of vineyards and orchards, as well as a mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, bighorn and mountain goats. Resuming the transcontinental trip, a writer says: "For 50 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 southwestern "arm, the line strikes through the forest over the top "of the intervening ridge—Notch Hill. We come out "at some 550 feet elevation above this 'arm,' and "get a magnificent view across the lake, its winding</p>	<p>The Great Shu- swap Lake and its Sports</p> <p>View from Notch Hill</p>
Sica- mous and Okana- gan	<p>1513 Notch Hill— "and narrow sheet of water stretch- Alt. 1,708 ft. "ing far on either hand, with high</p>	<p>299 283</p>
1529	<p>Shuswap "mountian ridges for the opposite "background. The line gradually "runs down hill until it reaches the level of the water, "but here is 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 un- "inhabited desolation of the mountains is gladdened "by the sight of grass, fenced fields, growing crops, "haystacks, and good farmhouses on the level sur- "face, while herds of cattle, sheep and horses roam "over the valley and bordering hills in large num- "bers. 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 com- "paritively old settlers, 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 there neat and trim</p>	



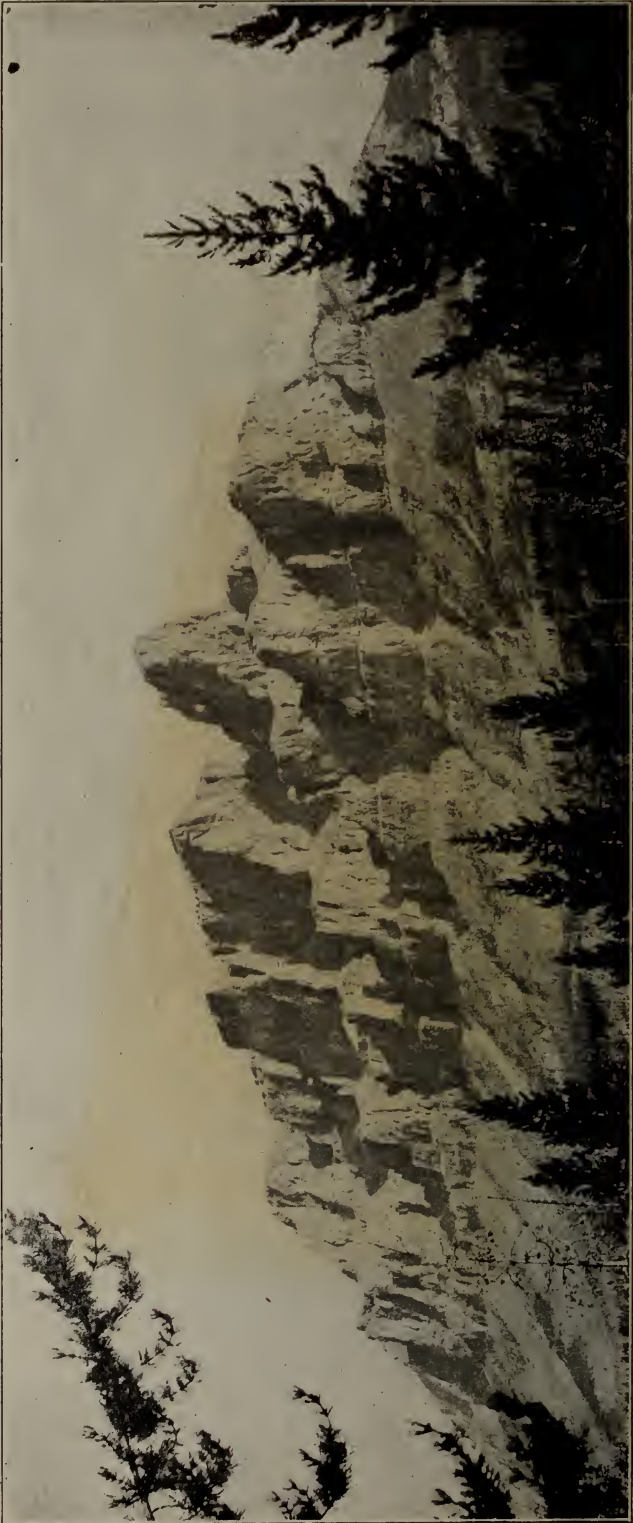
SIR DONALD RANGE, NEAR GLACIER, B. C.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'J
	<p>"cottages with all the evidences of thrift that are all around."</p>	
1561	<p>Kamloops— Divisional point and principal town in the Thompson River Valley begun years ago around Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry, invigorating climate preeminently makes it a desirable resort for health and pleasure and the abundance of whose fured, feathered, and finny game adds to its charm for tourists and sportsmen. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Stamboats are on the river, and sawmills are 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 is fruit growing by irrigation, and this industry is progressing very rapidly as this district is well adapted for all kinds of fruit growing. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper. The town operates its own electric light and water plants.</p>	Forks of the Thompson
1576	<p>Cherry Creek— 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. Half way a series of mountain spurs project into the lake and are pierced by numerous tunnels, one following the other in close succession. At Savona's the lake ends, the mountains draw near and the series of Thompson River canyons is entered, leading westward to the Fraser through marvelous scenery. Quicksilver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tide water, a railroad was built by the Dominion Government and transferred to the Company in 1886. Pennys is an old time ranching settlement.</p>	236
1586	Savonas	225
1593	Pennys	218
1608	<p>Ashcroft— Ashcroft has developed into a busy town, being the point of departure for Cariboo and Omineca gold fields in the northern interior of British Columbia. Trains of freight wagons drawn by long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and considerable 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 winds swiftly among the round topped, treeless and water cut hills.</p>	203
1623	Spatsum	
	<p>The Black Canyon</p>	
1634	<p>Spence's Bridge At Spence's Bridge the old wagon road up this valley to the Cariboo gold country crosses the</p>	178



VALLEY OF THE ILLICILLEWAET, GLACIER, B. C.

West Bound Miles from St. Paul	STATINNS	East Bound Miles from Vanc'v'r
4116	<p>Drynoch— 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, with 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 brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breath of prospect, and a constantly growing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by 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 Drynoch, Nicomen, a little mining town is seen, and on the opposite bank of the river 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. At Lytton, a small trading town, 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 and whose turbid flood soon absorbs the bright green waters of the Thompson. 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 Cisco. The line now follows the right hand sides of the canyons, with the river surging and swirling far below. The old Government road built in the early 60's and abandoned since the opening of the railway, 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 Kanaka 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 bars</p>	171
1647 1651	<p>Thompson Gladwin</p>	165 161
The Nicola River		The Nicola River
Grotesque forms of rocks		Fantastic canyon sc'nerly
Th'mp son's canyon		Asc'nding the Th'mp son River
1657	<p>Lytton Alt. 675 ft.</p>	155
1672	<p>Keefers</p>	140
The C'riboo road		
Indi'ns and China-men		Salmon and gold dust



CASTLE MOUNTAIN

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
	washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with groups of huts of the Chinese. A charming chatlet hotel makes North Bend (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, a few miles below, where mining operations are carried on the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. 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. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. 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. Near Spuzzum 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.	
Dining car attached 1683	North Bend — Alt. 425 ft.	Dining car detached 129
1699	Spuzzum	113
The great canyon		Entrance to the Fraser canyon
1710	Yale — Alt. 200 ft.	102
1723	Hope — Alt. 200 ft.	89
Hope Peak	high on all sides. Across the river from Hope Station is the village of the same name—a mining town and trading-post, whence trails lead over the mountains 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 profitably. Below Hope is the bottomless Devil's Lake. 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.	Hope and Yale
End of the canyons		
1731	Ruby Creek	81
1742	Agassiz	70
Dining car detached Harrison Springs	where fruit and grain are grown in great variety. Agassiz is the station for Harrison Springs (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodations, and the country about is most interesting. Near Harrison Station the Harrison River is crossed just above its confluence with the Fraser, where steamer is taken for the Chilliwack District. The steamer "John P. Douglas" operates between Harrison Mills station and Chilliwack Wharf. Chilliwack Valley is situated on the south side of the Fraser River opposite to Harrison Mills station, and com-	Dining car attached Harrison Springs
1751	Harrison Mills	
1760	Nicomen	

NORTH

SOO PACIFIC LINE
KAMLOOPS-YALE



West Bound Miles from Mis. Jct.	STATINNS	East Bound Miles from San F'ancisco
	<p>prises over 55,000 acres of rich agricultural land and is famed for dairying, mixed farming and fruit growing. Two of the finest equipped creameries in the Dominion are operating at Chilliwack, producing over one half million pounds of butter annually, also the largest fruit canning company in the country is now in operation there. The City of Chilliwack has a population of 2,000 in habitants and has the advantages of city water, telephones and electric light. 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 Nicomen, Mount Baker comes into view on the left, fifty miles away—in the state of Washington—a beautiful isolated cone rising 14,000 feet above the railway level.</p>	
Mount Baker	<p>Between Nicomen and Mission Junction, Mount Baker, 50 miles away in the state of Washington, may be seen, towering into the clouds to the height of 14,500 feet above the railway level. One of the finest views of this beautiful, snow-capped monster is to be had at Mission Junction, where one, looking back and up the Fraser river, which here has become a mighty water course, sees the white cobed cone in all its enchanting glory. Leaving Mission Junction, the journey lies due south into the state of Washington through a country heavily timbered with mighty firs that rear their tall tops almost it seems, into the very skies. At intervals all the way down to Seattle 135 miles away, snow clad Mount Baker can be plainly seen looming, grand and inspiring in the distance.</p>	1093
136	<p>Seattle— Arriving at Seattle one catches the first glimpse of that great commerce inviting body of water, Puget Sound, upon the shores of which is reared Seattle, the metropolis of the north Pacific coast, and one of the greatest seaports on the western coast of the United States. Here a city of nearly 100,000 souls has sprung into existence within a remarkably short time. Mammoth warves to accommodate the coastwise and oriental trade of this great port hug the water's edge all about the city and present an animated appearance with myriad craft tossing about, from the little brown harbor tugs to the rakish looking four masted sailing vessels and the huge ocean going steamers from every quarter of the globe. The university of the state of Washington is located here.</p>	957
Mount Ranier		Mount Ranier
177	<p>Tacoma— Forty miles south of Seattle on Puget Sound is Tacoma, a prosperous city of 50,000 people. It has a magnificent harbor with excellent dockage facilities, having on its water front what in accounted the greatest warehouse in the world. Here are to be seen at all times vessels from all over the world loading lumber at the mammoth saw mills of the city or taking on coal or grain. From this city grand old Mount Tacoma, or Ranier, as many are wont to call it, seems to be but a stone's throw distant, though in reality fully 40 miles away. Rising to a hight of 14,444 feet, its snow mantled peak is often seen protruding far above floating clouds. It is one of the most exquisitely beautiful works of nature that it has ever been man's good fortune to perceive. Nature has been lavish with her works of art in this part of the globe, for only a few miles south of Mount Tacoma, between the city of Tacoma and Portland, Ore., the fairy white crests of Mount St. Helens and Mount Adams stand out from the clouds</p>	916
Mount Ta'ma		Mount Tac'ma



THE CLOUD CAPPED VAN HORNE RANGE.

West Bound Miles from Mission Junc.	STATIONS	East Bound Miles from San Francisco
Mount Adams	like twin angels come to guard the peace and happiness of this much favored country. Within view of this beauteous spectacle the train rushes from the verdant woodland to where grand old Columbia sweeps majestically by on its journey to the sea.	Mount Adams
321	Portland, Ore. — Due south of Tacoma and 142 miles distant, is Portland, with a population of about 100,000, the metropolis of the state of Oregon. It is beautifully situated at the confluence of the Willamette and Columbia rivers, one hundred miles from the mouth of the latter. Aside from its vast manufacturing industries the city is one of the greatest ports of the Pacific coast, crafts from all over the globe making their way up the Columbia river from the ocean to its docks. From the heights south of the city one obtains an excellent view of beautiful Mounts Hood and St. Helens, which rear their lofty snow mantled heads to dizzy heights a few miles from the city. Another delightful scene from this height on a bright day is that of the Columbia and Willamette rivers, weaving in and out of the surrounding verdure, seeming like silk threads in the distance.	772
Mount Hood		Mount St. Helens
374	Salem A delightful country is that between Portland and the southern boundary of the state of Oregon.	719
401	Albany	692
519	Roseburg The territory adjacent to the railroad has been settled for many years	574
618	Grant's Pass	475
662	Ashland and snug, country residences and charming little cities are passed on every hand. Roses bloom the year round in this beautiful valley,—for indeed it is a valley—being hemmed in on the east by the Cascade range, on the west by the Pacific ocean, and on the south by the Siskiyou mountain range. Passing Salem, the capital of the state of Oregon, Albany, Eugene, Roseburg Grant's Pass and Ashland, the ascent of the Siskiyou mountains, which divide Oregon and California, is begun. This range is one of several sub-ranges that occupy the short interval between the Sierra Nevada and Cascade ranges. The scene from the train as it climbs the flank of the range is tremendously impressive. Up, up the train crawls at almost a snail's pace until the peaceful valley is shut out and the wilderness of the mountains becomes awesome. The train weaves its way back and forth along the mountain side until the summit is reached, and then, roaring through a tunnel, the descent of the mountain into California is begun. As the train emerges from the blackness of the tunnel into the glare of the sun, there bursts on the vision, far away to the south-east, a white view of loveliness that is at once the object of all eyes. It is Mount Shasta, pushing its white capped dome into the clouds at a height of 14,350 feet.	431
A beautiful valley		A beautiful valley
833	Redding Crossing the Klamath River, the Siskiyou mountains are left behind and new and varied beauties of river, mountain and valley confront one all the way to Sacramento, the capital of the golden state. The scenery along the upper Sacramento river is entrancingly beautiful. Among the glories of this region are the great granite crags, known as Castle Crags, noted all over the Pacific coast. Speeding along southwest of Sacramento, it is only a few hours' ride to Benicia, which was formerly the capital of California, and now the site of the United States arsenal.	260
880	Tehama	213
951	Marysville	142
1003	Sacramento	90

West Bound Miles from Mission Junc.	STATIONS	East Bound Miles from San Francisco
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Just before the train pulls into Oakland the State University at Berkeley is reached. It is beautifully situated on the site of a tree covered hill, with a magnificent outlook through the Golden Gate. Passing down through the north end of the city of Oakland, the train ends its journey at Oakland Mole, where passengers leave the cars and go aboard palatial ferry steamers and are soon whisked across San Francisco bay and safely landed at the mammoth Ferry Building at the foot of Market Street in the far-famed Golden Gate City.

