

## THE TRAIN JOURNEY

The Canadian Route has been called the world's most spectacular rail journey. From Toronto to Vancouver, you cross 5 provinces and cover a distance of 2,710 miles (4,453 km.) Although much of our travel will occur during the night, there will still be many impressive and interesting sights to see as we move through the various regions to Vancouver.

Use this guide as a means of familiarizing yourself with the places and areas through which we travel. You might wish to make note of the places where you take pictures and jot down answers to the questions which are interspersed throughout the book.

Time/  
Distance

Station/Location

Notes of Interest

### Thursday, May 15

12 30      **Toronto - Union Station**

Called "Union" because it was the point at which two railways (The CNR and CPR) united their passenger services, Union Station was built relatively recently in 1927. It, along with its equally impressive contemporary, The Royal York Hotel, stands as a monument to a time when rail travel was more glamorous.

**Parkdale**  
(Mile 2.4)

As we move slightly west before swinging north, we are moving through Canada's most densely populated region.

**St. Clair Avenue**  
(Mile 5.2)

Elevation 453. Keep an eye out for familiar sights.

**Downsview**  
(Mile 8.1)

Elevation 612. The line we are on at the moment is CNR and not the original CPR route.

**Airbase**  
(Mile 10.4)

Elevation 681. **Can you spot the airbase?** If Mel had had his way, there might have been a dome here instead.

**Snider**  
(Mile 12.9)

Elevation 700. We will soon be outside the Metro Toronto boundaries. Thornhill types will recognize some familiar features.

**Concord**  
(Mile 14.3)

Pop. 1,061 (and growing). Elevation 661. As we cross the bridge over Hwy. #7, the scene should be quite familiar.

**Maple**  
(Mile 18.3)

Pop. 2,026 (and growing). Elevation 847. History tells of a day in 1897 when the old station cottage at Maple was the scene of an emergency childbirth by a woman who had braved winter storms to see her critically ill husband before he died in Northern Ontario. She left the child with the stationmaster, never to be seen again. The little girl was adopted by the family and named, appropriately, "Maple."

**King**  
(Mile 22.7)

As the train enters King City, you might notice on the right the school bus corral of the bus company where Mr. Albery did his training.

Some of the finest farmland in Ontario is found in this stretch of land.

**Cherry**  
(Mile 27.5)

Elevation 1,008.

**Aurora**  
(Mile 30.0)

Pop. 16,267 (and growing); Latin for "the Dawn."

13 51  
Miles

**Newmarket**  
(Mile 34.1)

Pop. 29, 753. Seat of the Regional 34 Government of York.

At **Mile 36**, to the east on the Little Holland River, are some huge concrete blocks, part of a canal started by the Liberal Government in 1908 to link Newmarket with Lake Simcoe in order to make it a Great Lakes port. The idea was abandoned in 1911 by a newly elected Conservative government. Sound familiar?

**Mile 36-41:** This section is the famous Holland Marsh. Once a swampy wasteland, it was turned into a successful market garden by Professor William H. Day between 1924 and 1928. Today, the farms supply much of Ontario's fresh vegetable requirements.

**Bradford**  
(Mile 41.5)

Pop. 3,390; named after a town in Yorkshire, England.

**Lefroy**  
(Mile 51.8)

Pop. 277

**Bramley**  
(Mile 56.8)

Elevation 916

13.51  
63 Miles

**Barrie**  
(Mile 63.0)

Pop. 64,400; named after Commodore Robert Barrie, a naval inspector (1828). To the right of the train is Kempenfelt Bay, part of Lake Simcoe which is famous for its sudden storms. In winter time, the bay is covered by ice fishing huts. Just after we leave the station, keep an eye out on the right at Mile 64 for CN 1531, one of the last steam engines to travel this route.  
**See it?**

15 03  
86 Miles

**Orillia**  
(Mile 86.3)

Pop. 31,100 (and growing); named for the Indian word "orelia" meaning "berry growing on bush." Orillia was the home of author Stephen Leacock who used the town as the model for Mariposa in his Sunshine Sketches of a Little Town.

**Mile 88.4:** The swing bridge at Atherley Narrows, marks the first crossing of the Trent Waterway, a 240-mile system of canals, rivers and lakes which join Lake Ontario with Georgian Bay. It was begun in the 1830s and completed in 1918. Although it is used today as a recreational waterway, **what do you think its original purpose was?**

**Mile 89-98:** Lake Couchiching can be seen on the left (west) side of the train at Miles 87.5 and 97. Lake St. John, part of the Rama Indian Reserve, shines through the trees from miles 93 to 96.

**Mile 90 - 145:** We are now entering the Canadian Shield country with its rocky outcrops that force the train onto a winding course. Linking Lake Muskoka to Bala Bay is a series of waterways, all visible from the train: Coulter's Narrows, mile 112.6; Jeanette's Narrows, mile 113.1; and Wallace Cut, mile 115.3.

15 19	<b>Washago</b>	Pop. 332. Indian "wash-a-go-min" meaning sparkling waters.
99 Miles	(Mile 88.9)	
	<b>Sparrow Lake</b>	Elevation 719. Part of the Trent Waterway.
	(Mile 93.4)	
	<b>Woodward</b>	Elevation 785
	(Mile 106.9)	
	<b>Medora</b>	Elevation 792
	(Mile 118.2)	
	<b>Dock Siding</b>	Elevation 795
	(Mile 130.4)	
	<b>Falding</b>	Elevation 700
	(Mile 142.1)	
	<b>Boyne</b>	At this point you should feel a twinge of historical conscience. This is the point where we switch onto the CPR track which was built between 1905 and 1908. From here on, we stay on CPR lines except for a few miles near Winnipeg and on approach to Vancouver.
	(Mile 146.1)	
	<b>Reynolds</b>	
	(Mile 19.9)	
17 25	<b>Parry Sound</b>	Pop. 5,501. Named after Engineer Parry who explored and took soundings in the Georgian Bay. Because of the many rivers draining into Georgian Bay, a great many bridges had to be built. One of the largest is the one right in Parry Sound, the Seguin River trestle which is 1,695 feet long with 24 spans.
160 Miles	(Mile 23.1)	

**Nobel**  
(Mile 29.6)

Pop. 520 (and falling). Named after Lord Nobel, the inventor of gunpowder. Those who took part in the Killbear trip last year will be able to spot the road which leads to the Park.

**Pointe au Baril**  
(Mile 48.5)

Elevation 643. Named by French fishermen who used the white barrel on the point as navigation marker.

**Britt**  
(Mile 65.0)

Pop. 621. Named after Thomas Britt, a CPR fuel agent.

**Pickereel**  
(Mile 79.0)

Pop. 115. Named for a nearby river teaming with fish. You can probably guess what.

**Rutter**  
(Mile 90.5)

Named after a CPR construction engineer.

Just a little review of some of the terrain we have been passing through. Back at **Mile 40** we entered the Shawanaga Indian Reserve. We crossed the Shawanaga River at **Mile 44.4**. In the late 1800s, fishing boats using these waters were guided into the harbour at **Mile 48.5** by a lantern set on a barrel, hence the name Pointe-au-Baril.

The Naiscootyong River is crossed at **Miles 55 and 56.2**. Byng Inlet, named after Lord Byng of Vimy, governor general of Canada from 1921 to 1926, marks the mouth of the Magnetawan River at **Mile 62.8**. The Key River is crossed at **Mile 72.6** and the Pickereel River at **Mile 81.2**.

We now pass through the famous French River country which was part of the fur trading route that linked Montreal and Lake Superior. This is the same country that was explored by Champlain and Brule and it hasn't changed much since then. There may be the odd glimpse of beaver, deer and elk if you're paying attention.

Keep an eye out for some very round, symmetrical lakes, called pot lakes between **Mile 104 and 110**. These lakes are believed to have been formed by meteorites. The only other place they occur in Canada is out near Banff.

**Burwash**  
(Mile 107.3)

Pop. 616. Named after (once again) an early surveyor and engineer.

At **Mile 112.9** we cross the last major bridge on this route over the Wanapitei River. To the left (east) can be seen the International Nickel Company's Coniston smelter smokestack. Notice along this section the striated rock, tilted by an ancient upheaval, and presenting an enormous obstacle to the engineers of this part of the railway.

**Romford**  
(Mile 121.7)  
(Mile 72.4)

Named after a town in England. This point marks the link up with the Cartier Subdivision which leads into Sudbury.



**Mile 72.4** - Across Lake Ramsey to the west is the world's tallest smokestack, 1,250 feet, built by Inco to carry the wastes from its smelting process higher into the atmosphere. The Sudbury Basin, a depression approximately 35 by 16 miles is believed to have been formed about 1700 million years ago when a giant meteor crashed to earth. The impact revealed the region's rich mineral deposits of iron, nickel, gold and platinum, but it took the building of the CPR to bring about the discovery of these riches.

19 55 **Sudbury (Arrive)**  
265 Miles (Mile 79.0)

Pop. 147,800. Named after a town in England.

There is a scheduled stop of 45 minutes in Sudbury; so it should be an excellent chance to do a bit of running around outside before settling in for the night. Be prepared for the train to do some moving, however. This is where the Montreal section of The Canadian (They've had No. 1 until now, while our piece has been called No. 9) is attached to the train for the rest of the trip. Make sure that you know the name and number of our car.

