

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancou'r
1310	LEAVE f5.53	Deception	Its waters break through a narrow rocky rim at Rat Portage and Kee-watin and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water-power for a number of large saw-mills at both places. At <i>Kee-watin</i> (pop. 1400) is a mammoth flouring mill built of granite quar-	LEAVE f22.28	1596
1314	6.08	Kalmar		22.12	1592
1322	f6.27	Ingolf		f21.47	1584
1333	6.50	Telford		21.20	1573
1343	7.13	Rennie		20.55	1563
1353	f7.35	Darwin		f20.30	1553
1363	7.57	Whitemouth		20.07	1543
1369	f8.10	Shelly		19.55	1537
1379	8.31	Monmouth		19.31	1527
1388	8.50	Beausejour		19.12	1518
1395	9.03	Tyndall		18.56	1511
1403	9.21	Selkirk	18.40	1503	
1409	f9.34	Gonor	18.23	1497	
1416	9.48	Bird's Hill	18.07	1490	
1424	THIRD DAY	ried on the spot. At <i>Whitemouth</i> , saw-mills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward, following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge, and <i>Winnipeg</i> is reached.	Daily except Thursday	1482	
	Daily except Wednesday				
	14.20	Winnipeg —Alt. 700 ft. (Pop. 29,000.) Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been for many years the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of the track, between Winnipeg and the Rocky Mountains. Ample time is given on all west-bound trains to enable passengers to visit the Land Offices of the Company, which are conveniently located in the Depot, and obtain sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road. These are supplied to those who			17.45 At 16.30
	Daily	Daily			
	DIN- NER on the Dining Car				
	Daily			SUP- PER on the Dining Car	
	C. P. R. Land Offices			Visit C. P. R. Land Offices	

Refreshment Station

/ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancou'r
	LEAVE			LEAVE	
	Railway connections	desire them free of cost. Agents at all points along the line can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C. P. R. has two branches leading southward on either side of the Red River to Emerson and Gretna on the U. S. boundary, connecting at the latter point with the daily train service of the Great Northern Railway for St. Paul, Minneapolis, Chicago, etc. Two branch lines of the C. P. R. go S. W. to NESBITT and DELORAINE in southern Manitoba, 131 and 202 miles distant respectively; and two other branches run N. and N. W., one to the old town of SELKIRK and the other to Stony Mountain and STONEWALL. The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest.		FOURTH DAY	
	WINNIPEG NOON 14.20			ARRIVE at WINNIPEG 16.30	
1431	f14.57	Bergen	Though the country here is apparently as level as a billiard-table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. A belt of almost unoccupied land surrounds Winnipeg as far as <i>Poplar Point</i> , due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles.	f16.12	1475
1439	15.00	Rosser		15.56	1467
1446	f15.13	Meadows		f15.42	1460
1453	15.30	Marquette		15.30	1453
1459	15.45	Reaburn		15.14	1447
1464	15.59	Poplar Point		15.01	1442
1473	16.20	High Bluff		14.42	1433
	LEAVE	Portage la Prairie —Alt. 800 ft. Pop. 4,200. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.		14.14	1426
	M. & N. W. Ry.			M. & N. W. Ry.	
1486	17.10	Burnside	Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with	13.55	1420
1502	17.44	McGregor		13.21	1404
1509	18.00	Austin		13.05	1397
1517	18.25	Sidney		12.46	1389
1522	f18.39	Melbourne		f12.34	1384
1530	18.56	Carberry		12.17	1376
1538	19.17	Sewell		11.57	1368
1546	19.34	Douglas		11.43	1360
1551	19.47	Chater		11.30	1355

/ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
		now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is particularly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge, and <i>Brandon</i> is reached.	CENTRAL TIME (Brandon to Port Arthur)	
1557	Ar 20.05 Lv 19.30	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and a distributing market for an extensive and well-settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only seven years old, has well-made streets and many substantial buildings. A railway is being built northwestward towards the Saskatchewan country, and a branch line of the Canadian Pacific Railway runs southward for about 123 miles to Souris, Hartney and Oxbow. The standard time changes here to "Mountain"—one hour slower.	11.15	1349
			A great wheat market	
1565	19.51	Kemnay	9.37	1341
1573	20.11	Alexander	9.17	1333
1581	20.33	Griswold	8.53	1325
1589	20.50	Oak Lake	8.34	1317
1597	f21.08	Routledge	f8.12	1309
1604	21.27	Virden	7.53	1302
1612	f21.50	Hargrave	f7.32	1294
1621	22.30	Elkhorn	7.10	1285
1635	23.07	Fleming	6.20	1271
1643	23.27	Moosomin	6.00	1263
1650	f23.45	Red Jacket	f5.40	1256
1659	24.05	Wapella	5.19	1247
1667	f24.25	Burrows	f5.00	1239
1673	24.43	Whitewood	4.43	1233
	f1.00	Perceval	f4.26	1226
		within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the Province of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that province, is the station for PORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> , the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general	Ap-pro'ching Manitoba	