First Day

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MINNEAPOLIS, MINN.



GLACIERS ON MOUNT MUMMERY ON NORTH SIDE OF BLUEBERRY RIVER.

VANCOUVER LINE

DESCRIPTIVE TIME TABLE

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
1770	Mission Junc. From Mission Jc. a branch line extends west to New Westminster Junction and Vancouver. After traversing the celebrated Pitt Meadows, and a couple of miles before reaching New Westminster Junction, the Pit River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.	42
1779	Whonnock	33
1787	Haney	25
1788	Hammond	24
Branch Line	Divergence of branch line to the important town of New Westminster on the Fraser River, nine miles distant. The town is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills, the product of which is shipped largely to China, South America, Africa, Europe and Australia. The Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.	17 (9)
1795	Westminster Junc.	Fraser River
1803	Westminster	
New Westminster	Vancouver —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 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, the Vancouver, which has recently been rebuilt, being a splendid and handsomely appointed structure; 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 asphalt streets, and is lighted both by gas and by electricity, its sewerage system is second to none while 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 Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia, via Honolulu, H. I., Suva, Fiji, and Brisbane, Qd., and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Yukon, Cape Nome and other northern gold fields, and an outfitting headquarters for miners and prospectors. The C. P. R. White Empress Line, whose steamships are the finest twin-screw vessels on the Pacific takes the shortest, safest and most pleasant route to the Orient.	
1812		
Commercial advantages		Commercial advantages
	The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The Lulu Island Branch of the C. P. R., running from Vancouver to Steveson, intersects this district and gives access to the salmon canneries at the mouth of the Fraser River. The coal supply comes from Nanaimo, directly across the Strait 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	Crossing the Gulf of Georgia

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Vanc'v'r
Re- sources	<p>water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams: and sea-fishing in endless variety; and Capilano Canon, a few miles across the Narrows, affords a pleasant outing. A stay of a week at Vancouver will be well rewarded. The splendid new C. P. R. steamship "Princess Victoria" connects with Victoria and Seattle daily, Sundays included—a ferriage of four hours through a beautiful archipelago. This fine, powerful boat, the fleetest on the Pacific makes her round trip daily at a speed of 18 knots. Steamships for Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, depart every two or three weeks in summer and every four weeks in winter, and for Honolulu, H. I., Suva, Fiji, and Sidney, Australia, via Brisbane, Qd., every month. At Hong Kong passengers make, connections with steamers of the Peninsula and Oriental S. N. Co., North German Lloyd and Messageries Maritimes Lines, for Colombo and other points on Around the World route; with steamers of the China Navigation Co., the Eastern & Australian Navigation Co., and the Nippon Yusen Kaisha which ply between Hong Kong and Australia.</p>	Daily
Daily	<p>1892 Victoria—Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, 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 magnificent Government buildings, which rank among the handsomest in America, the city has many fine public and private structures, among them. A new C. P. R. Hotel, the Empress, has just been completed and is finest on the Pacific Coast. 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, which do a very large outfitting trade for the Yukon. The Chinese quarter is always interesting to visitors. A branch line extends northeasterly 70 miles to the great coal mines at Nanaimo and to Wellington, passing through a fruit growing and farming as well as very pretty country in which are several pleasant summer resorts near which good shooting and fishing are obtainable. Many of the people of Manitoba who have achieved independence have taken up residence in this section during the past two years. Steamboats afford connections with Vancouver and with Puget Sound ports, and steamships depart about every five days for San Francisco, connecting there for Southern California, Mexico and South American west coast ports. Steamers from and to Vancouver for Japan, China, the Hawaiian and Fijian Islands and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points, both for tourists visiting the wonderful fiords of the north coast, and those intending to explore the great gold belt of the Yukon.</p>	80
S'ner and Sport	<p>No more desirable side trip could be taken by tourists than a journey by steamer from Vancouver</p>	
Beauti ful sur- round- ings		
Steam- ship conn'c- tions		



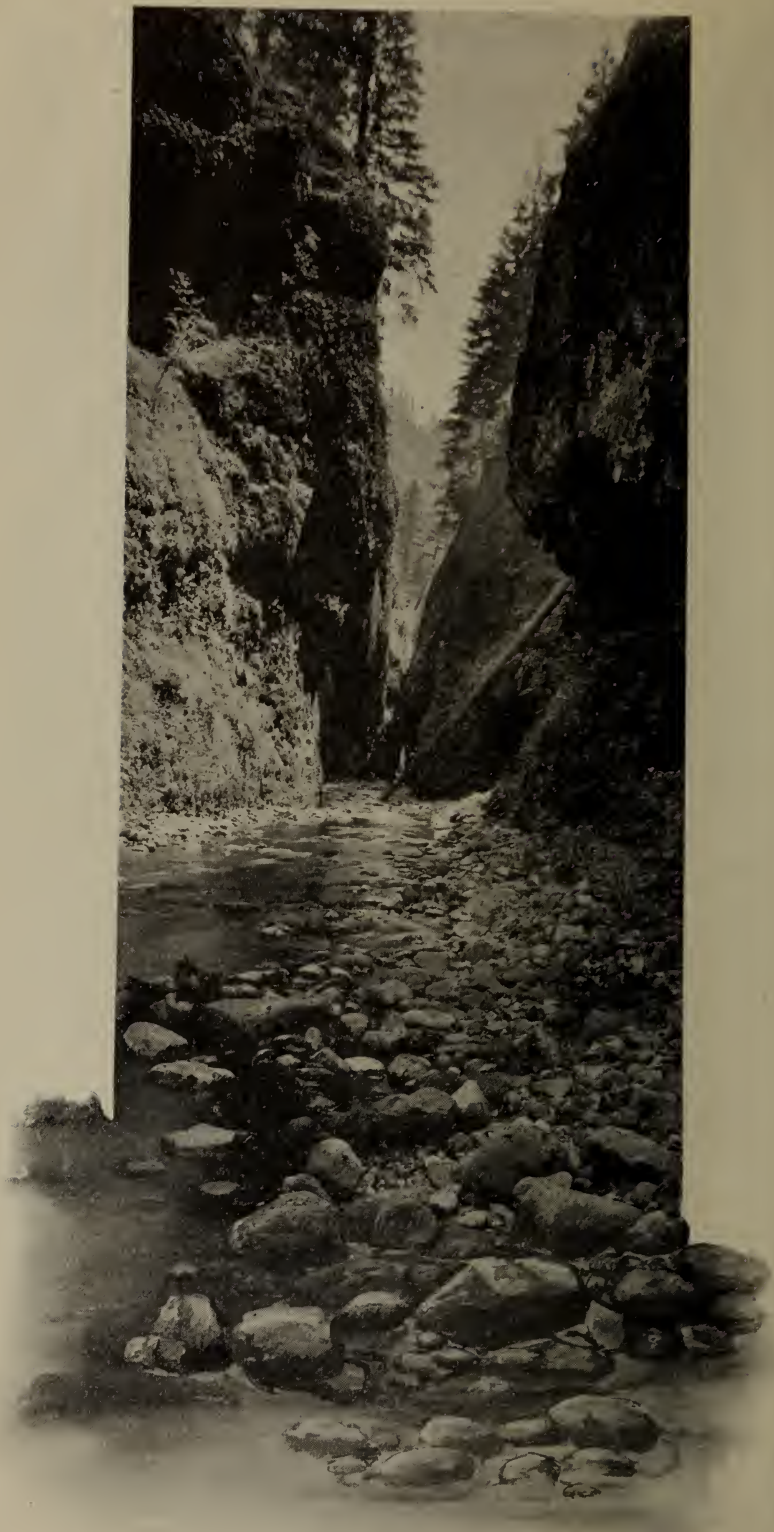
VALLEY OF THE FRASER CARIBOU BRIDGE, B. C.

SOO-SPOKANE-PORTLAND

BY WAY OF THE CANYONS

SOO-SPOKANE-PORTLAND SCENIC SHORT LINE.

West Bound	STATIONS	East Bound
Miles from St. Paul		Miles from Spokane
	St. Paul	1484
10	Minneapolis	1474
560	Portal	924
728	Moose Jaw	756
839	Swift Current	645
983	Coleridge	501
	From Dunmore Junction (alt. 2,381 ft.) the Crow's Nest Pass road runs nearly due west (south of the main line) to the mining regions of the Kootenay, providing the shortest route. Forty-five miles to the south of Lethbridge is the Mormon settlement of Cardston, where monster irrigation works have been constructed. These are gradually transforming what has hitherto been one of the vast cattle ranges of the west into a fertile region in which small farmers are finding wonderful opportunities for obtaining homes.	
991	Bull's Head	493
999	Seven Persons	485
1007	Whitla	477
1014	Winnifred	470
1023	Bow Island	461
1030	Burdett	454
1038	Grassy Fake	446
1047	Purple Springs	437
1055	Wetmore	429
1063	Woodpecker	421
1072	Chin	412
1080	Coaldale	404
1090	Lethbridge— Alt. 2,960 ft.	394
1094	Whoopup— Is an old Indian trading place at the confluence of the Belly and St. Mary rivers and the scene of many a conflict between the early white traders and the Indians.	390
1109	Kipp— Is another old trading post. From it on a clear day a view is obtained of the Rockies the square topped giant to the left almost 50 miles away being the "Chief," which lies partly in Canada and partly in the United States.	375
1118	Pearce	366
1126	Macleod— Alt. 3,103 ft. It is the headquarters of the ranching district of Southern Alberta. There is a depot of the mounted police here, at which 150 men are usually stationed.	358
1155	Pincher— Alt. 3,793 ft. Following up the Old Man River, the railway passes to the south of the Porcupine Hills. As the mountains are approached the earth's surface becomes seamed with the innumerable streams, small and large, which flow towards the Saskatchewan from their sources amidst the eternal snows of the Rockies. In all the streams trout of various kinds abound, from the small speckled species to the 20-lb. bull trout. Waterfowl, prairie chicken and the various other kinds of grouse are plentiful, while further on in the mountains the more venturesome sportsmen can gratify their ambition among the grizzly and the black bear, elk, mountain sheep and mountain goat. About six miles after leaving MacLeod a row of large boulders placed in a direct line mark the existence of a glacial age, these evidently having been brought here by some prehistoric icefield.	329



CANYON OF THE ONEONTA

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Spokane
1173	<p>Burmis—At the crossing of the Middle Fork. A glimpse is caught of a pretty little fall, where waters of the river tumble and foam over a crescent-shaped precipice on their way to join the Old Man River. From here to Crow's Nest Lake, the railway follows the valley of the Middle Fork, which narrows into deep canyons and again broadens. The mountains seem to have suddenly grown nearer and rise abruptly in great masses on either side, forming an apparently impassable barrier. "The Gap," however, provides an exit, and the train swings into this narrow defile between almost vertical walls, that on the south being the base of Turtle Mountain. Ten miles westward is Crow's Nest Lake (alt. 4,390 ft.), a beautiful sheet of water, alive with trout. While it is frequently calm on this lake, it is often described as the birthplace of the wind which blows across the prairies. About half way up this lake is the source of the Old Man River, which flows out of a hole in the side of Sentinel Mountain into the lake. This cave can be entered for some distance, and the stream is supposed to be fed from a lake on the summit of the mountain through a subterranean channel. The scenery along the lake is continually shifting and changing, always grand and always the reverse of monotonous. Immediately to the west of the lake the summit of the Rockies is reached, the elevation being 4,427 feet, and here the traveler crosses the dividing line between Alberta and British Columbia, where the mountain stream flows in both directions, to find its way either into the Saskatchewan and into Hudson Bay, or into the Kootenay and Columbia rivers and the Pacific.</p>	311
1195	<p>Crow's Nest— Alt. 4,410 ft. After passing Summit Lake the railway descends the valley of Michael Creek, and threads its way along the steep side hill of the mountains, which towers far above to the left, while the right, hundreds of feet below, the Michael is seen like a thin silver thread, winding and twisting in and out as it hurries along to join the Elk River. Then comes the "Loop," where the line makes some amazing turns and twists until finally after turning up and crossing the south branch of the Michael it doubles back to within a stone's throw of itself, and by looking upward one can clearly discern the railway cutting a long gash in the mountain directly overhead. Three miles are covered to make this distance of less than 200 feet.</p>	289
1200	<p>Loop—As the train swings off to the west again, huge, rugged mountains appear on all sides, jagged and naked, their frowning sides and lofty peaks scarred and seamed, but they are easily circled.</p>	284
1207	Michel	277
1213	Sparwood	271
1223	Hosmer	261
1231	<p>Fernie—Is a thriving town built in the heart of the mountains and surrounded by densely-wooded, flat-topped hills and ridges.</p>	253
1294	Cranbrook	192
1335	Curzon	149
1343	<p>Kingsgate, B. C. (International Boundary)</p>	141
1344	Eastport, Idaho	140
1375	Bonner's Ferry	109
1410	Sand Point 7 1/2 miles westward at Sand Point is	74



CANYON OF MULTNOMAH FALLS

West Bound
Miles from St. Paul

STATIONS

East Bound
Miles from Spokane

1484

Spokane
Colfax
La Crosse
Wallula
Umatilla
Biggs
The Dalles
Hood River

the meeting point of the three great transcontinental railways. From Sand Point the route is southwest, following the Coeur d'Alene Valley which is a wonderfully rich section, both in mining and agriculture. The line now turns westward and enters the State of Washington, and crossing the Spokane River, reaches the city of Spokane.