Constant smelting has made Sudbury the nickel capital of the world. It has also denuded the landscape and made many of the surrounding lakes into acid lakes. In recent years, improved pollution controls and reforestation projects have helped to undo some of the damage, but Sudbury is still known for its lunar landscape. In the 1960s, the astronauts came here to train for their first space mission. **Can you guess why?**

20 40 **Sudbury (Depart)**  
265 Miles (Mile 79.0)

The next section of the route which will be covered in darkness goes straight through the Great Lakes Forest Region. Lumbering has taken much of the good timber and has scarred the land. The area is still poorly served by road, and most merchandise arrives by train.

By now, you should be getting sleepy. But, just in case you happen to be looking out of the window, some of the places we will be passing are listed. Try to get a good sleep so that you can be awake early for the first glimpse of Lake Superior at 05 40.

**Azilda**  
(Mile 86.2)

Pop. 3,406, named after Mrs. Azilda Boudouin, first woman settler.

**Chelmsford**  
(Mile 91.3)

Pop. 89, named after an English town.

**Larchwood**  
(Mile 94.7)

Pop. 98, named after a tree common in the area.

**Levack**  
(Mile 104.3)

Pop. 2,943, named after a town in Scotland.

21 40      **Cartier**  
299 Miles (Mile 0.0)

Pop. 1,378, named after Sir George Etienne Cartier, a father of Confederation and the man who persuaded French Canadians to join.

22 45      **Biscotasing**  
Miles      (Mile 54.4)

Pop. 147. Indian for "body with long 354 arms."

Friday, May 16

01 10      **Chapleau**  
436 Miles (Mile 136.4)

Pop. 3,778, named after Sir Adolphe Chapleau, Lt.-Gov. of Quebec, 1892-1898.

02 30      **Missanabie**  
493 Miles (Mile 57.9)

Pop. 173, Indian for "big water". Missanabie was a way station on the old fur trading route from Lake Superior to James Bay. Mr. Albery once spent a week here with a group of grade 6, 7 & 8 students on an exchange.

04 25      **White River**  
566 Miles (Mile 129.9)

If you're awake at this time, go back to sleep for another hour! Pop. 900; this hamlet has the dubious distinction of having recorded the lowest temperature in Canada: -72 degrees F.

**Some history before we journey on...**

"Two hundred miles of engineering impossibilities" is the phrase William C. Van Horne used to describe the stretch of track between White River and Thunder Bay. Most of this route pushes through an untamable stretch of wilderness, bounded mainly by the rugged, barren north shore of Lake Superior.

From 1883 to 1884, Van Horne had 12,000 men, 5,000 horses and 300 dog teams laying 2,000 feet of track a day. The average wage was 15 cents an hour for a 10-hour day, and room and board were deducted from this sum. Working conditions were appalling: isolation, bitter cold in winter, and mosquito-infested summers drove all but the hardiest away. Home for those who stayed was often an airless and gloomy bunk house meagrely furnished with straw mattresses and thin blankets. Day after day, the navvies choked down a monotonous diet of salt pork, beans, molasses, oatmeal and tea. Their only fresh food was bread. Vegetables were unheard of.

In the spring of 1885, there were four gaps totalling 86 miles in this section of the line, and the CPR was on the verge of bankruptcy. It was the Riel Rebellion which brought a speedy completion of the line. So difficult were the marches which the soldiers were forced to make over the uncompleted sections, that the government determined to provide the money to finish them.

Although the Rockies presented almost insurmountable engineering problems for the railway builders, they were not as formidable as the swamp and hard rock encountered on the north shore of Superior. Track would have to be carved out of the hardest rock, and then, farther on, built on marshy areas that seemed to have no bottom. Often, great quantities of rock would be dumped onto an area and it would seem that a firm base had been established. The next day, the track would have disappeared, and the work would have to begin all over again. Several locomotives and cars were lost in this process.

Let's hope that the present day engineers have succeeded in taming at least a small strip of the Canadian wilderness as we continue our journey...

05 00     **Mobert**                      Originally called "Montizambert" and used  
588 Miles (Mile 22.5)                as a hospital siding.

05 40     **Heron Bay**                    Pop. 192; named after Father Heron, a  
621 Miles (Mile 55.2)                Jesuit Missionary.

This is the place to rub the sleep out of your eyes and get the camera ready. Just after leaving Heron Bay, there is a small sign on the left which announces Lake Superior. On a fine morning, the view can be quite stunning at **Mile 56**. Lake Superior is the largest fresh-water lake in the world, covering an area of more than 42,300 square miles.

For the next 131 miles, the railway line is never far from the shore. Wasn't it nice of Via Rail to time their arrival on the shore so well?

05 50     **Marathon**                      Pop. 2,532, named after the Marathon Corp.  
629 Miles (Mile 63.0)                Formerly called Peninsula. The American  
Can paper mill at Marathon, produces 500  
tons of high grade sulphate pulp a day.  
From here, it is shipped to Green Bay  
mill, where it is converted into consumer  
packages, tissues and fine paper.

Between here and Terrace Bay, the next potential stop to let passengers off, the Canadian will burrow into six tunnels and cross five major bridges. In fact, the terrain is so rough that slide detector fences have been hung over the tracks in several places; if a rock falls from the cliffs onto the tracks, it breaks a wire which automatically causes the signals to stop the train. Near the tunnels may be seen the occasional lonely, hard-hatted railwayman patrolling the tracks, looking for rock slides.

Keep your eye on the mile markers. At **Mile 81-82**, there is a 819 foot bridge over the Little Pic River; it is curved, and so gives a good chance for pictures. The long sandy beach just beyond is part of Neys Provincial Park, the site of one of Canada's largest prisoner-of-war camps in the 1940s. Several of the prisoners escaped by train, one even travelling as far as Medicine Hat before being captured. No trace of the camp remains.



**Coldwell**  
(Mile 74.7)

Elevation 712. Named after a Civil Engineer who surveyed for the CPR.

**Middleton**  
(Mile 82.4)

Elevation 690. Named after General F. D. Middleton in 1885.

**Steel**  
(Mile 92.0)

Elevation 740. Named for nearby lake and river.

**Jack Fish**  
(Mile 98.2)

Elevation 632. Named for nearby lake. This is actually an abandoned town, built originally as a supply camp for the CPR construction crews. It later became a major refuelling stop for steam locomotives, but was abandoned after the introduction of diesel-electric engines in the 1950s.

At **Mile 94.5**, we cross the Steel River, and there is a good view of Santoy and Jack Fish Bay. At **Mile 102.7**, on the right side of the train, is a cairn, accessible only by train, commemorating the driving of the last spike between Montreal and Winnipeg on May 16, 1885. At **Mile 103.5**, Moberly Bay stretches out on the left side of the train.

07 05 **Terrace Bay**  
675 Miles (Mile 109.9)

Pop. 1,901, named for the bay on Superior. Formerly called Black.

**Mile 113:** To the north (right side), Hays Lake, an artificial body of water, feeds a 3,500-foot-long concrete water tunnel that goes right underneath the track. The tunnel leads to a power station on Lake Superior, providing power to the towns of Schreiber and Terrace Bay.

07 45 **Schreiber**  
684 Miles (Mile 118.3)

Pop. 2,050, formerly called Isbester's Landing after a railway contractor. It was renamed after Sir Collingwood Schreiber, who succeeded Sir Sandford Flemming as chief engineer of the CPR.

Between **Miles 1-9** of the Nipigon subdivision, the train twists to the top of Microwave Mountain (**Can you suggest where the name comes from?**), a vantage point that offers excellent views of Collingwood Bay, the Schreiber Channel and Copper Island, all on the left.

**Selim**  
(Mile 9.4)

This name's a bit of a puzzle. It is named for H. R. Miles, a CPR engineer. **See the connection?**

**Mile 14.3:** Rossport, once a popular fishing village, used to be a favourite stop for train passengers. Here, before the lamprey eels destroyed them, fresh Lake Superior trout were loaded on board the train and served for the next meal. Although the trout are now back, the train no longer stops.



**Mile 20.5:** To the north is an Indian village that is part of the Pays Plat Reserve.

**Pays Plat** Elevation 625. French for "flat country."  
(Mile 21.7)

During the next few miles, we will plunge into the Pays Plat tunnel at **Mile 26.0** and the Cavers tunnel at **Mile 27.0**.

**Cavers** Named after Harry Cavers, CPR dispatcher.  
(Mile 29.1)

**Gravel** Named for a nearby river.  
(Mile 32.3)

**Mile 38:** Two-mile-long massive Red Rock Cuesta rises out of Nipigon Bay in the distance to the south.

**Dublin** Named after the capital of Ireland.  
(Mile 42.6)

**Mile 48:** An impressive view of Red Rock. The top layer of the rock is black diabase; the middle layer is limestone, stained a reddish tinge because of the iron-bearing elements; the base is granite.

**Mile 49:** Look for the long warf along Mazokamah Bay on the left.

**Firehill** Elevation 606. Named for the tangle of  
(Mile 54.3) red plants on a nearby hill. **Can you see them?**

**Mile 62.4:** The 753-foot bridge over the Nipigon River gives excellent views in both directions. Helen Lake is on the right and the Nipigon River on the south. The train then follows the shore of Nipigon Bay for several miles.

