

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Game	Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.	Game	
	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 Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain slope, and farther to the left, and high above the long snow-shed, the summit range, near Rogers' Pass, is yet visible, with Sir Donald overlooking all.	Climbing the Loops	
2490	14.50	<b>Ross Peak</b> —Alt. 3,600 ft.	NOON	
2499	15.20	<b>Illicilliwaet</b> —Alt. 3,593 ft. The Illicilliwaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicilliwaet</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	12.18 11.48	416 407
	Silver mines		Game lumber and silver mines	
2505	15.47	<b>Albert Canyon</b> —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to	11.21	401
	Canyons of the Illicilliwaet		Gorge of the Illicilliwaet	
	Train stops		Train stops	
f Flag Station				

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
2515	16.17	<b>Twin Butte</b> —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right, and reaches Revelstoke.	10.51	391
	Base of the Selkirks		Entering the Selkirks	
2527	17.02	<b>Revelstoke</b> —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft. It is navigable southward to the International boundary, 200 miles distant, and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking the steamer from here down the Columbia River and Arrow Lakes to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia and Kootenay Railway runs to Nelson and all Kootenay Lake points, where another steamboat can be taken for a visit to the numerous gold, silver, and copper mines, or to enjoy the magnificent lake and mountain scenery which this locality affords. From Robson a steamer also runs to the Little Dalles of the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie, —imposing and glacier-studded.	10.16	379
	Observation car attached here.			
	The Columbia			
	Side-trip		Side-trip on the Columbia	
	Gold range			
f Flag Station				



Miles from Mont <sup>l</sup>	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc <sup>o</sup>
	LEAVE		LEAVE	
2536	f17.32	<b>Clanwilliam</b> —Alt. 1,996 ft.		
2544	17.54	<b>Griffin Lake</b> —Alt. 1,900 ft.	f9.36	370
2555	f18.25	<b>Craigellachie</b> —Alt. 1,450 ft.	9.11	362
			f8.40	351
	In the Eagle Pass	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 point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants all of them. Saw-mills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.	The ascent of the Eagle Pass	
	The last spike		Lovely lakes	
			Base of the gold range	
2571	19.00	<b>Sicamous</b> —Alt. 1,300 ft.	7.57	335
2590	19.48	<b>Salmon Arm</b>	7.07	316
2597	f20.05	<b>Tappen Siding</b>	f6.50	309
		On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trolling for trout. The <i>London Times</i> has well described this part of the line:—"The Eagle River leads us down to the Great Shuswap Lake, so named from the Indian tribe that lived on its banks, and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long dis-	Great Shuswap Lake and its sports	
	Game and fish			
	The Shuswap lakes		View from North Hill	

*f* Flag Station

Miles from Mount'	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Sicamous and Okanagan	<p>"tance along the southern shores of the "lake, running entirely around the "end of the Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river around Okanagan Lake, where there is a large settlement; steamers ascend the river thirty miles, and the Shuswap &amp; Okanagan Ry. is now open to Okanagan Landing, from whence steamers ply to Penticton and to Okanagan Mission, thirty-five miles south of Okanagan. "For fifty miles the "line winds in and out the bending "shores, while geese and ducks fly over "the waters, and light and shadow play "upon the opposite banks. This lake, "with its bordering slopes, gives a fine "reminder of Scottish scenery. The "railway in getting around it leads at "different, and many, times towards "every one of the thirty-two points of "the compass. Leaving the Salmon "arm of the lake rather than go a "circuitous course around the moun- "tains to reach the southwestern arm, "the line strikes through the forest "over the top of the intervening ridge "[<i>Notch Hill</i>]. We come out at some</p>	Little Shuswap Lake	
2607	f20.42	<b>Notch Hill</b> —Alt. 1,708 ft.	f6.26	209
2622	21.32	<b>Shuswap</b>	5.36	284
2638	22.10	<b>Ducks</b>	4.58	268
	Ranches of the Thompson Valley	<p>"get a magnificent view across the lake, "its winding shores on both sides of the "long and narrow sheet of water "stretching far on either hand, with "high mountain ridges for the opposite "background. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the "lake, which has narrowed into the "[south branch of the] Thompson "River. Then the valley broadens, "and the eye that has been so accus- "tomed to rocks and roughness and the "uninhabited desolation of the moun- "tains is gladdened by the sight of grass, "fenced fields, growing crops, hay- "stacks, and good farmhouses on the "level surface, while herds of cattle, "sheep, and horses roam over the val- "ley and bordering hills in large num- "bers. This is a ranching country, "extending far into the mountain val- "leys west of the Gold Range on both "sides of the railway, and is one of the "garden spots of British Columbia. "The people are comparatively "old 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 their neat and "trim cottages, with the evidences of "thrift that are all around."</p>	Farms and cattle herds	
	Old-time settle-ments		Old-time settle-ments	

