

Miles from Mont <sup>l</sup>	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco <sup>r</sup>
	LEAVE	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.	LEAVE	
2331	5.55	<b>Canmore</b> —Alt. 4,230 ft. Pop. 200. Railway divisional point. Here an Observation Car, specially designed to allow an unbroken view of the wonderful mountain scenery is attached to the train. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	23.15	575
	Grand- eur and beauty		The Three Sisters	
2339	f6.15	<b>Duthil</b> —Alt. 4,275 ft. "Here the pass	f22.46	567
2241	6.22	<b>Anthracite</b> —Alt. 4,350 f. "we are travel- "ling through "has narrowed suddenly to four miles, "and as mists float upwards and away, "we see great masses of scarred rock "rising on each side—ranges towering "one above the other. Very striking "and magnificent grows the prospect "as we penetrate into the mountains "at last, each curve of the line bring- "ing fresh vistas of endless peaks rol- "ling away before and around us, all "tinted rose, blush-pink and silver, as "the sun lights their snowy tips. Ev- "ery turn becomes a fresh mystery, for "some huge mountain seems to stand "right across our way, barring it for "miles, with a stern face frowning down "upon us; and yet a few minutes later "we find the giant has been encircled "and conquered, and soon lies far away "in another direction." ( <i>Lady Macdonald</i> .) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the	22.37	565
	Observation Car.		Cas- cade Mt.	
	Can- more		Beauty of scen- ery along the Bow	
	Beauty of the Pass		An- thra- cite coal	

f Flag Station

Miles from Mont <sup>l</sup>	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco <sup>r</sup>
	LEAVE	traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.	LEAVE	
2346	6.45 6.45 AM	<b>Banff</b> —Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N. E. and S. W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.—The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary	22.25 10.25 PM	560
	Rocky Moun- tain Park		Rocky Moun- tain Park	
	Cas- cade Moun- tain		Devil's Lake	
	Names of moun- tains seen at Banff station		Names of moun- tains visible from the station	
	Banff Hotel		Banff village	
	C. P. R. hotel		C. P. R. hotel	



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r
	LEAVE	size occur in Devil's-Head Lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE	
	Banff Hot Spr'gs		Banff Hot Spr'gs	
2352	7.00	<b>Cascade</b> —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	f22.05	554
	FIFTH DAY		Enter-ing Rocky Mt. Park	
	Pilot and Castle Mts.		21.40	548
			f21.22	536
2363	7.28	<b>Castle Mountain</b> —Alt. 4,570 ft.	Saw-back range	
2370	f7.47	<b>Eldon</b> —Alt. 4,720 ft. Station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at <i>Laggan</i> . On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite		
	Saw-back & Bow ranges		Pilot and Copper Mts.	
	f Flag Station			

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r
	LEAVE Vermillion Pass	the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	LEAVE	
	Mount Lefroy		Mount Lefroy	
2380	8.15	<b>Laggan</b> —Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a round dozen miles away. <i>Laggan</i> is the station for the Lakes in the clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes. Lake Louise, which is the first, is about three miles from the station by the carriage drive, but there is a shorter bridle path across the face of the mountain. On the margin of this beautiful lake there is a comfortable chalet where parties take luncheon, or, if any desire to stay over, where beds can be obtained. There is a bridle path to Mirror Lake, higher up the mountain, and the still further ascent to Lake Agnes, a short distance, is done on foot. Parties can leave Banff by the morning westbound train, spend the day at the lakes, and return to Banff in the evening by the eastbound transcontinental train.	21.00	526
	The first glacier		Des-cent of the Atlantic slope	
	Lakes in the Clouds		Lakes in the Clouds	
2387	f8.39	<b>Stephen</b> —Alt. 5,296 ft. The station at the summit of the Rocky Mts.,	f20.43	519
2389	8.50	<b>Hector</b> —Alt. 5,190 ft. like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Ry. Co. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse River, just beyond. The scenery is now sublime and almost	20.35	517
	Summit of the Rockies		Summit of the Rockies	
	f Flag Station			