09 10 **Nipigon** Pop. 2,199. Indian for "clear, fast  
747 Miles (Mile 63.3) water."

09 20 **Red Rock** Pop. 1,694. **Why the name?**  
752 Miles (Mile 68.3)

**Sprucewood** Named (you guessed it) for the banks of  
(Mile 72.4) spruce trees nearby.

You should notice a somewhat surprising change in the landscape as we leave the shoreline briefly. **What activities seem prevalent?**

**Hurkett** Pop. 68. Elevation 623  
(Mile 81.0)

**Bowker** Elevation 776  
(Mile 92.9)

**Loon**  
(Mile 102.4)

Pop. 57. Named for nearby Loon Lake.  
Elevation 1,049.

**Mackenzie**  
(Mile 114.2)

Elevation 913. We have crossed the Mackenzie River several times over the last few miles.

**Navilus**  
(Mile 121.1)

Elevation 754.

**Current River**  
(Mile 126.5)

Named for a nearby river. **Do you think it's a powerful river?**

**Mile 123-129:** On the left side of the train, you will be able to see the long, low hill in the harbour. It is known locally as the Sleeping Giant because it resembles a reclining figure with its head to the east, arms folded across its chest, and feet to the west (Thunder Cape). It extends for 5 miles and reaches a height of 1,768 feet.

There are many legends concerning the giant, whose Ojibwa name is Nanabijou. In one, he's just a wife-beater whom the Great Spirit changed to stone for his nastiness. In another, Nanabijou is a more admirable figure: a giant and leader of his people so favoured by the Great Spirit that he was allowed to discover silver on the Ojibwa land, on the understanding that the secret would not be revealed. Frightened by his discovery, he made his people bury it and swore them to secrecy. But one of the chieftains made himself silver weapons that attracted the Sioux (bitter enemies of the Ojibwa) to Thunder bay. Nanabijou saw them coming and created a storm that sank their canoes. For this act of disobedience the Great Spirit changed him into stone, making him the island just off shore. This is where he lies forever.

**What other versions of the legend can you find?**

11 05 **Thunder Bay (Arrive)**  
817 Miles (Mile 132.9)

Pop. 122,900. Elevation 618.

### Thunder Bay

Located about half way between Canada's coasts, Thunder Bay is now one of Canada's largest ports. The City of Thunder Bay was created in 1970 when the twin cities of Port Arthur and Fort William were amalgamated. Known as the Lakehead, it is the terminus of the St. Lawrence Seaway and is the site of 25 giant grain elevators that together can hold more than 100 million bushels of grain. Thunder Bay is also the largest pulp and paper producing area of the country.

Remember to check your time and don't stray far from the train.

11 20 **Thunder Bay (Depart)**  
817 Miles (Mile 132.9)

At this rate, will we ever get out of Ontario?

Thunder Bay to Winnipeg

Just as it has in the past, the railway plays a significant role in the economy and life of the Prairies. What do you notice about the number of tracks which run along this stretch? What does this say about the importance of the railway? Keep a lookout for the different types of trains which pull freight along these lines. This is a good section to do your freight train survey.

There will be a somewhat dramatic change in the scenery and landscape during the afternoon, from the rocks, lakes and trees of Ontario to the forest and plains of the Red River Valley and the final break out onto the Manitoba Prairies.

**Westfort**  
(Mile 2.4)

Short for West Fort William.

**Dexter**  
(Mile 7.2)

Elevation 1,582.

**Murillo**  
(Mile 12.8)

Pop. 322. Elevation 947. Named for a Scottish artist who came to Canada in 1852.

**Kaministiquia**  
(Mile 23.4)

Elevation 1,013. Indian for "twisting river." The train follows the south shore of the Kaministiquia River for eight miles and then crosses to the other (north) shore. This route was once part of the original fur traders' route and is now popular with sportsmen and canoeists.

**Mile 23.5:** The old Kam Station, now a private home, is visible on the left side of the train.

**Sunshine**  
(Mile 27.0)

Elevation 1,053

**Mile 29-31:** The train plays tag with Finmark Creek, crossing it no less than four times in four miles while trying to climb out of the valley.

**Finmark**  
(Mile 32.5)

Pop. 20. Elevation 1,180. Named after an early settler.

**Buda**  
(Mile 39.9)

Elevation 1,474. Named for Budapest, Hungary. A clue to early settlers?

**Mile 41.4:** In a surprising move, the train enters the Buda tunnel which drives straight through a rock outcrop.

**Raith**  
(Mile 53.0)

Pop. 116. Elevation 1,581. Named after a Manor House in Kirkcaldy, Scotland.

**Argon**  
(Mile 59.6)

Elevation 1,575. Named after a gas.

It is at this point that we actually cross the official time zone from Eastern to Central Time. You may put your timepiece **back** one hour. Don't worry, we lose them all again in a rush on the way home.

**Mile 65:** This area is known as the Poland Swamp. It may interest you to know that the track is actually sitting on top of muskeg which CPR crews had to "mattress," using a network of crossed logs and branches to hold the track up. The mattressing has to be renewed annually to keep the track from sinking into the muskeg.

**Savanne**  
(Mile 71.3)

Pop. 20. Elevation 1,506. Indian for "level tract of land." From here, on the left can be seen Lac des Milles Lacs, whose bays and inlets presented considerable difficulty to voyageurs trying to find the quickest way west in search of furs.

**Upsala**  
(Mile 83.6)

Pop. 190. Elevation 1,562. A Swedish Province.

**Mile 86:** To the south can be seen an old forest fire tower which was once manned by forest rangers. Aerial surveillance and lightning detector systems have replaced the old system, but despite the modern techniques, there are almost 2,000 fires in the area each year.

**Mile 87-90:** The Canadian circles Hay Lake.

**Niblock**  
(Mile 96.6)

Elevation 1,536. Named after a former CPR superintendent.

**English River**  
(Mile 110.9)

Pop. 20. Elevation 1,514. Nearby river.

**Martin**  
(Mile 119.5)

Pop. 25. Elevation 1,558. Named for a CPR engineer.

**Bonheur**  
(Mile 129.5)

Elevation 1,531. Named after 19th-century French painter Rosa Bonheur.

13 20 **Ignace**  
964 Miles (Mile 147.2)

Pop. 2,749. Elevation 1,486. Named after a CPR civil engineer.

**Raleigh**  
(Mile 14.2)

Elevation 1,440. As in Sir Walter. The small cabins by the tracks are used as hunting and fishing huts. It's about this time of year they begin to receive occupants.



**Mile 27.8:** The Wabigoon River and Wabigoon Lake are named from the Indian word meaning "white flower." **What flower do you think the Indians had in mind?**

**Tache**  
(Mile 28.0) Elevation 1,365. A Bishop of St. Boniface.

**Dyment**  
(Mile 35.2) Elevation 1,349.

**Dinorwic**  
(Mile 44.9) Pop. 400. Elevation 1,239. Once an important Hudson's Bay post, it marked the end of a trail known as the North Highway which went north to the bay and south to the U.S. border.

**Mile 50-53:** Barrit Bay, on the left, is part of Wabigoon Lake.

**Earl Pit**  
(Mile 59.7)

14 25 **Dryden**  
1027 Miles (Mile 63.3) Pop. 6,799, named after John Dryden, Minister of Agriculture, 1890-1901.

**Oxdrift**  
(Mile 69.9) Pop. 60. Elevation 1,161. If you had a team of oxen that just wandered away one day, wouldn't you name a town in honour of the event? Oxdrift is also known as a central shipping point for clover seed, used in making perfume.

**Eagle River**  
(Mile 79.5) Pop. 97. Elevation 1,186. Nearby river.

**Vermilion Bay**  
(Mile 90.0) Pop. 552. Elevation 1,229. Now a popular fishing and tourist area, the town was named by the Indians for the red clay found locally.

**Edison**  
(Mile 98.8) Elevation 1,212. Not named after our own Edison, but rather Thomas Alva, the inventor.

**Pine**  
(Mile 110.6) Elevation 1,380. CPR contractor. **What kind of modern transport is used by local people to get around this area?**

**Hawk Lake**  
(Mile 121.6) Pop. 12. Elevation 1,290. Nearby lake.

**Scovil**  
(Mile 132.9) Elevation 1,202. Named after a CPR medical officer, Dr. S. S. Scovil.

16 11      **Kenora**  
1110 Miles (Mile 146.2)

Pop. 10,100, the name comes from the first two letters of Keewatin, Norman and Rat Portage, all nearby villages. Kenora was founded in 1732 when the French explorer Pierre de La Verendrye established Fort St. Charles near Kenora as the base for fur trading operations. A look at your map(s) will show the importance of Kenora as a key point in the westward exploration and expansion.

There is a ten-minute stop scheduled here. Check to see that it is possible to get off the train briefly.

**Keewatin**  
(Mile 3.1)

Pop. 1,954. Indian for "west wind."

**Lowther**  
(Mile 20.2)

Pop. 18

**Mile 19.4:** To the south are the stone ruins known locally as the Mather fireplace. W. A. Mather, who eventually became president of the CPR, worked as an axeman in the area in 1906 and it is thought that he came up with the idea of building the fireplace to heat the huge tent used by the construction crews.