A City of over 85,000 souls and the commercial and distributing center of the Inland Empire, a territory three times the area of the New England States. Spokane's delightful climate is due to elevation, (1950), prevailing northwest winds which blow from the Equatorial currents of the Pacific Ocean and high mountains which shut in the

country on the north, east and west. The city is one of the favored spots of the earth in which to live.

Dr. Hines, a noted state historian says: "Beautiful for situation, the joy of the whole earth is this Spokane. The city is located in the very heart of the most perfect scenic poem. Form and color and motion have their most perfect blending. Woodlands, lawns and waters mingle green softness, gray soberness and silver brightness in one long and broad picture such as no hand but that of the Infinite Artist could ever touch. Just were the Spokane River, which has come wandering down through the plains for many miles, breaks into laughing ripples, then speeds away through the various channels for a half-mile race of dashing and jeweled beauty, and then leaps and rushes out of sight into the deep basaltic chasms of its lower flow, the city crosses plain and river and rises up the hill slopes that echo back the soft and incomparable music of the cascade. The divine marvel of its jeweled setting is matched by the human marvel of its own growth and beauty."

Leaving Spokane on an excellently-appointed train of the Oregon Railway and Navigation Company, the route lies to the south and west through the wonderful Spokane country. Nowhere in the west is there a more productive territory than this. The views from the car windows furnish an apparently endless panorama of highly productive fruit and grain lands. Everywhere are orchards and vineyards, some of which have been established for a considerable length of time, others just beginning to bear, but promising great results when more mature. Crop failures are not known and fruits can be grown anywhere in this vast territory, with or without irrigation.

After passing Grange City, the railway follows closely the valley of the Snake river until Wallula is reached, a few miles above which is the junction of the Snake and Columbia rivers. Here we leave behind the state of Washington and enter Oregon, hurrying down the valley of the Columbia, the majestic stream that is seldom out of sight of the railway for the rest of the journey. Nature made Oregon for the delight of those who love the open. A surface so varied, a climate of so many orders, scenery of such charm and magnificence, is not matched anywhere in the world. The Blue, Cascade, Coast and Siskiyou Mountains lend every form of rugged grandeur; towns have nestled at almost every altitude; lakes of strangely curious formation with white sand bottoms, so deep, so clear, a bird flying

West
Bound
Miles
from
St. Paul

STATIONS

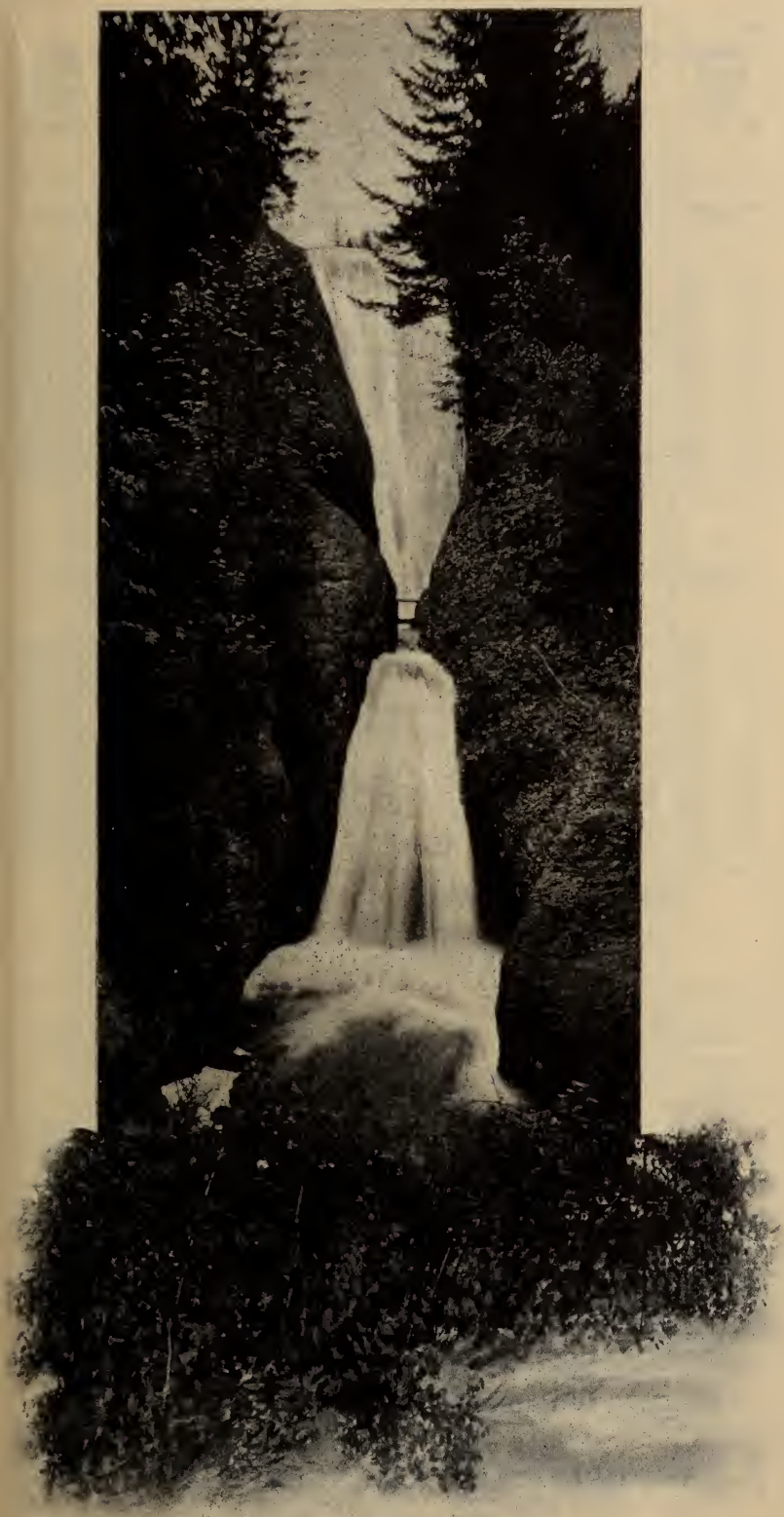
East
Bound
Miles
from
Spokane

overhead is reflected far below—a pebble dropped hundreds of feet is seen resting on its pure white bed; rivers, streams, and creeks in countless numbers—clear, cold and pure—tumble from mountain heights between banks of incomparable beauty, over bowlders, down precipices, through deep gorges and heavily wooded ravines, forming cascades and waterfalls and giving many tints of green to the feathery spray that fills the air. And over all is plant life, tropical in its luxuriance—sky-reaching firs, cedars, pines, hemlocks—the ground surface rich in Oregon grape, wild honeysuckle, salal, rhododendron, ferns of mammoth growth and endless variety, with never a poisonous snake to steal away the charm of the woods. About the time when the run steals up to flood the valley with its splendor we reach the Dalles, head of navigation, and a city of much historic interest. Near The Dalles in the famed Memaloose Island, called by the Indians the “City of the Dead.” For untold generations it has been the burial place for the tribes of the region. The next important stop is Hood River, in the center of the world known fruit region. More regarding this great orchard country will be said in a following chapter. Cascade Lakes, a little way below is where the Bridge of the Gods once spanned the river and one can see many feet below the track, where the great stone bridge was hurled from its foundations and at the present time makes the river impassable except by locks. Now follow, with but short distances between, Horsetail Falls, a beautiful cascade pouring in mighty volume over the bluff, Multnomah Falls, Bridal Veil and Latourelle Falls, all of them worthy of a more detailed description which want of space forbids. One must note, however, the Pillar of Hercules, the two great domes of rock between which the train passes. We are now approaching Portland, the Rose City, and the oldest of the Northwestern cities.

Portland Portland’s streets, business buildings and dwellings, all reflect standards which have been developed in the newer life of the past few decades. The foundations of Portland were laid sixty-two years ago, and since that time its development has been continuous. In actual building operations Portland ranks sixth of all the cities in the United States.

The City lies at the junction of the great valley systems, and is connected with every part of the great northwestern region (comprising the three states of Oregon, Washington and Idaho) by water level lines of communication, meeting at the junction of the Columbia and Willamette Rivers. This physical fact accounts for the original location of Portland and is the secret of its continuous growth and commercial power. It is inevitable that the future will see Portland one of the world’s greatest marts, with the river Columbia as its royal road to the sea, placing Portland practically on the margin of the Pacific Ocean. The great milling industry of which Portland is the center finds its commercial markets spread to Vladivostock, Liverpool, Central America, Hongkong, Manila and Australasia, while equally the lumber industry, extending from Siberia and interior China to the Mississippi, centers in this city.

Portland is a city of great charm, lying amid a landscape of hill and dale, beautiful river and verdant forest, under the shadow of the magnificent mounts of Hood and St. Helens, perpetually



CANYON OF BRIDAL VEIL FALLS

West
Bound
Miles
from
St. Paul

STATIONS

East
Bound
Miles
from
Spokane

snow-clad. The business district is solid and imposing, not excelled by any city of equal population. The streets are well paved, shaded by trees that form a background for the clustering roses and the emerald lawns of the residence district. The average mean temperature in July is 67 degrees, in January, 42.1 degrees, with climatic conditions remarkably equable. The annual rainfall averages 39.84 inches, less than that of New York, Philadelphia and New Orleans, and practically the same as that of Washington, D. C. Heavy winds are rare. Contagious disease are practically unknown, the water supply coming cool and clear from the purest of mountain sources. Thoroughly modern as a city, the hostelries of Portland are famous for cuisine and service, the stores display as tempting wares as those of any city East or West and the best of attractions are booked at the theatres.

SOUVENIR POST CARDS

Printed in Eighteen Colors

SETS OF TEN

25 Cents

Canadian Rockies

Eight Peaks

Farming Along the Soo Line

Soo Line Local Scenes

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Farming

Sault Locks

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317 2nd Ave. So.,

MINNEAPOLIS, MINN.

Soo-Pacific-Transpacific Royal Mail Steamship Line TO JAPAN AND CHINA.

(Subject to Change and Individual Postponement.)

INTENDED SAILINGS--WEST-BOUND.

STEAMSHIPS	Vancouver Leave	Yokohama Arrive	Kobe Arrive	Nagasaki Arrive	Shanghai (Woosung) Arrive	Hong Kong Arrive
	1909					
Empress of China.	Aug. 4	Aug. 18	Aug. 19	Aug. 21	Aug. 23	Aug. 26
Monteagle.....	Aug. 16	Sep. 1	Sep. 3	Sep. 5	Sep. 7	Sep. 11
Empress of India.	Aug. 25	Sep. 8	Sep. 9	Sep. 11	Sep. 13	Sep. 16
Empress of Japan.	Sep. 15	Sep. 29	Sep. 30	Oct. 2	Oct. 4	Oct. 7
Empress of China.	Oct. 6	Oct. 20	Oct. 21	Oct. 23	Oct. 25	Oct. 28
Monteagle.....	Oct. 20	Nov. 5	Nov. 7	Nov. 9	Nov. 11	Nov. 15
Empress of India..	Oct. 27	Nov. 10	Nov. 11	Nov. 13	Nov. 15	Nov. 18
Empress of Japan.	Nov. 17	Dec. 1	Dec. 2	Dec. 4	Dec. 6	Dec. 9
Empress of China.	Dec. 15	Dec. 29	Dec. 30	Jan. 1	Jan. 3	Jan. 6
Monteagle.....	Dec. 24	Jan. 9	Jan. 11	Jan. 13	Jan. 15	Jan. 19
Empress of India.	Jan. 12	Jan. 26	Jan. 27	Jan. 29	Jan. 31	Feb. 3
Empress of Japan.	Feb. 9	Feb. 23	Feb. 24	Feb. 26	Feb. 28	Mar. 3
Monteagle.....	Mar. 2	Mar. 18	Mar. 20	Mar. 22	Mar. 24	Mar. 28
Empress of China.	Mar. 9	Mar. 23	Mar. 24	Mar. 26	Mar. 28	Mar. 31

INTENDED SAILINGS--EAST-BOUND.

STEAMSHIPS	Hong Kong Leave	Shanghai (Woosung) Arrive	Nagasaki Arrive	Kobe Arrive	Yokohama Leave	Vancouver Arrive
	1909					
Empress of India..	July 24	July 26	July 29	July 30	Aug. 2	Aug. 14
Empress of Japan.	Aug. 14	Aug. 16	Aug. 19	Aug. 20	Aug. 23	Sep. 4
Empress of China.	Sep. 4	Sep. 6	Sep. 9	Sep. 10	Sep. 13	Sep. 25
Monteagle.....	Sep. 18	Sep. 21	Sep. 23	Sep. 25	Sep. 28	Oct. 12
Empress of India..	Sep. 25	Sep. 27	Sep. 30	Oct. 1	Oct. 4	Oct. 16
Empress of Japan.	Oct. 16	Oct. 18	Oct. 21	Oct. 22	Oct. 25	Nov. 6
Empress of China.	Nov. 6	Nov. 8	Nov. 11	Nov. 12	Nov. 15	Nov. 27
Monteagle.....	Nov. 21	Nov. 24	Nov. 26	Nov. 28	Dec. 1	Dec. 15
Empress of India..	Dec. 4	Dec. 6	Dec. 9	Dec. 10	Dec. 12	Dec. 25
Empress of Japan.	Jan. 1	Jan. 3	Jan. 6	Jan. 7	Jan. 10	Jan. 22
Empress of China.	Jan. 29	Jan. 31	Feb. 3	Feb. 4	Feb. 7	Feb. 19
Empress of India..	Feb. 26	Feb. 28	Mar. 3	Mar. 4	Mar. 7	Mar. 19
Empress of Japan.	Mar. 26	Mar. 28	Mar. 31	Apr. 1	Apr. 4	Apr. 16
Monteagle.....	Apr. 19	Apr. 22	Apr. 24	Apr. 26	Apr. 29	May 13

Soo-Pacific-Australian Mail Steamship Line.