*f* Flag Station

### Refreshment Station



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanco'r
2655	LEAVE 23.00	<b>Kamloops</b> —Alt. 1,150 ft. Pop. 2,000. Divisional point, and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning a river confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw-mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the O'Kanagan and Nicola valleys, reached by stage-lines.	LEAVE 4.18	251
	The North Thom'-son		Forks of the Thom'-son	
	Indus-tries of the region		The 'bunch grass' country	
2664	f23.25	<b>Tranquille</b>	f3.43	242
2670	f23.43	<b>Cherry Creek</b>	f3.25	236
	Kam-loops Lake	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 20 miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's Ferry</i> the lake ends, the mountains draw near, and the series of Thompson River canyons is entered, leading westward to the Fraser through marvellous scenery. From here to Port Moody, the nearest point on Pacific tide-water, the railway was built by the Dominion government and transferred to the company in 1886. <i>Penny's</i> is an old-time ranching settle-	2.52	226
2680	MIDN'T 24.15	<b>Savona's Ferry</b>	f2.28	219
2687	f24.37	<b>Penny's</b>		
2702	1.34	<b>Ashcroft</b> —Alt. 1,075 ft.	1.34	204
2709	f2.04	<b>Cornwall's Rancho</b>	f1.04	197
2716	f2.31	<b>Spatsum</b>	f24.37	190
	Cariboo Dis-strict	being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the	MIDN'T	
			Ash-croft and the Cariboo trade	

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanco'r
	LEAVE	Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the	LEAVE	
2728	3.14	<b>Spence's Bridge</b>	23.49	178
2734	f3.46	<b>Drynoch</b> —Alt. 700 ft.	f23.32	172
	The Nicola River	Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path, as green as an emerald. Sometimes the banks are rounded, cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.	The Nicola River	
	Gro-tesque forms of rocks		Fan-tastic canyon scen'ry	
	Thomp-son Cany'n		Ascend-ing the Thomp-son River	
2750	4.56	<b>Lytton</b> —Alt. 675 ft.	22.12	156
2757	f5.25	<b>Cisco</b>	f21.43	149
2766	6.10	<b>Keefer's</b>	21.00	140
		in numbers, the canyon suddenly		

f Flag Station



Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE	LEAVE	
	Observation car attached	widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel, and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i> , where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.	Upper valley and crossing of the Fraser	
	The Cantilever bridge		Salmon and gold dust	
	The Cariboo road			
	Indians and Chinamen			
	BREAK-FAST		SUPPER	
2777	7.30	<b>North Bend</b> —Alt. 425 ft. A charming little hotel makes <i>North</i>	20.10	129
2792	7.15	<b>Spuzzum</b> <i>Bend</i> (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At <i>Boston Bar</i> , four miles below, the principal canyon of the Fraser commences, and from here to <i>Yale</i> , 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks, where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At <i>Spuzzum</i> the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to <i>Yale</i> . Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way.	18.56	114
	SIXTH DAY		Entrance to the Fraser canyon	
	The great canyon		Cariboo wagon road	