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancoe'r
	LEAVE Sub-lime scenery	terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great white, glacier-bound peaks on either side. Looking ahead, the dark, angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley) and the spires of Cathedral Mt. still further to the left occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	LEAVE  In front of Mt. Stephen	
2397	10.00 Breakfast at the Mt. Stephen House	<b>Field</b> —Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping-place for tourists; excellent fly-fishing for trout in a pretty lake near by. Looking down the valley from the hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	19.50 LEAVE 19.20 ARRIVE Supper at the Mt. Stephen House	509
2404	f10.25	<b>Otter-tail</b> —Alt. 3,700 ft. Two miles beyond <i>Field</i> , very lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail River (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at <i>Stephen</i> , runs due south from here to <i>Leancoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast	f18.48 f18.27  Van Horne range  Beaverfoot and Otter-tail Mts.	502 496
2410	f10.43	<b>Leancoil</b> —Alt. 3,570 ft.		
	West-ern slope of the Kicking Horse Pass			

|| Refreshment Station

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vancoe'r
	LEAVE	as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.	LEAVE	
2418	11.08	<b>Palliser</b> —Alt. 3,250 ft. The canyon rapidly deepens, until, beyond <i>Palliser</i> , the mountain-sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundred-fold by the echoing walls, the passage of this terrible gorge will never be forgotten.	18.00	488
2431	11.53	<b>Golden</b> —Alt. 2,550 ft. The tram suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad basis and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on	17.15 16.57	475 469
2437	12.08	<b>Moberly</b> —Alt. 2,540 ft.	At the foot of the Rockies	
	The Columbia and the Selkirks			
	Golden			
	Navigation of the Upper Columbia			
	MOUNTAIN TIME (Donald to Brandon)			



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	Moberly	the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C. E., passed the winter of 1871-72.	LEAVE DAILY	
2448	ARRIVE DAILY 12.35	<b>Donald</b> —Terminus of Western Division.	16.30	458

**DONALD AND VANCOUVER: 458 Miles**  
(Pacific Division)

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE DAILY		ARRIVE DAILY	
2448	11.45	<b>Donald</b> —Alt. 2,530 ft.	15.20	458
2459	12.20	<b>Beavermouth</b> —Alt. 2,500 ft.	14.45	447
	NOON	uated town in the shadow of the Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.—Leaving Donald, the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and the Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Second crossing of the Columbia	
2465	f12.40	<b>Six-Mile Creek</b> —Alt. 2,900 ft.	f14.25	441
2474	13.15	<b>Bear Creek</b> —Alt. 3,500 ft.	13.55	432
	Beaver Valley	ver, the line crosses to the right bank, where, notched into the mountain-side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i>	Beav'r-mouth	
	Big trees			

f Flag Station      || Refreshment Stations

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Superb view of the Selkirks	station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The way is between enormous precipices. Mt. Macdonald tow-	Descent of the Beaver valley	
	The Surprise		Superb Views westward	
	Hermit Mount		Beaver Valley	
	Stony Creek bridge		Stony Creek bridge	
	The snow sheds		The snow sheds	
	Bear Creek			



Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Mount Macdonald	ers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but a stone's throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!—In passing before the face of this gigantic precipice, the line 'clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of Nature has split them asunder, leaving barely room for the railway.	Descent thro' Bear Creek gorge	
	The Hermit		Exit from Rogers' Pass	
2479	13.35	<b>Rogers' Pass</b> —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	13.35	427
	Peaks and glaciers in Rogers' Pass		Mts. Macdonald and Hermit	
	A National reserve		SECOND DAY	
2481	.....	<b>Selkirk Summit</b> —Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain, carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks,	.....	425
			The summit of the Selkirks	

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	ARRIVE		LEAVE	
	Source of the Illicilliwaet	of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost), a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	Over-looking the gorge of the Illicilliwaet	
	The Great Glacier			
2483	13.35	<b>Glacier House</b> —Alt. 4,122 ft. Station and hotel within fifteen minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises, a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes) are in full view. Again to the left comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure, resembling a Swiss chalet, which serves not only as a dining-station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have within the last season built an annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its fore foot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught, and made to furnish fountains about the hotel.	13.15	423
	Dinner		Dinner	
	LEAVE		ARRIVE	
	14.25		12.45	
	Sir Donald		Sir Donald and other peaks	
	Names of the Peaks			
	The Great Glacier		The Great Glacier of the Selkirks	

[Refreshment Station]