You will also notice that the two tracks are often forced by the terrain to divide.

**Ingolf**  
(Mile 31.3)

Pop. 20. Abbot of Croyland, English monk.

**Mile 33.4:** A small sign indicates that we have just crossed at long last into the Province of Manitoba. You have just travelled 1,098 miles (1,757 km) across Ontario. Between **Mile 50 and 90**, watch as the rocky and coniferous Canadian Shield country quickly changes to a marshy fringe, the transition between Ontario and the Prairies.

**Telford**  
(Mile 44.4)

Elevation 1,113. Named after a CPR engineer. We're in Manitoba now.

**Rennie**  
(Mile 52.1)

Pop. 135. Elevation 1,058. Named after an original settler.

**Culver**  
(Mile 62.1)

Elevation 980.

17 50      **Whitemouth**  
1182 Miles (Mile 72.1)

Pop. 385. Elevation 911. Nearby river. A sure sign that we have entered the Prairies is the \_\_\_\_\_ (2 words) which loom in the distance as we approach Whitemouth. It is possible that you may spot the CPR's "loose caboose" which has semaphore signals on the cupola and is used as a temporary station and train office to issue train orders.

**Molson**  
(Mile 87.8)

Pop. 95. Named after F.W. Molson, a CPR Director.

**Mile 92.0:** There is a flyover, where the westbound track soars over the eastbound track from south to north.

**Mile 94.5:** On the south side of the track is a 10-foot-tall hot box detector, a device that monitors the axles of trains as they speed by. Defective axle numbers flash on the indicator's screen and are noted by the trainman watching at the rear of the train. He then alerts repair crews. You may remember that it was an undetected hot box that caused the Mississauga train derailment in 1979, resulting in North America's largest mass evacuation.

**Lydiatt**  
(Mile 94.9)

**Cloverleaf**  
(Mile 99.7)

Pop. 50. Named for nearby farm.

**Hazelridge**  
(Mile 106.5)

Pop. 70. Nearby ridge of land.

**Oakbank**  
(Mile 112.4)

Pop. 297. Named for a clump of oak trees nearby. Original? Better than CPR men?

**Mile 118.1:** The train slows and rumbles across the Red River floodway which was built after a disastrous flood that forced the evacuation of 70,000 Winnipeg residents in 1950. Now, when the Red River goes on its spring rampage, the water is diverted along this 29.4 mile canal.

**Mile 118.7:** The train switches briefly onto the CN tracks for the journey into Winnipeg station. We will return to the CPR track at Portage la Prairie.

19 20 **Winnipeg (Arrive)**  
1236 Miles (Mile 252.1)

Pop. 598,100. From the Cree "Winnipiy" meaning "murky water."

### Winnipeg

Capital of Manitoba, Winnipeg is Canada's oldest western city and the country's seventh largest, if we ignore North York. Its history dates back to 1812 when the community was located at the confluence of two rivers, the Red and the Assiniboine. It was originally named Point Douglas after Thomas Douglas, Earl of Selkirk, the philanthropic Scotsman who founded the Red River Settlement. He had dreamed of easing the lives of Scottish crofters by giving them the chance to make a new life in this country. To this end, he obtained a grant of a vast area of land from the Hudson's Bay Company. After becoming embroiled in the middle of a dispute amongst the Metis, HBC and its rival, the North West Company, the settlers were forced to sell back their land to the HBC. In spite of these and other setbacks, the settlement prospered, both as a fur trading centre and later as an agricultural focal point. When the railway arrived in 1885, the former Red River Settlement provided the cornerstone for the settlement of the Prairies.



Winnipeg (Cont.)

Our stop in Winnipeg will be very brief – only 45 minutes, according to the schedule. It is here that the crews change over for the second half of the journey to Vancouver. Don't forget to say goodbye and thanks to those crew members who have helped us so far.

20 05      **Winnipeg (Depart)**  
1236 Miles (Mile 0.0)

The rich, black loam soil you see from the train after leaving Winnipeg makes this some of the best farmland in Canada. Most grain elevators you see bear the name of the nearby town in large letters, but to the south (left) at **Mile 10.5** is a Manitoba Pool elevator simply called "10 1/2." **What does this tell you about the relationship between the farmers and the railway?**

**Subway**  
(Mile 1.2)

**Woodward Avenue**  
(Mile 1.7)

**Portage Junction**  
(Mile 2.6)

**St. James Junction**  
(Mile 4.8)

**Carman Junction**  
(Mile 8.3)

**What are all these junctions of?**

**Diamond**  
(Mile 14.3)

**West Elie**  
(Mile 33.2)

Pop. 368

**Nattress**  
(Mile 50.4)

**East Tower**  
(Mile 54.1)

21 12      **Portage la Prairie**  
1290 Miles (Mile 55.3)

Pop. 12,000. Named for the portage between Lake Manitoba and the Assiniboine River. It was here that Pierre de La Verendrye and his sons made Fort la Reine their base as they explored west to the Rocky Mountains.



22 50      **Brandon**  
1370 Miles (Mile 133.1)

Pop. 35,900, named for Brandon House, an HBC fort. Now known as "Wheat City,"

Brandon became a town almost overnight. The story is not unlike others that are told along the railway. It seems that there was a small town called Grand Valley on the other side of the Assiniboine. The McVicar family owned large tracts of land near the town. They fully expected to make huge amounts of money by selling their land to the CPR. However, in their greed, they held out for double the CPR's offer for a site to build a railway division town. Enraged by this attitude, the CPR Chief Engineer, General Thomas L. Rosser, simply moved the site of the town for the division 2 miles west and created what is now Brandon.

23 45      **Virden**  
1416 Miles (Mile 47.2)

Pop. 2,278, named for the country estate of Lord Mount Stephen. Oil was found here in the 1950s. Virden is in the heart of an active oil-producing area. You will see signs of this on both north and south sides of the track.

Saturday, May 17

00 20      **Moosomin (Saskatchewan)**  
1455 Miles (Mile 86.3)

Pop. 2,359. Named after an Indian Chief. We passed the Manitoba/Saskatchewan at Mile 74-75. If you're awake and looking out the right side of the train, you can see the provincial markers on the Trans Canada Highway which runs parallel to the track for a while.

01 20      **Broadview**  
1500 Miles (Mile 130.9)

Pop. 953, named for the view?? This is a typical Prairie town.

02 15      **Indian Head**  
1550 Miles (Mile 50.3)

Pop. 1,720, was once an Indian burial ground for bones and skulls.

03 25      **Regina**  
1593 Miles (Mile 93.5)

Pop. 166,800, originally called "Pile o' Bones." Latin word for "Queen." When the railway originally approached what is now Regina in 1882, only the tiny settlement of Pile o' Bones existed. The fledgling community was declared the capital of the North West Territories (Saskatchewan didn't join Confederation until 1905) and the governor general of the time, the Marquis of Lorne, left the renaming of the town to his wife, Princess Louise, daughter of Queen Victoria. She chose to honour her mother by selecting the name, "Regina" which was an unpopular and controversial choice at the time. It later became a household word when Louis Riel was hanged here after the unsuccessful rebellion of 1885.

04 25 **Moose Jaw**  
1635 Miles (Mile 135.1)

Pop. 35,100. Supposedly named because the Earl of Musgrave repaired his cart with the jawbone of a moose (believe it or not!) This is a twenty-minute stop, but don't bother about getting out of bed.

06 10 **Herbert**  
1717 Miles (Mile 82.0)

Pop. 1,080. Named after the original land owner.

**Rush Lake**  
(Mile 90.1)

Pop. 121. Elevation 2,302. Named after a nearby lake full of rushes. (Really!)

**Waldeck**  
(Mile 99.3)

Pop. 196. Elevation 2,343. Named after a town in England.

06 50 **Swift Current**  
1745 Miles (Mile 110.4)

Pop. 16,900. Elevation 2,432. Surely, you can guess how it got its name. Sometimes tumbleweed can be seen rolling along the station platform.

**Java**  
(Mile 5.6)

**Seward**  
(Mile 13.8)

Named after Dr. Seward Webb of the New York Central Railroad.

**Webb**  
(Mile 20.9)

Pop. 84. This is the first time one man has had two towns named after him on the railway.

**Antelope**  
(Mile 27.6)

Pop. 150. Guess again!

07 39 **Gull Lake**  
1780 Miles (Mile 34.9)

Pop. 1,053. Elevation 2,568. Are we moving up in the world? The name comes from a translation of the Indian word "aisskus."

This is typical Saskatchewan scenery: peaceful farms, a herd of sheep, oil and gas wells, sloughs, livestock pens, the occasional town and even a golf course. **Watch and see if it's true.**

**Carmichael**  
(Mile 43.3)

Pop. 21. CPR civil engineer.

**Tompkins**  
(Mile 49.5)

Pop. 274. Elevation 2,641. Railway contractor.

**Sidewood**  
(Mile 57.0)

**Piapot**  
(Mile 67.1)

Pop. 123. Elevation 2,501. Named after an Indian Chief.

**Cardell**  
(Mile 76.4)

Named after John Cardell, CPR Master Mechanic.