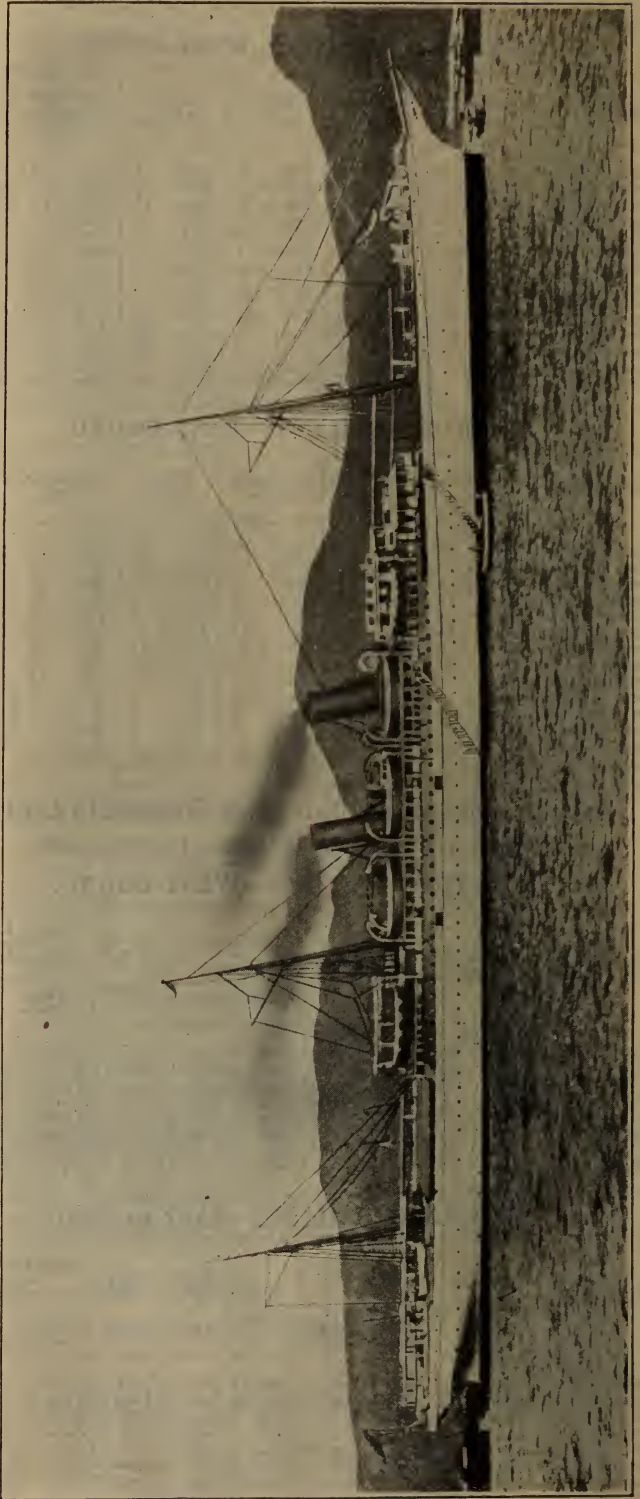
(Subject to Change and Individual Postponement.)

INTENDED SAILINGS--WEST-BOUND.

STEAMERS	Vancouver Leave	Hono- lulu, H. I. Leave	Suva, Fiji Leave	Brisbane		Sydney, N. S. W. Arrive Morning	Union S. S. Co. of N. Z. Steamship Connecting at Suva	
				Arrive	Leave		Leave Suva	Arrive Auckland
				1909				
Aorangi.....	July 16	July 24	Aug. 3	Aug. 8	Aug. 9	Aug. 10	Aug. 12	Aug. 16
Marama.....	Aug. 13	Aug. 20	Aug. 30	Sep. 4	Sep. 5	Sep. 6	Sep. 9	Sep. 13
Makura.....	Sep. 10	Sep. 17	Sep. 27	Oct. 2	Oct. 3	Oct. 4	Oct. 7	Oct. 11
Aorangi.....	Oct. 8	Oct. 16	Oct. 26	Oct. 31	Nov. 1	Nov. 2	Nov. 4	Nov. 8
Moana.....	Nov. 5	Nov. 13	Nov. 23	Nov. 28	Nov. 29	Nov. 30	Dec. 2	Dec. 6
Makura.....	Dec. 3	Dec. 10	Dec. 20	Dec. 25	Dec. 26	Dec. 27	Dec. 30	Jan. 3
Aorangi.....	Dec. 31	Jan. 8	Jan. 18	Jan. 23	Jan. 24	Jan. 25	Jan. 27	Jan. 31
Moana.....	Jan. 28	Feb. 5	Feb. 15	Feb. 20	Feb. 21	Feb. 22	Feb. 24	Feb. 28

INTENDED SAILINGS--EAST-BOUND.

STEAMSHIPS	Sydney, N. S. W. Leave Noon	Brisbane		Suva, Fiji Leave	Hono- lulu, H. I. Leave	Van- couver Arrive	Union S. S. Co. of N. Z. Steamship connecting at Suva	
		Arrive Morning	Leave Morning				Leave Auckland	Arrive Suva
		1909						
Aorangi.....	June 7	June 9	June 10	June 15	June 23	July 1	June 9	June 14
Marama.....	July 5	July 7	July 8	July 12	July 20	July 28	July 7	July 12
Makura.....	Aug. 2	Aug. 4	Aug. 5	Aug. 9	Aug. 17	Aug. 25	Aug. 4	Aug. 9
Aorangi.....	Aug. 30	Sep. 1	Sep. 2	Sep. 7	Sep. 15	Sep. 23	Sep. 1	Sep. 6
Moana.....	Sep. 27	Sep. 29	Sep. 30	Oct. 5	Oct. 13	Oct. 21	Sep. 29	Oct. 4
Makura.....	Oct. 25	Oct. 27	Oct. 28	Nov. 1	Nov. 9	Nov. 17	Oct. 27	Nov. 1
Aorangi.....	Nov. 22	Nov. 24	Nov. 25	Nov. 30	Dec. 8	Dec. 16	Nov. 24	Nov. 29
Moana.....	Dec. 20	Dec. 22	Dec. 23	Dec. 28	Jan. 5	Jan. 13	Dec. 22	Dec. 27



SOO-PACIFIC LINE, EMPRESS STEAMER.

WATER ROUTES

BETWEEN

Vancouver, Victoria and Seattle

SOO-PACIFIC TRUE SCENIC ROUTE.

No more desirable side trip could be taken by tourists than a journey by steamer from Vancouver to the many interesting cities of Puget Sound. After the long transcontinental journey this voyage is a popular diversion and is embraced by a large number of tourists every year.

Leaving Vancouver on one of the palatial steamers or the Canadian Pacific Railway, one may visit Victoria, a city that is recognized as one of the most delightful tourist resorts in the West, its natural scenery and climate being unexcelled, and Seattle, the metropolis of the North Pacific Coast, and one of the greatest seaports on the western coast of the United States. This steamer leaves Vancouver daily, going to Victoria and thence to Seattle, returning to Vancouver via Victoria, making the round trip within twenty-four hours.

No extra charge is made for tickets routed via this steamer and a trip to the North Pacific Coast is not complete unless this route is taken.

The Sound is dotted with heavily timbered islands and the slopes of the Cascade mountains, which come down to the water's edge, are fringed with enormous fir trees. This region contains the greatest forest area in the world.]

VANCOUVER - VICTORIA - SEATTLE

READ DOWN	READ DOWN	STATIONS	READ UP	READ UP
Princess Charlotte	Charmer		Princess Victoria	Charmer
10.00 am Daily Ex. Fri.	1.00 pm Daily	Lv...Vancouver...Ar	6.30 pm D'ly Ex. Wed.	7.30 am Daily
2.30 pm Daily Ex. Fri.	7.00 pm Daily	Ar....Victoria....Lv	2.00 pm D'ly Ex. Wed.	12.30 am Daily
4.00 pm Daily Ex. Thu.		Lv....Victoria.....Ar	1.00 pm Daily Ex. Thu.	
8.30 pm Daily Ex. Thu.		Ar.....Seattle.....Lv	9.00 am Daily Ex. Thu.	
11.30 pm Daily Ex. Thu.		Lv.....Seattle.....Ar	8.00 am Daily Ex. Thu.	
8.30 am Daily Ex. Fri.		Ar...Vancouver...Lv	11.00 pm D'ly Ex. Wed.	

SS. "Princess Victoria"

Lv. Vancouver	11.00 pm	daily ex.	Wed
Ar. Seattle	8.00 am	"	Thur
Lv. Seattle	9.00 am	"	Thur
Ar. Victoria	1.00 pm	"	Thur
Lv. Victoria	2.00 pm	"	Wed
Ar. Vancouver	6.30 pm	"	Wed

SS. "Charmer"

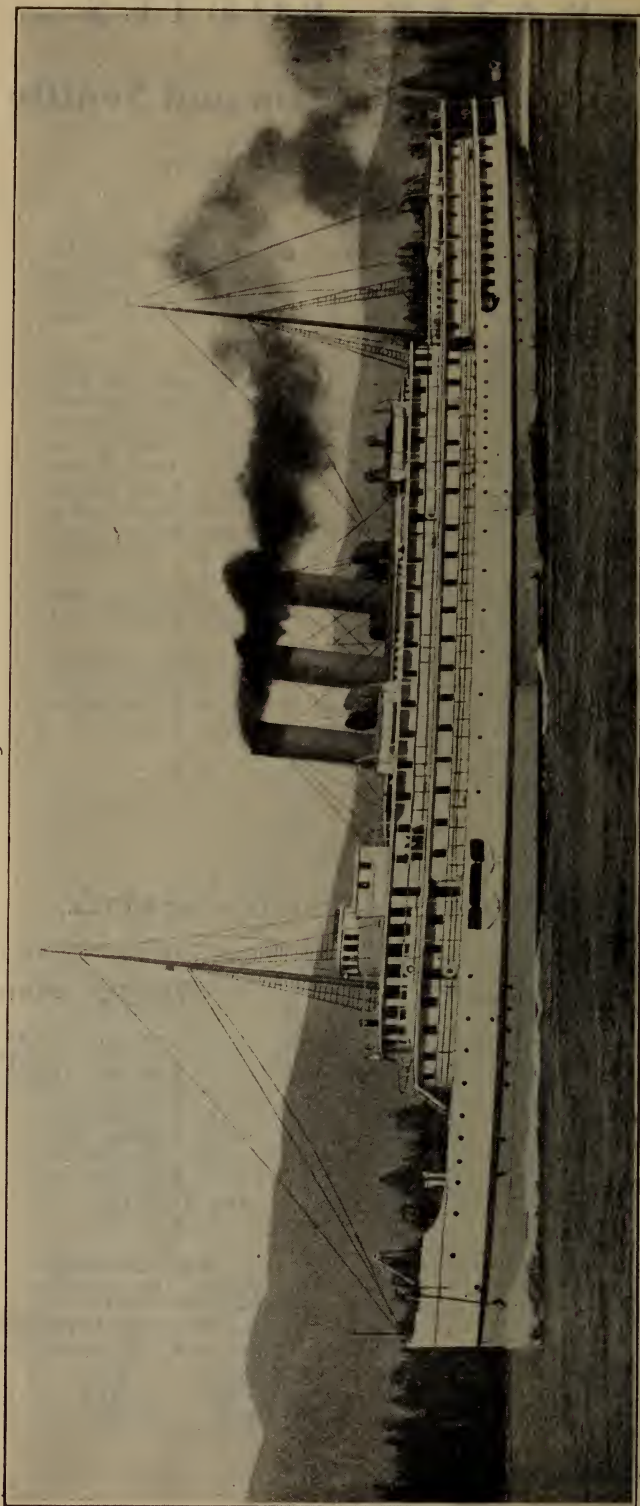
Lv. Victoria	12.30 am	daily
Ar. Vancouver	7.30 am	daily

SS. "Princess Charlotte"

Lv. Vancouver	10.00 am	daily ex.	Fri
Ar. Victoria	2.30 pm	"	Fri
Lv. Victoria	4.00 pm	"	Thur
Ar. Seattle	8.30 pm	"	Thur
Lv. Seattle	11.30 pm	"	Thur
Ar. Vancouver	8.30 am	"	Fri

SS. "Charmer"

Lv. Vancouver	1.00 pm	daily
Ar. Victoria	7.00 pm	"



THE STEAMERS PRINCESS VICTORIA AND CHARLOTTE, PLYING BETWEEN VANCOUVER, VICTORIA AND SEATTLE.

Twin Cities to the Kootenay Country.