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
1688	MIDN'T 1.30	level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.		
		Broadview —Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	4.05	1218
1696	f1.50	Oakshela	f3.36	1210
1704	2.09	Grenfell	3.19	1202
1711	f2.28	Summerberry	3.03	1195
1719	2.45	Wolseley	2.45	1187
1728	f3.05	Sintaluta	f2.19	1178
1738	3.27	Indian Head	1.48	1168
		at the north. Here again, for a considerable distance, speculators holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. <i>Grenfell</i> and <i>Wolseley</i> have already become important local markets. A little beyond <i>Sintaluta</i> the celebrated Bell Farm, embracing 100 square miles, is entered; and from <i>Indian Head</i> , near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. The work is done with an almost military organization, "ploughing by brigades and reaping by divisions."		
			The Bell Farm	
1748	3.56	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.21	1158
			Qu'Appelle Valley	
1756	f4.22	McLean	f24.55	1150
1765	4.45	Balgonie	24.26	1141
1772	f5.02	Pilot Butte	f24.02	1134
		wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain		

f Refreshment Station

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Miles From Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vanco'r
	LEAVE		LEAVE	
	The Regina plain	extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station, is the first, or more easterly farm of the Canadian Agricultural Company; a farm chiefly devoted to grain growing, and which produced 40,000 bushels in 1891. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	The Regina plain	
81	5.23	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon and continuing up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This opens up a new and fertile territory, known as the park country and although only opened last season, already large numbers of settlers are flocking in. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further on the same side are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally.	MIDN'T 23.36	1125
	Capital of N. W. Terr's		Capital of N. W. Terr's	
	M't'd Police			
1791	5.48	Grand Coulee	f23.12	1115
1798	6.07	Pense	22.56	1108
1806	f6.27	Belle Plaine	f22.37	1100
1814	f6.50	Pasqua	f22.16	1092
1822	7.25	Moosejaw —Alt. 1,725 ft. Pop. 600. A railway divisional point, and a busy market town near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	21.55	1084
1830	f7.45	Boharm	f21.17	1076
1839	f8.02	Caron	f20.57	1067
1846	f8.22	Mortlach	20.35	1060

v Refreshment Station

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Miles From Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train.	Miles from Vanco'r
	LEAVE		LEAVE	
1857	8.42	Parkbeg	20.11	1049
1867	f9.16	Secretan	f19.45	1039
1876	9.38	Chaplin	19.22	1030
1885	f10.15	Ernfold	f18.55	1021
1896	10.28	Morse	f18.32	1010
1905	f10.49	Herbert	f18.10	1001
1913	11.08	Rush Lake	17.45	993
1921	f11.28	Waldeck	f17.25	985
1929	f11.47	Aikins	f17.04	977
	The Buffalo plains	lin. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails, and scarred and pitted by their "wallows." Antelope may now be frequently seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush Lake</i> , a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> , on the north side of the line, is the second of the Canadian Agricultural Company's farms. There are a number of these in various districts aggregating about 105,000 acres. The Company have imported a number of thoroughbred stock. Each of them contains an area of 10,000 acres, and it is the intention ultimately to have 4,000 acres under cultivation at each point.	The Buffalo plains	
	Game & wild fowl		Wild Fowl	
	Can. Agri- cultural Co.'s Farms		Can. Agri- cultural Co.'s Farms	
1935	12.10	Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. At <i>Swift Current</i> is the principal sheep farm of the Canadian Agricultural Company, from which during the past year a large crop of wool was shipped. The well appointed farm buildings, including a large Creamery, can be seen on the hills immediately south of the station. Close to them the Government have erected a meteorological observing station.	16.50	971
1944	f12.31	Leven	f16.12	962
1953	12.52	Goose Lake	15.48	953
1963	f13.15	Antelope	f15.25	943
1970	13.33	Gull Lake	15.07	936
1979	f13.52	Cypress	f14.45	927
1989	14.20	Sidewood	14.20	917
2000	14.45	Crane Lake	f13.50	906
2010	15.10	Colley	13.17	896
		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		