08 29      **Maple Creek**  
1830 Miles (Mile 84.5)

Pop. 2,330, named for a nearby creek with  
.....(need we go on?) Look south (left)  
down the main street. **What movie does it**  
**remind you of?**

This is the time for another time change, as we cross from Central  
to Mountain Time. Move your watch **back** yet another hour. Isn't this  
lovely, having all this extra time to work on assignments in the  
"Book."

**Mackid**  
(Mile 91.1)

CPR Superintendent

**Kincorth**  
(Mile 97.3)

Village in Scotland

**Hatton**  
103.3)

Named after A. Hatton, a CPR (Mile  
transportation superintendent.

**Cummings**  
(Mile 109.5)

Named after Charles Cummings, an  
American explorer from Boston.

**Mile 114:** The Saskatchewan/Alberta border, unannounced by any sign  
or indication. It is said that antelope can be seen here, if you  
watch very carefully and look close to the ground. They often look  
like rocks.

**Walsh (Alberta)**  
(Mile 115.0)

Pop. 142. Named after Major Walsh of  
the Royal North West Mounted Police.

**Irvine**  
(Mile 125.7)

Pop. 221. Named after Colonel Irvine,  
also of the R.N.W.M.P.

**Mile 130.5:** On the highway to the south (left) is a marker  
commemorating the death of Constable Marmaduke Graburn, the first  
member of the RNWMP to be murdered. His murderer was a Blood Indian  
named Star Child who fled to the United States, but was arrested a  
year later when he returned to an Indian camp near Fort McLeod.  
Four policemen were sent to arrest him, which they did at full  
gallop, with the rest of the Indian camp hot on their trail. Star  
Child confessed to the crime but was not convicted by the white  
jury who feared reprisals from the Indians. He was released, but,  
justly, died of consumption a few months later.

**Pashley**  
(Mile 132.6)

Maiden name of Mrs. D. McNichol, whose  
husband was a CPR vice-president.

**Dunmore**  
(Mile 104)

Pop. 104. A town in Scotland.

**Macson**  
(Mile 142.4)

08 40      **Medicine Hat**  
1893 Miles (Mile 147.4)

Pop. 43,400, from the Indian word "saamis" meaning "head dress." Rudyard Kipling, in 1907, described Medicine Hat as a city "with all Hell for a basement," referring to the huge deposits of natural gas under the city. Also under the city is an aquifer which provides M.H. with unlimited cool water.

**Cousins**  
(Mile 3.3)

Elevation 2,328. Named for William Cousins, a local businessman.

**Redcliff**  
(Mile 6.8)

Pop. 2,266. Elevation 2,443. Named for the red banks of the S. Saskatchewan R.

**Bowell**  
(Mile 15.1)

Elevation 2,593. Named after Sir Mackenzie Bowell Canadian Prime Minister.

**Suffield**  
(Mile 25.8)

Pop. 76. Elevation 2,465. Lord Suffield, husband of the sister of Lord Revelstoke, whose firm supported the CPR during its financial crises.

**Alderson**  
(Mile 35.3)

Elevation 2,478. Named after General Alderson, Canadian Expeditionary Force.

**Kininvie**  
(Mile 44.4)

Elevation 2,454. Named for Kininvie House in Scotland.

**Tilley**  
(Mile 52.9)

Pop. 251. Elevation 2,471. Named after Sir Leonard Tilley, Canadian statesman, member of the first government and twice Lieutenant-Governor of New Brunswick.

**Campbell**  
(Mile 54.5)

**Mile 63.1:** On the right can be seen a mile-long aquaduct used to carry water from Lake Newell to the field on the north side of the highway.

09 58      **Brooks**  
1960 Miles (Mile 66.8)

Pop. 3,999. Named after W. E. Brooks, CPR division engineer.

**Cassils**  
(Mile 73.6)

Elevation 2,523.

**Southesk**  
(Mile 80.5)

Elevation 2,509. Earl of Southesk, an early prairie traveller.

**Lathom**  
(Mile 89.6)

Elevation 2,563. Lord Lathom, director of Oxley Ranch Co.



**Bassano**  
(Mile 97.6)

Pop. 858. Elevation 2,607. Named after an Italian civil engineer who helped build the CPR.

**Crowfoot**  
(Mile 105.3)

Elevation 2,711. Named after the famous Blackfoot Indian Chief.

**Mile 109-132:** The winding Bow River can be seen in the distance. By Mile 132, it is close up. The land between the river and the railway is the Blackfoot Indian Reserve which was already established by the time of the railway in 1833. It was almost the site of an ugly confrontation when Blackfoot Chief Crowfoot and a band of 700 braves threatened to prevent the railway workers from crossing their land.

The situation was defused when Father Albert Lacombe, a priest who had lived in the area among the Indians and was trusted by them, agreed to intercede. He persuaded the Indians to allow the railway a right-of-way in return for other land. In return for his services, the CPR Board of Directors held a dinner in his honour and proclaimed him president of the CPR for one hour. During this hour, he ordered that all materials needed for his mission be transported free of charge and that he be granted two free lifetime passes. Both orders were honoured by the company.

**Cluny**  
(Mile 117.2)

Pop. 87. Elevation 2,853. Named after Cluny McPherson Stades, trading post owner (1884).

**Gleichen**  
(Mile 124.8)

Pop. 359. Elevation 2,961. Named after Baron Gleichen, CPR stockholder.

**Strangmuir**  
(Mile 139.0)

Elevation 3,074. Surrounding district.

**Carseland**  
(Mile 144.6)

Pop. 117. Elevation 3,164. Surrounding district.

**Mile 147:** Look west and south for your first glimpse of the Rocky Mountains, still some 100 miles away.

**West Carseland**  
(Mile 149.5)

**Dalemead**  
(Mile 152.5)

Pop. 36. Elevation 3,304. Surrounding district.

**Indus**  
(Mile 158.8)

Elevation 3,363. After the river in India.

**Shepard**  
(Mile 165.6)

Pop. 50. Elevation 3,377. Named after a CPR contractor.

**Ogden**  
(Mile 171.1)

Elevation 3,389. The land to the north is actually a vast railway hospital where ailing cars and locomotives are taken.

**Alyth**  
(Mile 173.3)

Village in Perthshire. Somebody you know was born and raised near there.

12 05 **Calgary**  
1069 Miles (Mile 175.8)

Pop. 619,814 (by 1984 Civic Census).  
It is named for the ancestral estates of William Lyon Mackenzie on the Isle of Mull, Scotland. The word is Gaelic for "running water."

Calgary

We will be getting off here to meet our Calgary hosts. As you leave the train...

1. Thanks to the crew, especially the sleeping car attendant;
2. Make sure that you have everything. That means, **you** make sure.
3. Stick together while we move to the bus and out to the Oakley Centre.
4. Be patient. It may take a few minutes to reclaim luggage, sort out transportation and get everything organized.
5. Isn't that shower going to feel good.

Now Canada's sixth-largest City (again, ignoring North York), Calgary began as Fort Brisebois (changed the following year to Fort Calgary), a one-man NWMP post established in 1875. It didn't grow significantly until the coming of the CPR in 1883. While the city's first years were spent as a processing and transportation centre for the surrounding wheat and cattle ranches, it was the discovery of nearby oil and gas fields that secured Calgary's position as the Dallas of Canada.

## CALGARY

### Saturday, May 17

12 05 Assuming that our train is on time, we will arrive in the heart of Calgary, by the station. There will be a wait for our luggage from the baggage car, and then we will climb aboard the bus for the trip to the Oakley Centre where we will be met by our hosts.

Consult your billeting information lists. Mr. Albery will give either to you or directly to your hosts an envelope containing a **letter of introduction** and a photocopy of your **medical information form**. It is important that the host family has this information; so please don't forget to make sure that it has been passed on.

Afternoon - The afternoon has been deliberately left free so that you can get to know your hosts, have a shower, rest if you need to and see something of the City.

Some of the places that your hosts might suggest:

**The Calgary Tower**, once a high point, now almost dwarfed by buildings.  
**Heritage Park**, a living historical village, with a working steam train, paddle boat, windmill, store, street car, and more.

**The Calgary Zoo**, with all that you would expect of a Zoo, plus a fascinating prehistoric park to remind you of all those dinosaurs you studied back in Grade three.

**The Glenbow Museum**, a place where the early history of the people of the West is illustrated by artifacts, painting, and displays.

**The AGT Telecommunications Museum**

**Family Living Centre**, with its giant wave pool, skating and hockey.

**Centennial Planetarium & Pleides Theatre**

**Fort Calgary**, the original NWMP post that started it all.

Evening -

### Sunday, May 18

9:30 a.m. We will meet at the Oakley Centre for departure on the Oakley Centre's school bus on our journey into the mountains. This day will be a kind of preview of the scenery that awaits us on the train journey through the mountains.

Just past the town of Canmore, we will cross into **Banff National Park** one of a system of parks started back in 1887 when three men, William and Tom McCardell and Franck McCabe discovered the sulphur springs while looking for gold.

Our first visit will take us through the town of Banff and up to the Sulphur Mountain gondola lift. The gondola offers an eight-minute ride to the top of Sulphur Mountain from whence you will know how the man in the jeans feels. You will be able to take in a 360-degree panoramic view of Banff and the Bow Valley. If it can be arranged, we will have a short video presentation prior to going up the mountain.