105 Daily	107 Daily	151 Daily	Miles	CENTRAL TIME	Ry.	150 Daily	108 Daily	106 Daily
P. M.	A. M.	P. M.				P. M.	P. M.	A. M.
* 7.00	* 10.30	* 10.00	0	Lv. St. Paul. Ar	Soo.	1.30	5.55	7.30
7.40	11.15	10.45	10	Lv. Minneapolis. Ar	"	12.45	5.15	6.45
12.30	3.00	2.10	130	..... Glenwood.	"	9.00	1.25	2.05
3.40	5.14	4.11	215	..... Hankinson.	"	6.22	10.30	10.50
6.55	7.48	6.34	297	..... Valley City.	"	3.54	7.55	7.27
9.34	9.45	8.25	362	..... Carrington.	"	2.00	5.51	5.02
11.10	11.10	9.40	406	..... Harvey.	"	12.45	4.40	3.35
2.05	1.05	11.30	478	..... Minot.	"	10.49	2.25	12.50
5.20	4.00	1.50	560	Ar. Portal. Lv	"	8.30	11.40	10.00
				MOUNTAIN TIME				
	3.30	1.10	560	Lv. Portal. Ar	C P R	7.10	10.10	
	9.50	6.25	728	..... Moose Jaw.	"	1.50	4.10	
	2.20	4.45	1083	..... Lethbridge.	"	2.45	12.45	
	4.05	6.20	1119	..... MacLeod.	"	12.50	10.43	
	8.48	10.40	1224	..... Fernie.	"	8.20	5.55	
	11.20	1.00	1287	..... Cranbrook.	"	6.05	3.20	
	12.07	1.47	1307	..... Moyie.	"		2.28	
	1.00	2.34	1330	..... Curzon Jct.	"	4.30	1.27	
	1.42		1342	..... Kitchener.	"		12.50	
	2.50		1367	..... Sirdar.	"		11.30	
	3.00		1370	Ar. Kootenay Landing. Lv	C. P. S. S.		11.20	
				PACIFIC TIME				
	2.20		1370	Lv. Kootenay Landing. Ar	C. P.		10.00	
	5.45		1425	Ar. Nelson. Lv	S. S.		6'00	
	5.45		1425	Lv. Nelson. Ar	"		10.50	
	7.30		1453	..... Castlegar.	C P R		7.25	
	9.30		1542	..... Nakusp.	C. P. S. S.		10.50	
	1.25		1577	..... Arrowhead.	"		8.00	
	2.45		1605	Ar. Revelstoke. Lv	C P R		6.30	
	4.35		1605	Lv. Revelstoke. Ar	"		6.10	
	10.07		1802	Ar. Westminster. Lv	"		2.40	
	8.15		1812	Ar. Vancouver. Ar	"		2.00	
	2.30		1896	Ar. Victoria. Lv	C P S S		12.30	
	6.30		1769	Lv. Mission Jct.	C. P.		4.05	
	11.45		1779	Lv. Sumas.	"		3.10	
	12.55		1803	Ar. Bellingham. Lv	BB&BC		1.40	
	1.00		1904	..... Seattle.	N. P.		9.00	
	2.50		1947	..... Tacoma.	"		6.00	
	8.35		2087	..... Portland.	"		12.15	
	9.48		2861	Ar. San Francisco. Lv	S. P.		2.20	

ROSSLAND, GRAND FORKS AND MIDWAY.

Week Days	Week Days	Miles	STATIONS	Ry.	Week Days	Week Days	
P. M.	A. M.		PACIFIC TIME			P. M.	P. M.
† 5.45	† 9.15	0	Lv. Nelson. Ar	C. P.	10.50	12.10	
7.30	10.30	26	..... Castlegar (West Robson). ..	"	7.20	10.35
	12.10	44	..... Trail.	"	8.05	
10.00	1.05	55	..... Rossland, B. C.	"	7.05	†10.00
11.30		72	..... Northport, Wash.	R. M.	2.35	
1.00		100	..... Marcus, Wash.	SF & N	12.50	
	2.30	95	..... Grand Forks, B. C.	C. P.	10.55	
	5.10	135	..... Republic, Wash.	K. V.	9.00	
	5.10	118	..... Phoenix, B. C.	C. P.	9.00	
	3.55	117	..... Greenwood.	"	3.50	
	4.30	127	Ar. Midway. Lv	"	† 3.15		

KALSO, LARDO, GERRARD AND TROUT LAKE.

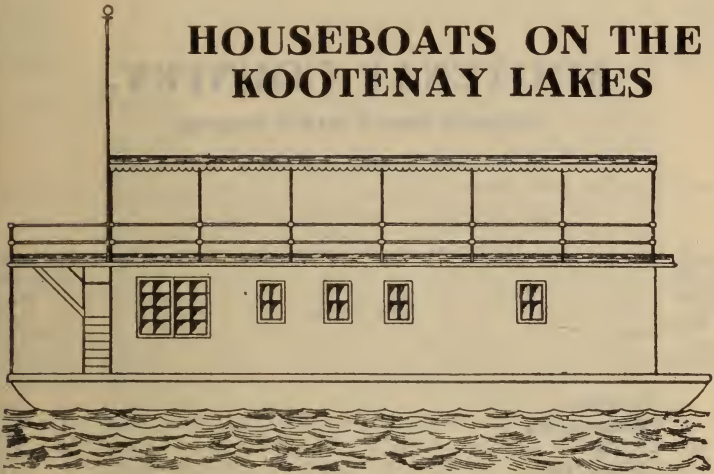
Tu Thr Sat	Week Days	Miles	STATIONS	Ry.	Mon. We Fr
s 3.00	R 2.00	0	Lv. Nelson. Ar	C. P. S. S.	† 9.00
		20	..... Balfour.	"	
		25	..... Pilot Bay.	"	
		32	..... Ainsworth.	"	
s 6.30	R 5.25	45	..... Kaslo.	"	† 5.30
	R 7.10	63	..... Lardo.	C. P. S. S.	R 7.05
	R 9.05	97	..... Gerrard.	C. P.	R 5.00
	R 11.00	114	Ar. Trout Lake. Lv	C. P. S. S.	R 8.00

SLOCAN CITY, ROSEBERRY, SANDON, NAKUSP.

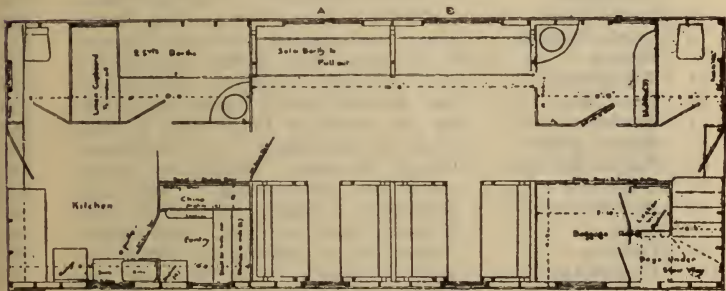
		Miles	STATIONS	Ry.	
	† 8.00	0	Lv. Nelson. Ar	C. P. C. P.	4.20
	† 11.05	44	..... Slocan City.	S. S.	9.50
	R 2.20	69	..... Roseberry.	C. P.	7.10
	R 3.40	81	Ar. Sandon. Lv	"	5.50

Light face figures indicates A. M., and heavy face P. M. time. *Daily. †Ex, Sunday R Mon., Wed, and Fri. s Tues., Thur. and Sat.

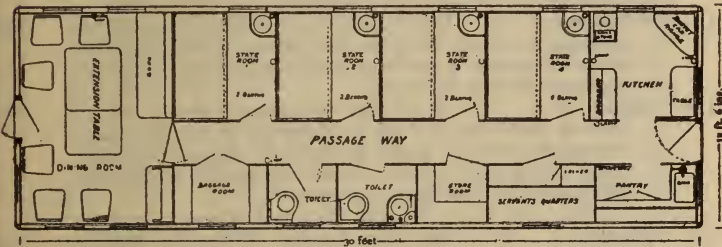
HOUSEBOATS ON THE KOOTENAY LAKES



SIDE ELEVATION OF HOUSE BOATS



CABIN PLAN OF SHUSWAP LAKE HOUSEBOAT



CABIN PLAN OF LAKE KOOTENAY HOUSEBOAT

THE Kootenay houseboat, which is towed by the Company's steamers or tugs, can be taken between Nelson and any point on Kootenay Lake as far north as Lardo or Argenta, and south to Kootenay Landing, and by special arrangements up the Kootenay River to the International boundary line which separates Idaho, United States, from British Columbia. As some places on the lake are exposed, the anchorage of the boat is chosen by the captain of the Company's steamer performing the towing service, as a matter of precaution. This, however, is a decided advantage, as the experience of the Company's officers will insure the choice of the best spots for sport without courting any risk.

The boat on Shuswap Lake will also be towed to the most desirable points from Sicamous.

KOOTENAY COUNTRY.

CROW'S NEST PASS ROUTE.

St. Paul and Minneapolis to Nelson, 1434 Miles.

SOO-PACIFIC TRUE SCENIC ROUTE.

West Bound Miles from St. Paul and Coleridge	STATIONS	East Bound Miles from Kot Ldg and Coleridge
0	St. Paul	976
10	Minneapolis	966
560	Portal	416
728	Moose Jaw	248
839	Swift Current	137
976	Coleridge	0
0	Coleridge	394
8	Bull's Head	386
16	Seven Persons	378
24	Whitla	370
31	Winnifred	363
40	Bow Island	354
47	Burdett	347
55	Grassy Lake	339
64	Purple Springs	330
72	Wetmore	322
80	Woodpecker	314
89	Chin	305
97	Coaldale	297
107	Lethbridge— Alt, 2,960 ft.	287
	From Dunmore Junction (alt. 2,308 ft.) the Crow's Nest Pass route runs nearly due west (south of the main line) to the mining regions of the Kootany, providing the shortest route. Forty-five miles to the south of Lethbridge is the Mormon settlement of Cardston, where monster irrigation works have been constructed. These are gradually transforming what has hitherto been one of the vast cattle ranges of the west into a fertile region in which small farmers are finding wonderful opportunities for obtaining homes. \$1,300,000 is being spent in the erection of two steel bridges between Lethbridge and Macleod, one of them being 5,300 feet, the second 1,890 feet.	
111	Whoopup—	283
	Is an old Indian trading place at the confluence of the Belly and St. Mary rivers, and the scene of many a conflict between the early white traders and the Indians.	
126	Kipp—	268
	Is another old trading post. From it on a clear day a view is obtained of the Rockies, the square-topped giant to the left, almost 50 miles away being the "Chief," which lies partly in Canada and partly in the United States.	
135	Pearce	259
143	Macleod— Alt. 3,103 ft.	251
	On the Old Man River is one of the most typical of western ranching towns where the Horse is still King. It is the headquarters of the ranching district of Southern Alberta. There is a depot of the mounted police here, at which 150 men are usually stationed.	
172	Pincher— Alt. 3,793 ft.	222
	Following up the Old Man River the railway passes to the south of the Porcupine Hills. As the mountains are approached the earth's surface becomes seamed with the numerous streams, small and large, which flow toward the Saskatchewan from their sources amidst the eternal snows of the Rockies. About six miles after leaving Macleod, a row of large boulders placed in a direct line mark the existence of a glacial age, these having evidently been brought here by some prehistoric ice-field.	

West Bound Miles from Coleridge	STATIONS	East Bound Miles from Kot Ldg
190	<p>Burmis— At the crossing of the Middle Fork, a glimpse is caught of a pretty fall, where the waters of the river tumble and foam over a crescent-shaped precipice on their way to join the Old Man River. From here to Crow's Nest Lake, the railway follows the valley of the Middle Fork which narrows into deep canyons and again broadens. Coal underlies a large portion of this region and is seen cropping out in many places at some of which mining operations are being carried on. The mountains seem to have suddenly grown nearer and rise abruptly in great masses on either side, forming an apparently impassable barrier. "The Gap," however, provides an exit and the train swings into this narrow defile between almost vertical walls, that on the south being the base of Turtle Mountain, whose flat turtle-like proportions can be seen silhouetted against the sky for many miles easterly. Frank is the name of a new coal mining town which has grown rapidly. Passing the cold sulphur springs, which are visited by many for the curative properties of the waters</p>	204
199	<p>Blairmore Blairmore is reached. Looking to the north-west the first view of Crow's Nest Mountain is seen, a circular shaped monolith with its base deeply tinted in purple and green and crowned and capped in a shimmering dazzling mass of snow and ice. It dominates the entire region, and seemingly at its base are seven distinct pillars as if guarding the mother mountain. Ten miles westward is the Crow's Nest Lake (alt. 4,390 ft.) a beautiful sheet of water, alive with trout. While it is frequently calm on this lake, it is often described as the birthplace of the wind which blows across the prairies. About half way up this lake is the source of the Old Man River, which flows out of a hole in the side of Sentinel Mountain into the lake. This cave can be entered for some distance, and the stream is supposed to be fed from a lake on the summit of the mountain through a subterranean channel. The scenery along the lake is continually shifting and changing, always grand and always the reverse of monotonous. Leaving the Crow's Nest Lake a line follows the shore of Island Lake (alt. 4,409 ft.) which might be readily taken for a huge mirror, so clear are its waters, land locked on every side. Immediately to the west of the lake the summit of the Rockies is reached, the elevation being 4,427 feet, and here the traveler crosses the dividing line between Alberta and British Columbia, where the mountain stream flows in both directions, to find its way either into the Saskatchewan and into Hudson Bay, or into the Kootenay and Columbia rivers and the Pacific.</p>	195
212	<p>Crow's Nest— After passing Summit Lake the railway descends the valley of Michel Creek, and threads its way along the steep side hill of the mountain which towers far above to the left, while to the right, hundreds of feet below, the Michel is seen like a thin silver thread, winding and twisting in and out as it hurries along to join the Elk river. Then comes the "Loop," where the line makes some amazing turns and twists until finally after turning up and crossing the south branch of the Michel, it doubles back to within a stone's throw of itself, and by looking upwards one can clearly discern the railway cutting a long gash in the mountain directly overhead. Three miles are covered to make this distance of less than 200 feet.</p>	182