|| Refreshment Station

f Flag Station

Miles from Mount	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE	LEAVE	
		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 <i>Yale</i> .		
2803	8.45	<b>Yale</b> —Alt. 200 ft. <i>Yale</i> (pop. 1,200) is the head of navigation, and an out-	18.26	103
2817	9.15	<b>Hope</b> —Alt. 200 ft. fitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below <i>Yale</i> . Across the river from <i>Hope Station</i> is a village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen <i>Hope Peaks</i> , where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below <i>Hope</i> 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.	17.58	89
	Hope Peak		Hope and Yale	
	End of the canyons		Approaching the Cascade Mountains	
2824	9.35	<b>Ruby Creek</b> <i>Ruby Creek</i> is named from the	17.38	82
2835	9.55	<b>Agassiz</b> garnets found in the vicinity. <i>Agassiz</i> , overlooked by <i>Mt. Che-am</i> , is the station for <i>HARRISON SPRINGS</i> (hot sulphur), on <i>Harrison Lake</i> , five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific coast. A good hotel affords accommodations, and the country about is most interesting.	17.18	71
	Harrison Sp'ngs		Harrison Sp'ngs	
2844	10.15	<b>Harrison</b> Near <i>Harrison Station</i> the <i>Harrison River</i> is crossed,	16.58	62
2853	10.35	<b>Nicomen</b> just above its confluence with the <i>Fraser</i> . Until the opening of the <i>Fraser</i> route, in 1864, the only access to the northern interior of the province was by way of the <i>Harrison</i> valley. A few miles beyond <i>Nicomen</i> , <i>Mount Baker</i> comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level. From <i>Mission Junction</i> a branch line crosses the <i>Fraser River</i> and runs to the international boundary line, where rail connection is made with the <i>Bellingham Bay</i> and <i>British Columbia Rd.</i> for	16.38	53
	Mount Baker			

f Flag Station



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
2863	11.06	New Whatcom, Wash., thence to Seattle <i>via</i> Great Northern Railway and steamer Seattle to Tacoma, connecting at latter point with Northern Pacific Rd. for Portland, Ore. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. S. S. "Premier" makes regular trips from New Whatcom to Anacortes and Port Townsend (see condensed time tables on pages 62 and 63). Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	16.17	43
2872	11.26	<b>Mission Junc.</b>	15.47	34
2881	11.47	<b>Wharlock</b>	15.26	25
	NOON	<b>Hammond</b>		
	Big trees		Mount Baker	
2888	12.11	<b>New Westminster Junc.</b> Divergence of branch line to the important town of NEW WESTMINSTER (pop. 8,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	15.07	18
(2897)	(12.40)	<b>(New Westminster)</b>	(14.25)	(9)
	New Westminster		Fraser River	
2893	12.19	<b>Port Moody</b> <i>Port Moody</i> , at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears.	14.52	13
2902	12.38	<b>Hastings</b>	14.32	4
	Along Burrard Inlet		FIRST DAY	
	Daily			
	ARRIVE		2.20 PM	
2906	12.50	<b>Vancouver</b> —Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most	14.20	0
	NOON		LEAVE	

/ Flag Station

|| Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Five days and 18 hours from Montreal	rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electricity. An ample supply of pure water is being provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the 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 water at the west; the Olympics at the south-west; and Mt. Baker looming up at the southeast. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A new Clyde built steamer connects with Victoria daily except Mondays, when connection is made via New Westminster—a ferriage of five hours through a beautiful archipelago. Steamships for Yokohama and Hong Kong depart about every three weeks. (See page 64.)	Daily	
	Commercial advantages		Commercial advantages	
	From Vancouver to Yokohama, 4234; to Hong Kong, 5836; to San Francisco, 830.		Crossing the Gulf of Georgia	
	Re-source's		A. M. 2.00 LEAVE	84
2990	ARRIVE 18 00 6.00 PM	<b>Victoria</b> —Pop. 20,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate		
	Se'n'ry and sport			

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'
Victoria is 3250 miles, via C. P. R. from New York or Boston, and 5700 from Liverpool, via Montreal	SIXTH DAY  Beautiful surroundings  Steamship connections	is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well-appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends northeasterly 70 miles to the great coal mines at Nanaimo. Steamboats afford connections with Vancouver daily, except Mondays, when connection is made via New Westminster, and with Puget Sound ports daily, except Saturdays; and steamships depart about every five days for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 A.M. Passengers may occupy their state-rooms as early as they please	

Steamship Service on the Pacific Coast.

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday), on which day Victoria is reached via New Westminster; to Nanaimo daily, Sundays included, on arrival of Pacific Express.

From Victoria, steamers depart every week day for Puget Sound ports; every five days for San Francisco, and steamers from both Vancouver and Victoria, to Puget Sound, make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California. At San Francisco, connection is made with steamers for South American ports, Honolulu, New Zealand and Australia.