## CALGARY

### Sunday, May 18

P.M. After descending from the mount, our next stop will be at a local pancake house for lunch. Then, we move to the Cave and Basin Site, recently restored as a national historic site. The buildings have been restored to 1914 condition. Swimmers and lifeguards will be wearing the suits used back in that time.

The late afternoon will be set aside for a visit to the town of Banff itself. Here, you will have the chance for some shopping and browsing.

4:15 p.m. - We will return to the Hot Springs for a quick dip in the very hot water. Remember, don't stay in too long (20 minutes maximum).

6:00 p.m. - Depart Banff for Calgary.

7:30 p.m. - Arrive at the Oakley Centre. The remainder of the evening will be spent with hosts.

Get a good night's rest. Tomorrow is another busy day.

### Monday, May 19

9:00 a.m. - Meet at the Oakley Centre for a day at the Pioneer Ranch Camp. We will spend the entire day here, with our hosts, enjoying a variety of ranch activities. Two meals will be provided as part of the package.

The drive is a little over an hour each way, but the scenery once again, is spectacular.

8:00 p.m. - Return to the Oakley Centre and home. This will be your last evening in Calgary. Don't forget all the appropriate thanks and ways of showing appreciation.

### Tuesday, May 20

9:15 a.m. - Your hosts will likely bring you to the Oakley Centre, **with all your belongings**. There will be a last chance for good-byes to new friends as they return to school for the day and we continue our journey west. We will then borrow the bus once more, and spend the morning at the **Olympic Centre**. Calgary will be host to the Winter Olympics in 1988, and the Centre has been set up let visitors see, feel and share the experience of fast-moving winter sports. There is a 23-projector wrap-around theatre, dozens of video displays and some hands-on activities you can try. Sports experts will be able to test their knowledge with sports trivia quizzes.

11:30 a.m. - We will return to Calgary Station to board our train, this time as ordinary coach passengers, for the final trip through the Rockies. Back to your guidebook pages and Rally.

12 55 Depart Calgary. Time to hit the train wash!



12 55      **Calgary** (Depart)  
2069 Miles (Mile 0.0)

After pulling out of the station, the train will creep slowly through a washing machine which should bring it back to a gleaming silver shine.

First, a bit more geography, history, background and such...

Between Calgary and Field there is probably the most dramatic stretch of railway track in the world. As the train moves out of Calgary, the dry prairie grasslands give way to the trembling aspen and willow groves of the foothills. Then the railway climbs up into Banff, rolling by the huge Douglas firs and lodgepole pines of the montane. From Banff to Lake Louise, the train winds through the forests, mountains and valleys: the heart of the Rockies. Then the terrain changes slightly to spruce, fir and pine forests as we cross the Continental Divide, North America's backbone, on the stretch from Lake Louise to Field.

It's a wild and rugged country where moose and bighorn sheep roam free. Although other mountains may be higher and individual peaks may be more beautiful, nowhere in North America, except perhaps Alaska, is there a greater concentration of spectacular mountain scenery than in the Canadian Rockies. This is what William Van Horne saw in 1885 as he gazed at the scene. To house tourists, he commissioned the palatial Banff Springs Hotel and the Hotel Lake Louise, then watched as tourists from all over the world flocked to the Canadian Rockies.

To the CPR engineers, the thrilling sight to tourists must have been a nightmare. Indeed, it was, at times, a very deadly reality. It is incredible that, in 1884, as thousands of men toiled on the building of the track through this area, the obstacles were overcome in record time. The construction of the Kicking Horse Pass portion of the route was an especially difficult engineering feat, requiring the building of the steepest railway grade in North America and the later building of the famous spiral tunnels in 1906.

As we move out of Calgary, the mile markers will indicate various points of interest.

**Mile 13 - 16:** to the south can be seen Bearspaw Lake.

**Mile 16:** another view of the mountains is possible, although they are still sixty miles (100 km) away.

**Cochrane**  
(Mile 24.5)

Pop. 1,133. Elevation 3,725. Named after Senator M. H. Cochrane who started the first major ranch in Alberta here in 1878. At the time, land could be rented for 1 cent an acre. In 1903 when the Senator died, the ranch was sold to the Mormon Church for \$6 million, a huge sum in those days.

To the north is Ghost Reservoir and dam, part of Calgary's water supply system.

**Mile 41.6:** The town of Morley is the headquarters of the Stoney Indian Reserve.

**Mile 51.8:** The green waters of the Kananaskis River flow under the train to join the waters of the Bow.

**Mile 55:** Considered the official entrance to the Rocky Mountains. Just beyond, at Exshaw, the Bow River widens into Lac des Arcs. Pidgeon Mountain is directly south.

**Mile 66:** Directly south can be seen Three Sisters Mountain which was formed by molten rock that solidified beneath the earth's crust and was subsequently thrust up among the older peaks.

<b>Canmore</b> (Mile 68.7)	Pop. 1,927. Elevation 4,260. Once a coal mining town, now a booming ski and tourist resort.
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**Mile 71:** On the right can be seen the gateway to Banff National Park where we travelled two days ago. Many animals can be seen from the train. Watch for the osprey nests on the telephone poles which are specially built to attract them.

**Mile 73:** The train skirts Mt. Rundle, which towers 9,940 feet and can be seen on the left of the train.

15 05 2150 Miles	<b>Banff</b> (Mile 81.9)	Pop. 2,896. Elevation 4,500. As you know, the population is more than three times normal in the summer months. Named for the Scottish birthplace of Sir Donald A. Smith (Lord Strathcona). Agatha Christie was a visitor to Banff, saying that the hot springs cured her neuritis. There is a ten minute stop here, but be careful not to miss the train if you get off.
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A number of other mountains begin to appear as we move along. The mile markers will give you some idea of which mountain you're looking at.

**Mile 82:** To the south can be seen the man-made, green turrets of the Banff Springs Hotel.

**Mile 83:** To the north are the Vermillion Lakes.

**Mile 83.4:** A huge cave known as Hole-in-the-wall can be seen near Mt. Edith.

**Mile 97:** and visible through to Mile 105, on the north is Castle Mountain. **Is the name appropriate?** From 1946 to 1979, the mountain was called Mount Eisenhower, in honour of Dwight D. Eisenhower, an American President. This type of mountain is called "castellate" and is composed of alternating layers of sedimentary rock. As the softer layers erode, the harder rock breaks off, forming the steep slopes and cliffs you can see now.

Just south of Castle mountain on the east side of the Bow River are the remains of Silver City, an old mining town that boomed briefly from 1883 to 1885 and then died.

**Mile 106:** To the south is Storm Mountain.

**Mile 111:** The valley of the Ten Peaks, surrounded by the Wenkchemma Peaks follows Moraine Creek, to the south.

**Mile 112:** To the south is Mt. Temple, at 11,636 feet, the highest peak visible on the CPR route.

**Mile 113:** A long curve provides an opportunity for good pictures which include the train.

**Mile 116:** The tip of the Victoria Glacier can be seen to the south. The glacier is the one that overhangs Lake Louise and is usually in the postcard pictures of the lake.

16 00      **Lake Louise Station**  
2185 Miles (Mile 116.6)

Pop. 113. Elevation 5,010. Named for Princess Louise, 4th daughter of Queen Victoria (**remember, she's the one who named which Canadian city?**) Previously called Laggan, and before that Holt City. The station is a massive log cabin with leaded glass windows, built in 1909. From 1912 to 1930, there was a narrow gauge railway called the Lake Louise Tramway that climbed the steep 3.6 miles from the station to the Chateau Lake Louise. The present Chateau was built in 1924, replacing the previous two structures which were destroyed by fire.

As we leave Lake Louise, get ready for even more of the spectacular. Between here and Field, the next station, is some really historical territory.

**Stephen**  
(Mile 122.2)

Elevation 5,332. Stephen is the highest point on the CPR route and the place where the train crosses the Continental Divide which separates the Atlantic and Pacific watersheds and marks the border of Alberta and British Columbia. To the south of the track is a small cairn, commemorating Sir James Hector, a member of a British-backed expedition led by John Palliser that explored the area from Lake Superior to the Rockies from 1857 to 1860.

Hector is credited with discovering the Kicking Horse Pass as well as giving it its name. His horse apparently stumbled in the swift-moving water of the river, hitting Hector with its hoof and knocking him unconscious. The Indians who accompanied him believed him dead and almost buried him before realising their mistake.

**Mile 125:** The long curve is called Resurrection Curve; Lake Wapta is to the north; Lake Wapta Lodge, across the water, is the source of the Kicking Horse River; and the peak behind is Paget Peak.

**Mile 126-128:** To the north are the Waputik Mountains. Down in the valley, to the right, are the two portals of the Lower Spiral Tunnel, some four miles away by train and 400 feet lower in altitude. The tunnel is burrowed through the bowels of Mount Ogden.

**Partridge**  
(Mile 128.0)

Elevation 4,928. Named after Seth Partridge and CPR engineman. Here three levels of track should be visible to the north. These tracks are often metres deep in mud and stone when rock slides tumble down Cathedral Mountain.