GOAT RIVER CANYON

West Bound Miles from Coleridge	STATIONS	East Bound Miles from Kot Ldg
217	Loop— As the train swings off to the west again, huge, rugged mountains appear on all sides, jagged and naked, their frowning sides and lofty peaks scarred and seamed, but they are easily circled. Coal again appears propping out beyond the Loop.	177
225	Michel	169
230	Sparwood	164
240	Hosmer	154
248	Ferne— Is a thriving town built in the heart of the mountains and surrounded by densely wooded flat-topped hills and ridges.	146
259	Morrissey	135
266	Elko— Two-and-a-half miles east of Elko, Alt. 3,040 ft. the line crosses the Elk River, which continues on its southward course to join the Kootenay. About a mile below the crossing is the Elk River Canyon, which extends several miles, in which the water drops 600 feet in seething, foaming masses. The scenery is wild and the environments are grandly beautiful. Here the traveler gets a last glimpse of the projecting angles, lofty peaks and frowning precipices, which, rising from their wood-encircled bases and lifting their ice-crowned heads far into the sky, extend northwards until lost from sight in a dizzy uncertain mist. To the south is Tobacco Plains, a fertile country which is attracting settlement.	128
279	Jaffray	115
289	Wardner— At Wardner the line crosses the Alt. 2,434.ft. Kootenay river, which is here some 780 feet and crossed by a magnificent Howe truss bridge with a 170 ft. swing span to allow of the passage of river steamers plying on the Kootenay. The Kootenay flows south into Idaho, and returning pours its flood into Kootenay Lake, in British Columbia, over 100 miles to the west. Leaving Wardner the line continues in a northwesterly direction, following along the west banks of the Kootenay, running through growths of magnificent large shade trees and passing in and out through natural parks, while away in the distance, grimly overlooking all is Sand Creek Range, the "Steeple," Mount Fisher, and Saunders Peak. Isidor Canyon, a deep cleft in the earth, is skirted, and the grade begins gradually to drop.	105
301	Fort Steele— Fort Steele, the center of the Fort Steele Mining Division, and a prosperous mining town, lies seven miles north of the railway, and is reached by stage, from the station.	93
311	Cranbrook— A railway divisional point, a typical western railroad town, is charmingly situated in a hill-girt valley, surrounded by a dense forest growth, and overlooked by the white-tipped peaks of Baker Mountain. Cranbrook is the center of trade for the mining interests in this locality, as well as for the rapidly growing ranching industries. Col. Baker has here a ranch of several thousand acres, and all kinds of farm products are raised. In the lateral valleys, which frequently occur, are also fine agricultural lands which are attracting settlers. Cranbrook has, besides the shops of the railway, a number of well stocked stores, chartered banks, hotels, churches, schools, etc. It is the principal lumber manufacturing point in East Kootenay, having four saw-mills operating within its limits. The place is lighted by electricity, and as a residential town it has no superior in British Columbia. A branch line of	83

West Bound Miles from Coleridge	STATIONS	East Bound Miles from Kot Ldg
	<p>railway connects the North Star Mines, Kimberly and Marysville with Cranbrook. As the line leaves Cranbrook it takes a southward course, running through an open park-like country, crossing pretty little streams and brooks at close intervals. At Palmers Bar Creek evidences can still be seen of the mining industries which were at one time carried on there so extensively, large quantities of free gold being abstracted.</p>	
321	Swansea	73
331	Moyie	63
333	Aldridge	61
342	Touchty	52
352	Yahk—	42
	<p>At Yahk Station the valley of the Moyie which continues on its southward course to join the Kootenay River in the neighboring State of Idaho, is left, and by ascending the valley of Summit Creek to Summit Meadow (alt. 2,860 ft.) the summit of the Purcell Range of the Selkirks is reached. On all sides are lofty ragged peaks and broken mountain ranges, which form a picture of grandeur and sublimity not easily forgotten.</p>	
354	Curzon	40
357	Goatfell	37
367	Kitchener	27
379	Creston	15
	<p>From Creston the line follows the southern slope of Goat Mountain until the flats of the Kootenay River are reached. These flats are a famous resort of wild geese, waxies and duck, and in the spring and fall of the year it is no uncommon sight to see flocks of thousands of these game birds feeding in the marshy places of the flats.</p>	
391	Sirdar—	3
	<p>Alt. 1,713 ft. Following the western slope of the Purcell Range to Sirdar, a divisional point, and beautifully located on the waters of Duck Lake, large flocks of geese and ducks are again to be found. Three miles further on is Kootenay Landing.</p>	
394	Kootenay Landing—	0
	<p>Where the navigable waters of Kootenay Lake are reached and a beautiful vista of mountain scenery is opened up. Here the Kootenay River, which has flowed south through East Kootenay and Idaho, and turned north again pours its waters into Kootenay Lake—a magnificent sheet of water. At the landing the Company has constructed a steps for transferring to barges the immense quantities of freight which are here distributed to the mines of the Slocan, Nelson, Rossland and other points. From Kootenay Landing the passengers take steamer to Nelson and after a most delightful sail of 52 miles the young, thriving energetic city which, now boasting a population of 6,000, bids to become the inland metropolis of southern British Columbia, is reached.</p> <p>From Nelson (alt. 1,671 ft.) there is direct rail and water communication with all the mining regions of West Kootenay and the Boundary district. The Columbia and Kootenay branch parallels the Kootenay River to West Robson, on the Columbia River, from which another branch runs to Trail, the smelter center, and to Rossland, and another through the boundary country to Cascade (alt. 1,468 ft.) Phoenix Grand Forks (alt. 1,583 ft.), Greenwood (alt. 2,298 ft.) and Midway (alt. 1,770 ft.). This region is rich in mineral wealth, and Smelters at Grand Forks and Greenwood testify to its rapid development.</p> <p>Thirteen miles from Nelson is Slocan City on Slocan Lake, where steamers ply to New Denver and Rosebery, where the Nakusp-Slocan branch is taken for</p>	

West
Bound
Miles
from
Coleridge

STATIONS

East
Bound
Miles
from
Kot Ldg

Sandon, the center of the Slocan silver-lead mining district.

Kaslo and other points on Kootenay Lake are reached from Nelson by steamer.

From West Robson (alt. 1,315 ft.) connection is also made by steamers on the Arrow Lake to Arrowhead, from which there is rail communication with Revelstoke.

The steamers on these inland waters are speedy, well appointed, electric-lighted craft, and the scenery is of that charming picturesqueness characteristic of the mountains of British Columbia. A trip steadily growing in favor is to cross the continent, by the main line, and returning by these lakes and the Crows Nest Pass—or vice versa—as it enables the traveler to see a large portion of the mountain country in different latitudes.

Visit the

Alaska - - Yukon - - Pacific Exposition

June 1st to October 15th, 1909

\$50.00 for the Round Trip

Twin Cities to North Pacific Coast Points

DATE OF SALE—Daily to September 30th, 1909, inclusive.

DIVERSE ROUTES—Going via any regular route, returning via, same or any other regular direct route.

FINAL RETURN LIMIT—October 31st, 1909.

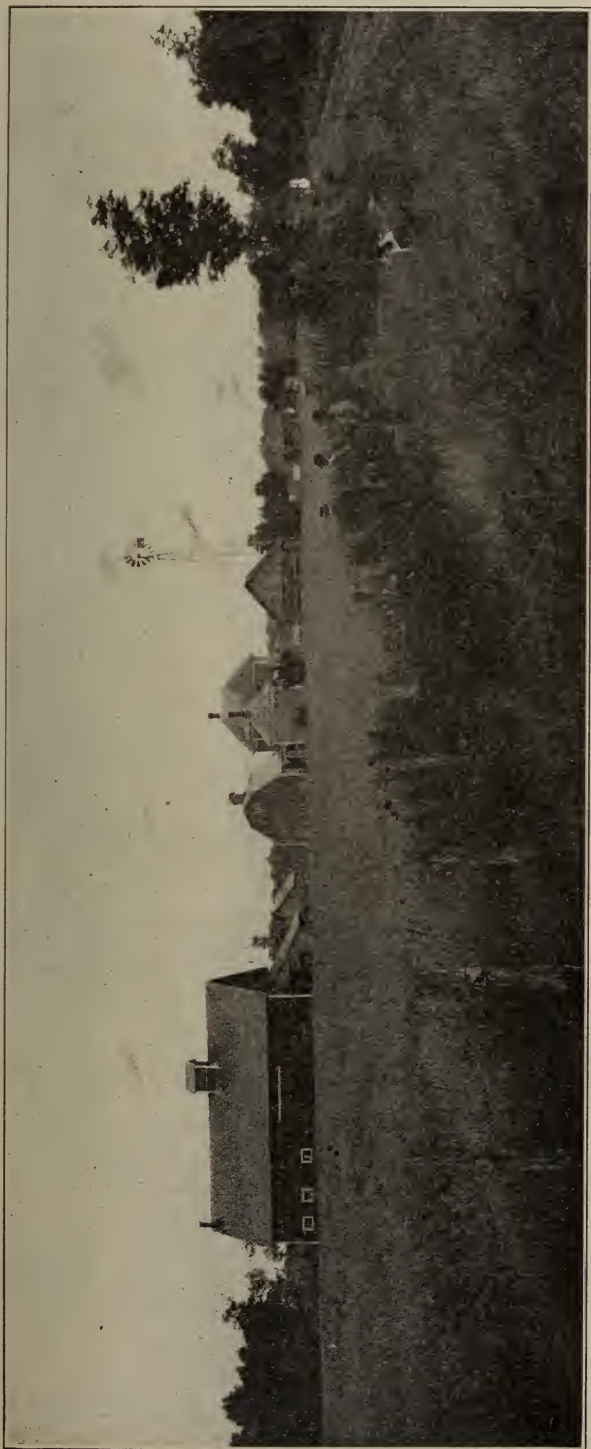
STOPOVERS—On all round trip tickets at St. Paul and Minneapolis *within limit of ticket.*

WINNIPEG LINE

St. Paul to Winnipeg 461 Miles

SOO-PACIFIC TRUE SCENIC ROUTE.

North Bound	STATIONS		South Bound
Miles from St. Paul			Miles from Winnip'g
0	St. Paul	The Lakey way in the firmament of Minnesota lakes much resembles in outline a gigantic fishhook, with the eye at the Twin Cities, the shaft running northwest as though in ages past some titanic bass had struggled with it. This belt is not comparatively wide through the first hundred miles of its length out from the Twin Cities, but broadens as it turns northward, spreading its lakes over a territory larger than the entire state of Massachusetts, at once the beauty spot and the black bass preserve of the great Northwest. West of this region the Country smoothes	461
10	Minneapolis	down and sobers off into the famous prairies of the Red River Valley. East the land varies from prairie to pinery, but the Park Region itself is a territory with slightly rolling surface, where wood rimmed lake are divided by wooded prairies. This lake region, with its attractions for the farmer, summer tourist, the fisherman and the hunter, has been brought to the public notice more by the "Soo Line" than by any other agency. At Glenwood the Winnipeg Line leaves the main line and strikes north directly through the heart of the greater lake region and passing north through the White Earth Indian Reserve to the Canadian Boundary where it connects with the C. P. R., making a new line from the Twin Cities to Winnipeg, the metropolis of the Canadian Northwest.	451
130	Glenwood		331
140	Forada		321
147	Alexandria		314
154	Carlos		307
167	Parker's Prairie		294
174	Almora		287
180	Henning		281
189	Ottertail		272
196	Richville		265
202	Dent		259
211	Vergas		250
224	Detroit		238
		Of Alexandria, the first important town reached, it may be said, as of the farming country north and south, that it has seen years enough to remove from it many of the necessary marks of early rawness. In the city are well made streets, shaded with symmetrical trees, lawns well kept, and a type of residences that tell of prosperous content after strenuous years. It is completely surrounded by lakes. Lakes Victoria and Geneva lie about a mile east of town and extend five miles north and south. Between these is Geneva Beach where are situated among other summer hostleries, the Geneva Beach Hotel and its colony of pretty cottages. From Alexandria northward to the White Earth Reservation the scenery in its nature, varies but little, being a succession of well tilled farms, beautiful groves of magnificent timber and of picturesque sheets of sparkling spring water. The towns are in close proximity to each other, the country being so rich and thickly populated as to be able to support many busy business centers without having long distances intervene. Carlos is a new venture and is growing rapidly as is Parker's Prairie and Almora. Ottertail is located on	
232	Westbury		230
236	Callaway		225
245	Ogema		216
250	Waubun		211
259	Mahnomen		202
268	Bejou		193
275	Winger		187
284	Erskine		177
289	Cisco		172
294	Brooks		168
300	Plummer		161
309	Hazel		153
317	T'F River Falls		145
325	Anita		136
334	Newfolden		127
344	Strandquist		117
352	Karlstad		110
359	Halma		103
365	Bronson		98
375	Lancaster		87
383	Orleans		79
396	Noyes		66
396	Emerson		66
406	Dominion City		57
461	Winnipeg		0



SPLendid FArMS ALONG THE WINNIPEG LINE

North
Bound
Miles
from
St. Paul

STATIONS

South
Bound
Miles
from
Winnip

the shores of great Ottetail lake and already has a population of several hundred. Richville, Dent and Altona are all located advantageously in splendid farming territory and are towns of great promise. Detroit is an old established town for this section of the country, the last census giving it credit of about three thousand people. It is far famed as a summer resort being finely located in the midst of numerous lakes and having within a small radius a great number of summer hotels and cottages. Northward from Detroit the line passes through the western part of the White Earth Indian reservation and just northwest of the Red Lake Indian reservation, thence to the Canadian boundary at Emerson, making through service in connection with the C. P. R. for Winnipeg. For fishing and hunting the country just described stands without a peer. The fish predominating, is of course the black bass, although pike, pickerel, croppies and perch are plentiful. Throughout the country north of Detroit and through the reservations the lakes, and there are many, are virgin. Game is plentiful, prairie chickens are found everywhere and ducks of a dozen varieties flock to the immense feeding grounds of wild rice and celery. Partridge and quail are plentiful and the grouse shooting is also good in the season. The reserves with their great tracts of standing pine are a refuge for all kinds of wild game.