Refreshment Station

f Flag Station

Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancor
2021	LEAVE 15.35	Maple Creek	3,800 feet, and in many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Agricultural Company. This farm is entirely applied to stock raising and is the headquarters of the cattle outfit. There is another farm at Gull Lake and at Kin-corth. The Railway Company have an experimental farm at Forres. The satisfactory results obtained from working this and similar farms established by the Company at various points on the line, proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle. Valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.	LEAVE 12.45	885
2030	15.55			Kincorth	f12.20 NOON
		Stock Rais'g		Stock Rais'rs Profits	
2040	16.19	Forres	Lakes and ponds, some fresh, some alkaline, occur at intervals to <i>Maple Creek</i> . At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres</i> to <i>Dunmore</i> , rocks of the cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At <i>Dunmore</i> , the Canadian Agricultural Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. At <i>Dunmore</i> the line of the Alberta Railway and Coal Company leads off westerly 110 miles to LETHBRIDGE, the chief source of the present coal supply for the country east to and beyond Winnipeg. Lethbridge is an important town near the centre of the McLeod ranching district, and a railway has recently been built south to the International	A. M. 11.55	866
2052	16.51	Walsh		11.27	854
2062	17.19	Irvine		10.56	844
2077	17.56	Dunmore		10.19	829
		Coal Mines		Coal Mines	
Br'nch Line to Leth-bridge and Fort Mac-Leod					

fFlag Station

Miles from Mont'1	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train.	Miles from Vancou'r	
	LEAVE	boundary line and thence on to Great Falls, Mont. From Dunmore the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.			LEAVE	
2084	18.45	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1000. A railway divisional point, with repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 30 minutes.			10.00	822
	Coal					
2092	19.02	Stair	Beyond the river the railway rises to the high prairie-plateau, which extends, gradually rising, to the base of the mountains.	9.12	814	
2099	f19.20	Bowell	At <i>Stair</i> the railway crosses the first of the Canadian Agricultural Company's farms west of the Saskatchewan. There is a strong up-grade to <i>Bowell</i> , then a rapid descent to	f8.54	817	
2111	f19.50	Suffield		8.27	795	
2119	20.11	Langevin		8.07	787	
2128	f20.33	Kininvie		f7.46	788	
2137	20.56	Tilley		7.25	769	
2148	f21.20	Bantry		f7.03	758	
2157	21.45	Cassils		6.40	749	
2165	f22.04	Southesk		f6.22	741	
2174	22.26	Lathom		6.00	732	
2182	f22.46	Bassano		f5.43	724	
2190	23.07	Crowfoot		5.23	716	
2201	f23.33	Cluny		5.00	705	
		<i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Agricultural Company.				
	MIDN'T					
2209	24.05	Gleichen		4.40	697	
2218	f24.26	Namaka		f4.09	688	
2225	24.43	Strathmore		3.52	681	
2233	f1.03	Cheadle		f3.32	673	
2244	1.26	Langdon		3.09	662	
2254	1.51	Shepard		2.44	652	
	First sight of the Rockies				Nat'l Gas	

f Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc ^o r
	LEAVE		LEAVE	
		The Company has a large herd of grade and pedigree Hereford cattle, and some heavy brood mares, besides other stock. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foothills are reached.	Last glim's' of the Rockies	
2264	2.30	Calgary —Alt. 3,388 ft. Pop. 4,500. The most important as well as the handsomest town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary a branch line is now running north to Edmonton on the Saskatchewan, thus throwing open a new and vast country which is already attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	2.20	642
	Calgary's advantages		Importance of Calgary	
2273	2.56	Keith —Alt. 3,525 ft.	1.44	633
2287	3.35	Cochrane —Alt. 3,700 ft.	1.07	619
2290	f 3.43	Mitford	f 1.00	616
2297	4.05	Radnor —Alt. 3,800 f.	24.40	609
2306	4.28	Morley —Alt. 4,000 f.	24.17	600
	The ranch's of the foothills	By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches are passed in rapid succession,—great herds of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines appear along the valley. After leaving <i>Cochrane</i> , and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change into broken ravines, "and lo! through an opening in the mist, made rosy with early sunlight, "we see, far away up in the sky, its "delicate pearly tip clear against the "blue, a single snow-peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary		

f Flag Station

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc ^o r
	LEAVE		LEAVE	
2318	5.04	“peak that seems on its way to heaven; “but, as we look, gauzy mist passes “over, and it has vanished.” (<i>Lady Macdonald.</i>)	23.45	588
2326	5.25	Kananaskis —Alt. 4,100 ft. Approaching The Gap —Alt. 4,200 ft. Kananaskis the mount-	23.27	580
	Kananaskis Falls	ains 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. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive, snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts 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	Kananaskis Falls	
	Entrance to the Rockies		Exit from the mountains thro' Bow River Gap	
	The Three Sisters			
	Geology of the mountains		Peculiarities of mountain scenery	