### The Spiral Tunnels - Mile 128 - 136

The rail trip on the Big Hill is much easier today than it was in the beginning days of the CPR. Tunnel 1 burrows into Cathedral Mountain for 3,255 feet, turns 288 degrees, passing under itself, and emerges 56 feet lower. Tunnel 2 (the Lower Spiral Tunnel) cuts through Mount Ogden for 2,922 feet, turns 266 degrees, passing under itself, and emerges 45 feet lower. Can you maintain your sense of direction in all of this winding and twisting? If not, don't worry, just admire the view.

### The Big Hill - More history.

Bill Hayes, in Steam Trains, tells the story of the hill and the tunnels this way.

"At Kicking Horse Pass, a 13 kilometre stretch known as The Big Hill was a nightmare for the CPR for over 25 years. There were stretches where the gradient was between 3.5 and 4.5 percent, which at that time was the steepest rail gradient in the world. The first train to go down the hill lost control, jumping the tracks and killing three men.

Safety regulations on the Big Hill were rigously enforced. At the top of the hill every descending passenger train would stop and test its brakes and standing gear. As the train moved downhill, the brakemen would jump off at intervals and check that the wheels were not slipping or overheating. All freight trains were restricted to 6 mph (9.7 km/h) and all trains stopped every two miles at safety spurs. Despite these elaborate arrangements there were many accidents on this stretch.

The solution came however in 1907 when the famous spiral tunnels were built. These were carved from rock in the Cathedral Mountain and Ogden Mountain. It took 1000 men two years to shift 575,000 cu. metres (750,000 cu. yards) of rock. The spiral tunnels are still unique today."

17 20      **Field (B.C.)**  
2205 Miles (Mile 136.6)

Pop. 399. Elevation 4,040. Named for Cyrus W. Field, promoter of the first Trans Atlantic cable. In the days of steam, this was an important railway centre where helper locomotives were added to trains for the journey through the tunnels and up the Big Hill. Today, it is mainly a tourist centre for visitors to Yoho National Park.



Field to Revelstoke

Having made it through the Kicking Horse Pass, the train now moves into another famous area of challenges for the builders of the CPR. This is one of the most inhospitable regions in Canada, where nature always has the upper hand. The annual fight to keep the rail and roadways clear of snow during the winter has been termed the "Snow War" and is carried on very much like a war.

In early 1881, Major A. B. Rogers was put in charge of CPR's mountain section. Although he was without any previous mountain experience, he was an extremely ambitious man and he had been promised that any pass he could discover through the Selkirk Mountains would be named after him. In 1882, Rogers succeeded in finding the pass.

Work on the section of line did not begin until 1884, partly because the CPR at that time was almost bankrupt and the government was reluctant to pour any more money into it. It was not until 1885 and the Riel Rebellion that this situation changed. Money was no longer begrudged, and the final stretches of the line were completed.

Just west of Revelstoke, on November 7, 1885, near the cliffs of Craigallachie, Major Rogers, William C. Van Horne, Sandford Flemming and others watched as Donald Smith, the most senior CPR director present, drove the last spike. When asked to make a speech, Van Horne declined, saying only, "All I can say is that the work has been done well in every way." Nine days later, Louis Riel, who was indirectly responsible for this historic event, was hanged in Regina.

**Mile 0 - 34:** In the rapid descent from Field to Golden, the track drops 1,489 feet, crossing 11 bridges, entering five tunnels and crossing the turbulent Kicking Horse River seven times en route. To the north is the Van Horne Range and to the south the Ottertail Range.

**Mile 13:** Mt. Vaux, to the south has at its base one of the most beautiful campgrounds in the country.

**Mile 15.3:** The track curves sharply to skirt the Beaverfoot Range.

**Mile 19.0:** Look up to the south at 9,000-foot Coral Mountain. This is also the western boundary of Yoho National Park.

**Mile 20.0:** The train plunges into the Kicking Horse Canyon (not, we hope, into the Kicking Horse River.) It follows the river for the next 13 miles.

**Mile 24.3:** The Corry Brothers Tunnel once went through the mountain. Rock kept falling down onto the tracks, however; so its top was removed altogether.

**Mile 30.0:** See if you can see the "Old Man of the Mountain," a shadow visible in the wall of the mountain on the south side.

**Mile 31.7:** Above the railway is the Trans-Canada Highway, supported by steel stilts 500 feet above the train.

**Mile 33.0:** Holts Tunnel was named after a CPR contractor.

18 30      **Golden**  
2240 Miles (Mile 35.0)

Pop. 3,282. Elevation 2,540. Named for the gold found nearby. Originally called Cache, this former CPR construction camp was renamed Golden City in 1884 to try to get one up on Silver City.

Shortly after leaving Golden, we once again cross a Time Zone, from Mountain to Pacific Time. Clocks go back one more hour.

**Mile 35.5:** The track is meandering along the fertile valley of the Columbia River. To the north at this point is Edelweiss, a picturesque village of chalets built by the CPR to house Swiss employees who hiked with mountain climbers. The homes are now privately owned.

**Moberly**  
(Mile 42.1)

Elevation 2,520. Commemorates Walter Moberly who was in charge of surveys for the mountain division of the CPR in 1871.

**Donald**  
(Mile 51.5)

Elevation 2,539. Named after Donald A. Smith, the senior director of the CPR who drove the last spike at Graigallachie.

**Redgrave**  
(Mile 56.9)

Named after Stephen Redgrave, a member of the 1862 overlander party that made its way into the Cariboo during the Fraser Gold Rush.

**Mile 58.3:** Calamity Tunnel - 1100 feet long, and so named because so many people were killed building it.

**Mile 57.7 and 66.0:** The track had to be raised because of the building of the Mica Dam, 80 miles north on the Columbia. Sometimes, if the light is right, it is possible to see the old rail bed and the remnants of the terminal at Beavermouth (Mile 61.9) under the surface of man-made Kinbasket Lake on the north side. **See anything?**

**Mile 64.5:** The most northerly point on the CPR transcontinental route. After this, the track swings sharply south and follows the Beaver River Valley for 18 miles.

**Mile 70:** The boundary of Glacier National Park.

**Mile 70.8:** A curved concrete and steel bridge crosses Mountain Creek. Costing \$3 million, and 600 feet long, it was completed in 1978, replacing the old wooden trestle. (Aren't you glad?)

**Mile 74.4:** Surprise Creek Bridge, named because the Creek is encountered so suddenly. The original timber bridge was replaced in 1900. A third bridge was built in 1929, but before it was put into use, tragedy struck. Two steam locomotives returning from Glacier were crossing the bridge when it started to collapse. The first locomotive, putting on a burst of speed, managed to reach the other side, but the second plunged into the gorge, killing two men.



**Mile 74.7:** The structure on the left is not an outhouse, but the former station for Cutbank.

**Mile 76.2:** Get your camera ready! The highest and most spectacular bridge spans the Stoney Creek Gulch - 484 feet long and 325 feet above the creek bed.

**Mile 76.5:** The original railway line went north to go over the top of Rogers Pass. In the days of steam, before the building of the Connaught Tunnel, extra locomotives would haul the trains round this piece of track. In order to avoid pulling the heavy dining cars, a hotel was built below the Great Glacier (now called Illecillawaet) so that passengers could be fed for lunch or dinner. It quickly became a popular resort and was expanded to include 90 rooms. The CPR brought Swiss mountain guides to climb with visitors. (Remember Edelweiss?)

### A Pause For More History - The Rogers Pass

The struggle to keep this old section of the Rogers Pass clear was even more difficult than it is today. On the night of March 4, 1910, a crew of men was working to clear a big slide that had come down Cheops Mountain on the north side of the tracks and blocked the line. A rotary plow had cut a path across the piled snow on the line and men were working in the cut shovelling snow and clearing away trees swept down by the avalanche. The events which followed were to change the course of history in the Rogers Pass.

A half hour before midnight, some of the men outside the cut heard a deep rumbling, then timbers cracking. An unexpected avalanche swept down Avalanche Mountain on the side of the pass opposite the first slide. Trapped within their snow-walled tomb, most of the men never even heard the slide approach. Sixty-two died.

Huge wing plows, rotary plows, snowsheds and an army of men could not keep the railway line safe through the Rogers Pass. Between 1885 and 1911, deaths caused by avalanches totalled over 200. Faced with this kind of peril to employees and passengers, crippling costs and steep grades, the CPR acknowledged defeat and prepared to retreat from the summit of the pass.

If trains could not go safely over the pass, then they would run under it through an eight-kilometre tunnel piercing the roots of Mount McDonald. In 1913, construction started on the longest railway tunnel in Canada. When completed, it had eliminated 16 kilometres of the most hazardous railway line in the world. Operation of the Connaught Tunnel commenced on December 13, 1916. Rogers Pass was abandoned.

The Connaught Tunnel covers **Mile 80.0 to 85.1**. It is 29 feet wide and 21 1/2 feet high and climbs in a steady grade through Mt. McDonald. Originally a double-tracked tunnel, it was converted to single track in 1959 to allow for bigger loads. You will recall from the film Destiny's Road that this area forms a kind of bottleneck. The current Rogers Pass Project is intended to provide an alternative to the Connaught Tunnel and allow the passage of many more trains through the Rogers Pass area.