TAKE THE
Rest Cure
AT SOME SOO LINE
Summer Resort
TRY

WINNIPEG—The Wonderful
BANFF—The Beautiful
LAGGAN—The Restful
FIELD—The Stupendous
GLACIER—The Majestic
KOOTENAY—Marvelous
SPOKANE—The Power City
PORTLAND—The Rose City
VANCOUVER—The Splendid
VICTORIA—The Picturesque
CHICAGO—The "I Will City"
SAULT STE. MARIE—The Gateway
MACKINAC ISLE—The Historic
DETROIT—The Charming
BUFFALO—The Mighty
MONTREAL—The Great
QUEBEC—The Quaint

HUNDREDS OF OTHER VACATION SPOTS EASILY
REACHED BY SOO LINE'S LUXURIOUS TRAINS.

Bismarck and Missouri River Lines

DESCRIPTIVE TIME TABLE

St. Paul to Plaza, N. D. } 558 Miles
 St. Paul to Pollock, N. D. } 421 Miles

SOO-PACIFIC TRUE SCENIC ROUTE.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Plaza
	St. Paul	558
10	Minneapolis	548
130	Glenwood	428
216	Hankinson	343
228	Lidgerwood	330
239	Ransom	319
251	Forman	307
258	Cogswell	300
274	Oakes	284
291	Fullerton	268
298	Boynton	261
320	Kulm	238
351	Wishek	201
	<p>The country west from Hankinson along the line of the Soo-Pacific for 292 miles to the present terminus at Garrison, and also that extension which runs south from Wishek, making a detour into Campbel county, South Dakota, to its present terminus at Pollock, only four miles from the Missouri river, traverses a country which has many opportunities for the settler and the business man seeking a location. The more easterly portion about Lidgerwood, Ransom, Forman and Oakes is quite well settled. Wheat raising is the principal industry, although at Oakes there is considerable diversification and a beet sugar factory has been projected.</p>	
	<p>South from Wishek the new Missouri River Extension runs via Ashley and Venturia, North Dakota, into the famous wheat belt of Campbell County, South Dakota. The spring Creek Valley in which the track of the Soo-Pacific Line finds its way toward the Missouri, is a splendid farming country with considerable development and still greater future.</p>	
370	Ashley	
379	Venturia	
395	Artas, S. D.	
408	Herried	
421	Pollock	
	<p>Considerable interest attaches to the country farther west. About Napoleon, Braddock, Wishek and Bismarck an extensive cattle business has developed. The herds are large and of excellent breeding.</p>	
372	Napoleon	176
389	Braddock	164
430	Bismarck	127
	<p>Bismarck is the center of extensive cattle and sheep industry, and is the capital of the state of North Dakota. A city of about four thousand people; it is situated on the east bank of the Missouri River, and commands a beautiful view of the river. It is the most important distributing point for the vast territory both east and west of the Missouri River. The city has splendid drainage, and the finest reservoir system of waterworks in the state.</p> <p>There is located at Bismarck the United States Industrial School in course of construction. Here, also is situated Fort Lincoln, one of the finest and most modern Regimental Military Posts in the United States in course of construction; fourteen fine brick buildings being already completed, and occupied by the regular army troops. The State Penitentiary and Twine Plant are located here, just east of the Capitol. St. Alexius Hospital, one of the most splendid equipped and modern hospitals, is located here. The State Supreme Court and the District Court, and the United States Circuit Court sit at Bismarck.</p>	

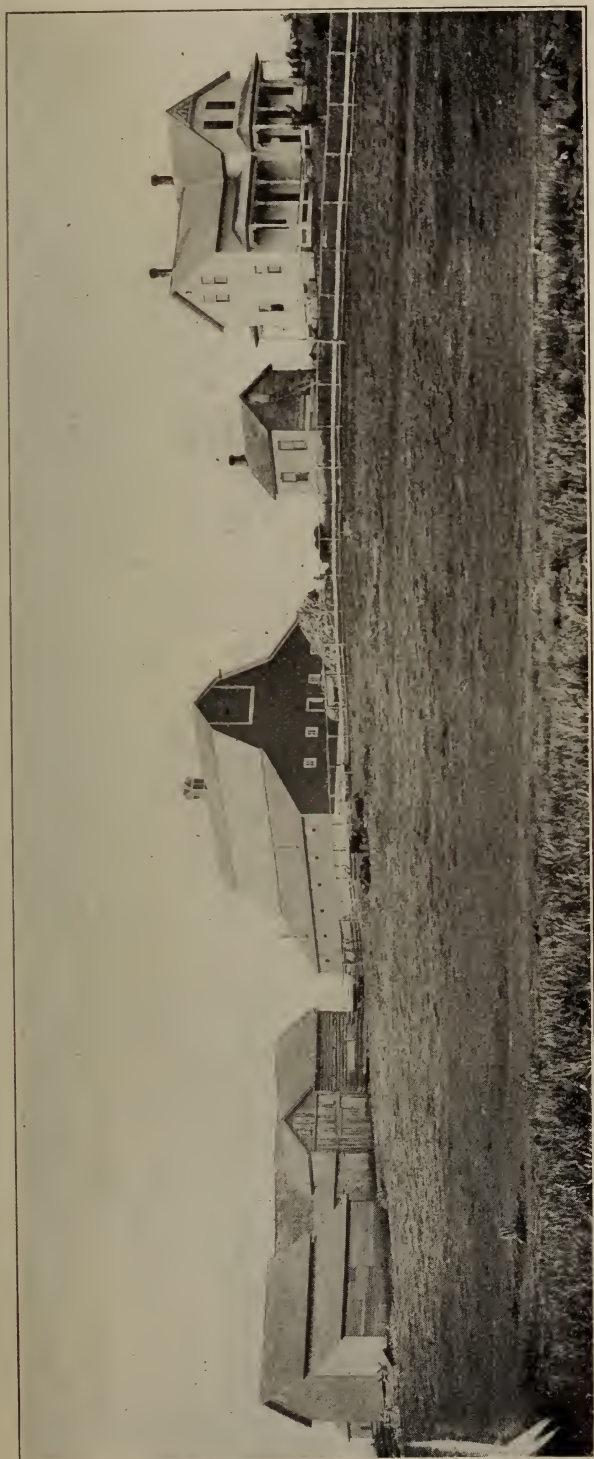
West Bound Miles from St. Paul	STATIONS	East Bound Miles from Plaza
	<p>Extending northwesterly from Bismarck to Plaza and Drake are the newly built and acquired lines which pass through the now famous lignite coal lands of North Dakota. A number of towns have been established along the way, Arnold, Wilton, Washburn, Underwood, Max, Ryder, Plaza and Dogden, and all of them are becoming active business centers.</p> <p>Wilton has been selected as the headquarters of the Washburn Lignite Coal Company and the Company has erected there mining buildings which are capable of handling coal at the rate of 1,200 tons per day.</p> <p>Washburn commands a beautiful view of the Missouri river, in both directions; and is the most northerly river point on the "Soo" line on the Missouri river. Has daily line of steamboats. The Benton Packet Co., operating from Washburn to points north on the Missouri river, Mannhaven and Expansion.</p>	
	<p>Underwood is a growing little town. A word about the wonderful coal fields now being worked in this country is of interest.</p> <p>The lignite area of the State occupies, roughly, the western half of it, which is known as the Plateau du Coteau du Missouri, or simply the Coteau country. Throughout this region the lignite is exposed in seams sometimes very small, and again very large, in thousands of places.</p> <p>In a great many cases the lignite beds are wholly covered and concealed by glacial drift.</p> <p>These seams vary from an inch to forty feet in thickness, seams of from six to ten feet thick being very common, and those from twelve to fifteen feet being frequently found.</p> <p>North Dakota lignites contain, according to analysis made by the North Dakota State Geological Survey, from 50 to 52 per cent of fixed carbon. Based upon fixed carbon alone, a ton of lignite is worth for heating purposes, nearly 75 per cent of a ton of Pennsylvania bituminous coal, and the lignite is the equal of the bituminous coals of Kansas, Missouri and Iowa.</p> <p>This locality has the most fuel of any in North Dakota. Lignite coal veins varying from 6 to 20 feet in thickness crop out in several places; probably nearly the whole slope is underlaid with lignite. Several extensive mines are opened. The Missouri bottoms are mostly covered with a fringe of timber varying from one-half to 2 miles in width. This timber, consisting of cottonwood, willow, elm and box elder, has given the farms abundant supply for fence posts and other purposes.</p> <p>Mercer county on the west of the Missouri River, partakes to considerable extent of the desirable characteristics of the Slope portion of McLean County. It has been away out of reach by railways, but the steamboats now running regularly to Mannshaven and Expansion puts all the best part of Mercer County in reach of good shipping facilities.</p>	
440	Arnold	117
448	Baldwin	109
457	Wilton	100
476	Washburn	82
488	Underwood	69
496	Coleharbor	62
509	Garrison	50
522	Max	35
533	Douglas	24
542	Ryder	15
558	Plaza	
570	Drake	

The
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PROSPERITY ALONG THE WHEAT LINE

THE WHEATLINE

MINNESOTA AND NORTH DAKOTA

VIA THIEF RIVER FALLS, MINN.

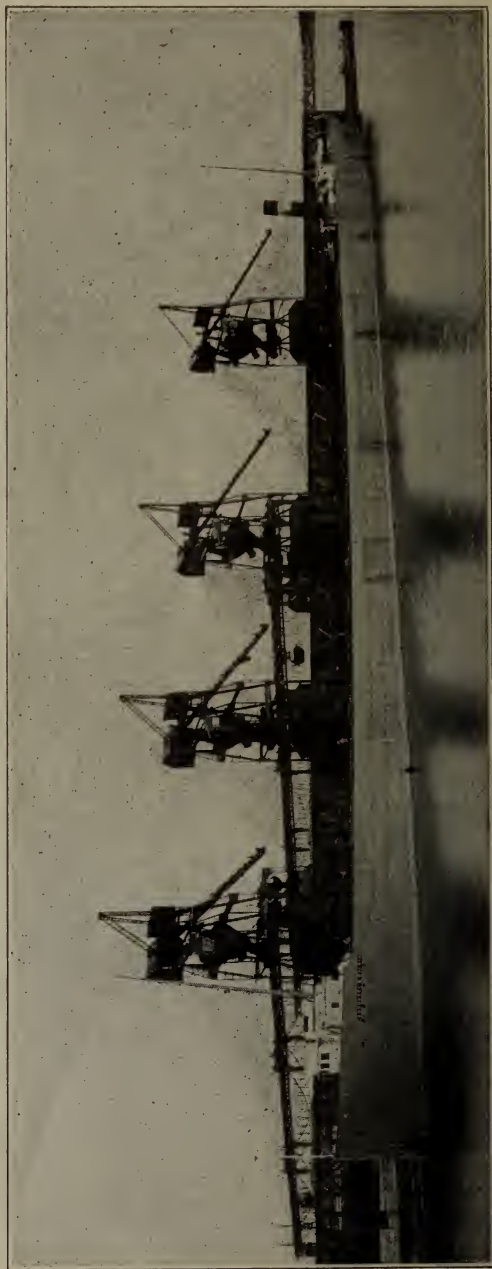
SOO-PACIFIC TRUE SCENIC ROUTE.

West Bound Miles from St. Paul	STATIONS	East Bound Miles from Kenmar
0	St. Paul	617
10	Minneapolis	607
317	Thief River Falls, Minn.—Leaving the Winnipeg Line,	300
330	Viking	286
340	Radium	276
348	Warren	268
358	Alvarado	258
365	Oslo, Minn.	251
	exceptional facilities for business of all kinds. The soil is rich and of wide diversity, all of which can be used to advantage for agriculture. Stock is generally raised, the majority for dairy purposes, which is becoming more profitable every year. Crossing the	
375	Ardock, N. D.	242
380	Forest River	236
390	Conway	226
399	Medford	217
409	Lankin	207
	Forest River is crossed near the station of that name, and again at Medford, where the railway turns to the northwest to Adams, important as a railway division point and likely to become a good business centre.	
	Still proceeding northwest, the	
419	Adams	197
428	Fairdale	188
437	Nekoma	179
445	Loma	171
453	Alsen	163
464	Calio	153
471	Egeland	145
	From Edgeland a branch line has been constructed 21 miles northerly to Armourdale, which further develops this valuable section.	
484	Bisbee	132
495	Mylo	121
506	Rollette	110
520	Overly	96
	Mountain section.	
	Overly is an important railway division point. Rolette county, while containing but 900-odd square miles, has splendid soil and heavy crops have been grown for many years.	
	These new townsites have been opened for sale but two years and already the growth has been simply marvelous, and a number are already getting ready to make application for incorporation. Bottineau, which only a few years ago was unsettled,	
530	Omemee	86
537	Gardena	80
547	Kramer	70
556	Russell	61
563	Eckman	54
570	Hurd	47
	about 60 miles, through a splendid section, and thence into Ward county. This new line crosses the	
577	Lansford	39
588	Grano	30
602	Tolley	15
617	Kenmare	
	towns all along the line. At Kenmare joins the main line southeast to Minneapolis and St. Paul, and north and west through to Pacific Coast.	

Twin Cities Brooten-Duluth-Superior Line

New Line, now nearing completion, through a wonderful
Country.

East Bound Miles from inn p's	STATIONS	West Bound Miles from Duluth
	The new branch of the Soo Line now nearing completion runs from Brooten, Minn. to Duluth, Minn. and Superior, Wis. passing through the Counties of Stearns, Morrison, Mille Lacs, Aitken, Pine and Carlton, Minnesota and Douglas County, Wisconsin. Leaving the Twin Cities; St. Paul and Minneapolis, the route is over the Soo-Pacific line to Brooten, thence in a direct northeasterly direction to the head of the great lakes. The new line passes through some of the best farming and dairy country in the	
0	St. Paul	295
10	Minneapolis—	285
37	Rockford	258
47	Buffalo	248
55	Maple Lake	240
61	Annandale	234
83	Eden Valley—	212
	be found a varied county. Stearns County was originally a hardwood timber county, but is now to a large extent under cultivation, the greater part of the county having been settled for years by a thrifty class of Germans and their descendents. Morrison County follows and is well timbered while the land is gently rolling, there being no bluffs or large hills. The part of Mille County the line passes through in one of the most beautiful localities in the State. In ages past, its gentle hills, quiet vales, stately inlets, sandy beaches and shady groves and the most magnificent Mille Lacs Lake, the second largest in the State, offered every attraction to the	
92	Paynesville	203
108	Belgrade	187
114	Brooten	181
125	Elrosa	170
130	New Munich—	165
	Indians, and it now does the same to the White race. Mille Lacs Lake is regular in slope, 17 miles long by 15 miles in width. There are several Islands within its borders, all of them fine places for summer homes. The fishing is unsurpassed, bass, pike, pickeral, etc. and better than these the muskalonge is here in large numbers. The Lake was first visited in 1658 by two French Voyagers who wintered there, later in 1680 Father Hennepin who was taken prisoner by the Indians and held in captivity for some time on a rocky island in the great lake. The island still bears his name. The lake is navigated by several steamers which make regular trips to the different towns located on its bank.	
139	Albany	156
147	Holdingsford	148
154	Bowlus	141
164	Vawter	131
171	Pierz—	124
	The Counties of Carlton, Aitken, Pine and Douglas are very similar in their relation to general farming. They are all well wooded and being so closely connected to Superior and Duluth mixed farming and dairying is especially profitable.	
183	Hillman	112
195	Onamia	100
203	Wahkon	92
210	Redtop	85
217	McGrath	78
225	Solana—	70
236	Denham	59
248	Moose Lake	47
257	Nemadji	38
264	Blackhoof	31
292	Superior	3
295	Duluth—	0



A GREAT STEAMER LOADING IN THE DULUTH-SUPERIOR HARBOR

Twin Cities to Montreal, Boston and the East

The only Through Car Route

East Bound	STATIONS	West Bound
Miles from Min'p'ls		Miles from New Y'k
0	Minneapolis	1525
10	St. Paul—	1515
	<p>The through car route to the east is growing more popular year by year. The advantages to be obtained by not having to transfer while enroute are greatly appreciated especially by ladies traveling alone.</p> <p>The route is through many interesting cities and a magnificent country is travelled for the greater part of the distance. After a night ride in a splendid sleeper the far famed "Soo's" are reached in the morning. The St. Mary's River divides the City in-</p>	
49	Osceola	1476
102	Cameron	1423
177	Prentice	1348
223	Rhinelander	1302
349	Gladstone	1176
393	Manistique	1132
500	Sault Ste. Marie	1025
	<p>to two parts; Sault Ste. Marie, Mich. and Sault Ste. Marie, Ont. There are many features of interest in and about the Cities, the one nearest at hand being the wonderful Soo; Locks, through which all the shipping of the Great Lakes passes enroute between Lakes Huron and Superior. During the season of navigation there is scarcely a moment day or night when the locks are not in use and many a interesting hour can be spent watching the various kinds of boats from the dingy old tramp steamer of yesterday, to the great 600 footers of today.</p> <p>Leaving the Canadian Soo, after passing over the great international bridge, the way is along the north shore of the Georgian Bay to Sudbury, the junction of the new line of the C P. Ry. to Toronto, Ontario. Ottawa is the next city of note reached by this route. Here are located the Parliament Buildings of the Dominion of Canada. Ottawa has many beautiful parks and public buildings, many of them famous. The city is a delightful one in which to summer. Montreal is reached the morning of the second day.</p> <p>This city is the greatest in Canada. Many beautiful buildings and wonderful Cathedrals charm the visitor. The City boasts several colleges of note and in educational matters Montreal takes a leading place. Quebec is but a few hours from Montreal and a side trip to this quaint old city is time well spent. The ride is a daylight one from Montreal both to Boston and New York City. Boston is reached in the evening of the second day.</p>	
592	Algoma	933
686	Sudbury	839
766	North Bay	759
940	Renfrew	585
1009	Ottawa	516
1129	Montreal	396
	<p>Mighty as is her commerce and great as is her importance in the business world, still Boston will always be remembered throughout America as the birth place of American Liberty. Famous old buildings which took part in the making of the nation still stand and are kept in repair by the City. Boston parks, churches and beautiful suburbs are well worth a prolonged visit. New York is also reached from Montreal the evening of the second day. New York needs no description. She is so well known by everyone that words are useless. Enough to say her parks, wonderful skyscrapers, marvelous theatres, great boulevards are all worth visits, and no tourist can afford to miss them.</p>	
1238	Newport	287
1303	Wells River	222
1379	Concord	128
1415	Manchester	110
1432	Nashua	93
1471	Boston	54
1525	New York	0

Twin Cities

Via the Comfortable Route

T O

Milwaukee, Chicago and the East

East Bound Miles from Minn'p's	STATIONS	West Bound Miles from Chicago
0	Minneapolis	476
10	St. Paul—	465
	<p>The Chicago Line of the Soo Line has many things to commend it to the traveller to Chicago, Milwaukee or to any of the many beautiful summering places to be found east of the Twin Cities along the line. The way is through the beautiful Minnesota Country to the Wisconsin Line, where the St. Croix River is spanned by a mighty bridge. Through Wisconsin the line run through an agricultural county that is fast becoming known as some of the best farming lands in the entire western county. The heavy timber</p>	
50	New Richmond	426
116	Chippewa Falls	360
127	Eau Claire	371
170	Abbotsford	306
192	Marshfield	284
224	Stevens Point	252
	<p>ways prospers. There are thousands of beautiful lakes along the right of way through the entire state, and many are well known as ideal summering places because of the fine summer homes, and well appointed summer hotels which are built along their shores. The clear crystal waters of these lakes are wonderfully stocked with game fish of all descriptions, the large and small mouthed black bass however being the most popular with the average sportman, although the</p>	
252	Waupaca	223
287	Neenah	189
299	Oshkosh	177
317	Fond du Lac	159
	Milwaukee	
375	Waukesha	100
	<p>mighty muskalonge, which often grows to a weight of over forty pounds is also a prime favorite. Waupaca, Wis. is one of the most noted of the vacation spots within easy reach of either Chicago, Milwaukee or the Twin Cities. The lakes at Waupaca are over twenty in number and form a chain of several miles in length. The irregular shores with their hard sandy beaches tempt the lover of bathing while the launch or canoe owner finds the place ideal for cruising. There are many other beauty spots including Stevens Point, Fremont, Fond du Lac, Oshkosh, Cedar Lake, etc. Waukesha, Wis. is famous for its wonderful water, which is shipped all over the country. Waukesha is a city of beautiful drives and handsome residences and the hotel accommodations are of a high order. There are several lakes nearby and the Fox River flows near the City. Resthaven, at Waukesha opens for business July 15, 09. This model fire proof structure is</p>	
387	Mukwonago	89
400	Burlington	75
411	Silver Lake	64
413	Camp Lake	62
422	Lake Villa	54
476	Chicago	0
	<p>built upon an elevation which commands a splendid view of the entire surrounding country. A competent staff of medical specialists representing the best talent in Milwaukee and Chicago will be available. The line to Milwaukee branches off from the main line at Rugby Junction but through sleepers are operated daily between Milwaukee and the Twin Cities. Chicago, the second city in size and importance in the United States is reached in the morning after a fast, comfortable, enjoyable run on a perfect train.</p>	

CHICAGO-MILWAUKEE

TO

ASHLAND-SUPERIOR and DULUTH

A new highway to the great Lake Superior Cities

SOO-PACIFIC TRUE SCENIC ROUTE.

North Bound	STATIONS	South Bound
Miles from Chicago		Miles from Duluth
0	Chicago — The new line to Duluth and Superior has just received its last steel and in a few weeks passengers will be whirled along as perfect a roadbed as is to be found in all the great State of Wisconsin.	474
26	Des Plaines — The towns which are springing up along the line are prospering from the start and it will be but a few years until many of them will rival some of the old established towns farther to the south and east. This is not a matter of guess work, the character of the country is the guarantee of this statement. Eastern manufacturers are moving to, or establishing branch factories in Wisconsin and giving an added impetus to commercial life. The nearness of the forests to market have made possible the many new mills; paper and pulp mills, charcoal retorts, tanneries and plants manufacturing veneer, hoops, stoves, doors and blinds. Fifty years ago a large part of all the so-called middle states offered large opportunities to the newcomer and settlement progressed rapidly westward. Today many lands in Middle States which were originally purchased from the government at \$1.25 per acre are selling easily at \$100.00 per acre. Today in Northern Wisconsin along the new Duluth-Superior Line there is an opportunity to obtain at a low price farm lands that equal in productiveness any lands ever found in all the Great Northwest. The lakes in the territory are numerous. Beautiful cold spring fed lakes with shores bordered by hardwood and pine trees of all varieties. It is a veritable sportman's paradise. All of the best game fish are easily found in abundance and in the hundreds of trout streams on every hand are millions of speckled trout. Deer are plentiful as are also most of the game birds. The new line means much to the Cities at the head of the Lakes. Duluth and Superior situated as they are—"Where Rails and Water Meet," are great commercial and social centers, great today, but greater tomorrow. Their busy retail streets, their substantial docks, elevators, mills, factories and warehouses denote prosperity; their handsome public buildings and homes indicate progressiveness, good taste and refinement. The area of Duluth is 63 square miles; of Superior 42 square miles. Duluth has eleven parks comprising 336 acres, Superior has eight parks comprising 1,053 acres and both cities are taking great pride in maintaining their park systems. The Duluth-Superior harbor has received and shipped freight in one season to the enormous amount of 34,786,705 tons, worth \$287,529,690.	448
75	Burlington	349
100	Waukesha	374
159	Fond du Lac	315
177	Oshkosh	297
306	Abbotsford —	168
337	Gilman	137
344	Donald	130
363	Ladysmith	111
373	Murry	101
380	Weirgor	94
399	Stone Lake —	75
412	Stanbery	62
421	Chittamo	53
430	Gordon	44
438	Solon Springs	36
471	Superior	3
474	Duluth —	0



A WISCONSIN FARM IN THE NEW COUNTRY

SOO-PACIFIC HOTELS.

Winnipeg Hotel, Winnipeg, Man.

A new hotel constructed in Winnipeg by the Soo-Pacific Railway Company at a cost of nearly \$2,000,000, with 300 rooms. It is thoroughly modern, fireproof, and furnished in a manner which is up to date in every particular. European plan.

Banff Hotel, Banff, Alba.

In the Canadian National Park, on the eastern slope of the Rocky Mountains, is placed on a high mountain promontory, 4,500 feet above the sea level, at the confluence of the Bow and Spray Rivers, and is a large and handsome structure, with all the conveniences that modern ingenuity can suggest, and costing over a quarter of a million dollars. Open from May 15th to October.

Rates, \$3.50 per day and upwards, according to the rooms. Special rates by the week or month will be given on application.

The Lake Louise Chalet, Laggan, Alba.

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two-and-a-half miles distant from the station at Laggan, from which there is a good carriage drive, and forms a convenient base from which to explore the Lakes in the Clouds. Open from June 10th to October. Rates \$3.50 per day and up.

Mount Stephen House—Field, B. C.

is a pretty chalet-like hotel, fifty miles west of Banff, in Kicking Horse Canon, at the base of Mount Stephen—the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful. The newly discovered Yoho Valley is reached from Field.

The rates are \$3.50 per day and upwards, with special arrangements for parties stopping a week or longer.

Emerald Lake Chalet—Field, B. C.

is a Swiss Chalet situated on margin of Emerald Lake, near Field, and affords splendid accommodation for those wishing to remain at the Lake, or who intend visiting the famous Yoho Valley, to which excellent trails lead from this point.

The rates are from \$3.50 per day upwards. Special rates to those making prolonged visits.

Glacier House—Glacier, B. C.

is situated in the heart of the Selkirks, within thirty minutes walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains.

The rates are three fifty per day and upwards, with special arrangements for parties stopping a week or longer.

Hotel Revelstoke—Revelstoke, B. C.

the gateway to the West Kootenay Gold fields. This fine new structure, picturesquely located in the basin between the Selkirk and Gold Ranges, is handsomely appointed and complete in all details found in leading modern hotels.

Rates, three dollars per day and upwards.

Hotel Sicamous—Sicamous, B. C.

a fine new structure, built on the shores of the Shuswap Lakes, where the Okanagan branch leads south to the Okanagan Valley and the contiguous country. The hotel is handsomely furnished and has all modern appointments and conveniences.

Rates three dollars per day and upwards, with reductions to those stopping a week or longer.

Hotel Vancouver—Vancouver, B. C.

the Pacific Coast terminus of the Railway, is a magnificent hotel designed to accommodate the large commercial business of the city, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or longer.

Regular rates, \$4.00 per day and upwards, with special terms for prolonged visits.

Empress Hotel, Victoria, B. C.

In Victoria the Soo-Pacific Railway Company has just finished a magnificent hotel, which is superior to anything on the Pacific Coast. Features are wide and spacious lobbies, beautifully decorated parlors and dining rooms, finely furnished rooms en suite, and every modern convenience that will serve to make the stay of the traveler pleasant and restful.

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