**Glacier Station**  
(Mile 85.5)

Elevation 3,745. The small log structure on the left is the original station built in 1916. To the left is a "Y" track used to turn locomotives around. To the south and east, up at the top of the valley is the Illecillewaet Glacier, nestled between Lookout Mountain and Perley Peak.

**Mile 86.5:** On the left are the piers of an old bridge which carried the Old Rogers Pass line across Five Mile Creek.

**Mile 89.2:** On the left are some overhead wires put up in 1972 to test winter's effects on railway electrification hardware. **Does this tell you anything?**

**Mile 94.2, 94.3, 94.4:** Snow sheds, once built of wood, now of concrete, protect the track against avalanches.

Avalanches

The work of keeping the road and railway clear of snow continues every winter. When the Rogers Pass is blocked, Western Canada's economy immediately feels it. The government has established an agency called Snow Research and Avalanche Warning Section (SRAWS) located in Glacier National Park. Under the direction of this agency, measures are taken to predict and control (as much as such forces can be controlled) avalanches. One method of control is to lob 105 mm. howitzer shells fired by the Royal Canadian Horse Artillery at threatening avalanches.

**Mile 95.0:** The western boundary of Glacier National Park.

**Mile 95.5:** The old 60-ft. stone-arch bridge was used before the track was switched to this side of the canyon to avoid the frequent snow slides on the other side.

**Mile 102 - 103:** That's Albert Canyon to the north. At one time, all passenger trains stopped to allow passengers to take pictures.

**Mile 109.0:** The Albert Snowfield can be seen on Albert Peak to the south.

**Mile 122.3:** The train crosses the Illecillewaet River and then follows Box Canyon for several miles.

**Mile 125.0:** The long curve provides a spectacular view to the south of Mt. Begbie and Mt. MacPherson on the other side of the Columbia.

20 30      **Revelstoke (Arrive)**  
2331 Miles (Mile 125.7)

Pop. 4,615. Elevation 1,453. Named after Lord Revelstoke whose British Banking firm helped finance the CPR construction. There is a 30 minute stop scheduled here. There may be a chance for a short stroll.

In 1885 this town was known as Farwell, named after A. S. Farwell, a surveyor who thought he would make money by buying land in advance of the arrival of the CPR. Predictably, he was no more successful than the McVickers in Brandon.



While The Canadian is being serviced, there will be time to look at Mt. Revelstoke to the east and perhaps to look at two historical plaques. **Extra brownie points for anyone who actually finds out what they commemorate.**

21 00      **Revelstoke (Depart)**  
2331 Miles (Mile 0.0)

As The Canadian travels westward, notice the change in terrain from rugged mountain to rich, fertile countryside. In this interior area, sheltered by two mountain ranges on either side, there is much excellent farmland where fruit and vegetables are grown.

**Mile 0.0 - 2.0:** The train crosses the Columbia River on an 11-span 1,122-foot bridge. This present bridge was built in 1968 to replace another wooden trestle built in 1885.

**Mile 5.0 - 6.0:** Look for saw mills in both directions.

**Mile 7.0:** To the south is a huge rock, a remnant of what age?

**Mile 8.4:** To the north, a waterfall.

**Mile 12.0:** On the left, a giant obelisk, left over from the movie "2010," right?

**Miles 12.0 - 14.0:** Waterfalls on both sides.

**Miles 13.5 and 13.6:** Snowsheds. More waterfalls, rapids, beaver dams over the next few miles.

**Mile 20.0:** On the left, a small amusement park called The Enchanted Forest. (Are you enchanted? How about delighted? Sleepy?)

**Mile 22.0:** Kay Falls, to the south, one of the larger and more spectacular waterfalls.

**Taft**  
(Mile 23.9)

Elevation 1,283. Named after the manager of the Heed Lumber Company which once operated its own logging railway up Crazy Creek.

**Mile 25.0:** The Monashee Mountains end. Did you know they had begun?

**Mile 28.3:** To the north, if it's not too dark and you're very observant, is a stone cairn commemorating the driving of the last spike on November 7, 1885. The plaque reads (just in case you have trouble reading it as we go by) "The Last Spike. A nebulous dream was a reality; an iron ribbon crossed Canada from sea to sea. Often following the footsteps of early explorers, nearly 3,000 miles of steel rail pushed across vast prairies, cleft lofty mountain passes, twisted through canyons and bridged a thousand streams. Here on November 7; 1885, a plain iron spike welded East to West."

**Mile 29.5:** On quiet days, the Drew Sawmill and burner to the north seem to be polluting the entire valley.

**Malakwa**  
(Mile 32.3)

Pop. 294. Elevation 1,173. Indian word for "mosquito."

**Mile 33.0:** To the south, the Cariboo Plateau of the Hunter Range.

**Mile 44.1:** The Sicamous Narrows Bridge. Between 1900 and 1956, the CPR operated a three storey station/hotel overlooking Shuswap Lake (on the north.) This mixed station/hotel was unique in North America. The Canadian twists and turns along the south shore of Shuswap lake for several miles.

22 10      **Sicamous**  
2375 Miles (Mile 44.4)

Pop. 588. Elevation 1,116. Indian for "places cut through."

22 50      **Salmon Arm**  
2394 Miles (Mile 63.2)

Pop. 9,391. Elevation 1,116. Named for the arm of Shuswap lake.

**Tappen**  
(Mile 69.0)

Elevation 1,114. The name is a misspelling of Tappan, who was a partner in the firm of Sinclair and Tappan, contractors who laid this section of track in 1884. At this point, the train begins its climb up Notch Hill.

**Wednesday, May 21**

00 55      **Kamloops**  
2459 Miles (Mile 128.5)

Pop. 65,800. Elevation 1,152. From the Indian name "Cumeloops." Founded in 1812 as a fur trading post at the junction of the North and South Thompson Rivers. It covers an area larger than New York City. Its first inhabitants were the Shuswap Band of the Salish Indians who named it Kahmoloops, "meeting of the waters." The first white man to visit the area was David Stuart, a Pacific Fur Company trader who built a fort near the present downtown area in 1812.

02 30      **Ashcroft**  
2506 Miles (Mile 47.3)

Pop. 2,026. Elevation 996. Named for the English birthplace of Judge Cornwall.

05 10      **North Bend**  
2581 Miles (Mile 121.5)

Pop. 276. Elevation 486. Named for the curve in the river. Formerly called Yankee Flat.

The train follows the Fraser River right into Vancouver. But there are some exciting scenes to view if you're awake at this time.

**Mile 1.0:** The aerial ferry linking North Bend and Boston Bar can be seen on the left.

**Mile 5.5:** Scuzzy Creek flows into the Fraser.

**Mile 8.0:** This narrowing in the river gorge is aptly named Hell's Gate. The train will move through nine tunnels during this section. You will also be able to see the CNR line on the other bank.

**Mile 14.5:** Across the river, on the left, is the site of the first suspension bridge built in B.C., the Alexandra. Built in 1861, it originally consisted of wooden towers and wires that were woven on the site. Today, it sits solidly on steel towers.

**Mile 15.2:** Spuzzum Creek delta was once an Indian village. In 1898, miner digging for gold uncovered a prehistoric burial ground containing 20 skeletons interred in a sitting position around the remains of a large fire.

**Mile 23.5:** Saddle Rock sits in the middle of the river.

**Mile 25.0:** Another rock, which looks like a battleship, facing upstream is called Steamboat Island

For the next mile, The Canadian follows the Fraser River through Chaquama Canyon. The rock on the right is dotted with small holes; hence its name, Honeycomb Bluff. The railway embankment, built by skilled Scottish stonemasons, is composed of huge blocks of granite, some weighing more than a ton, which fit so exactly that no mortar was required. There are four tunnels in this section near Yale which took 18 months to build.

06 15     **Yale**  
2608 Miles (Mile 27.0)

Pop. 239. Elevation 214. Named after J. M. Yale, commander of Fort George.

**Mile 27.0:** At the mouth of the Fraser stands a massive, black rock called Lady Franklin Rock. It was named because it was this rock that stopped Lady Franklin from carrying the search for her lost husband, Sir Joh Franklin, up the Fraser River.

**Mile 41.6:** The scenery here changes quite abruptly from the stark, bare, rugged canyons to a broad, lush valley framed by mountains. Watch for wild roses and fruit and dairy farms.

**Mile 42.4:** On the right is an abandoned tunnel.

**Mile 47 - 58:** To the south is Cheam Peak.

07 03     **Agassiz**  
2640 Miles (Mile 58.9)

Elevation 57. This is the station stop for Harrison Hot Springs which, in addition to being one of the finest resort areas in B.C. is also the home of the Sasquatch.

**Mile 63.6:** Twin tunnels at this point are unusual because the one we go through is 443 feet long compared to the eastbound tunnel which is only 245 feet. The 11-span, 962-foot bridge over the Harrison River includes a swing span to accommodate boats on the river.

**Dewdney**  
(Mile 81.6)

Pop. 542. Elevation 26. Named after Edgar Dewdney, who in the 1860s built the Dewdney Trail from Hope on the Fraser River to the gold fields in the Kootenays.

**Mile 87.0:** To the left is Mount Baker, 10,778 feet and 40 miles away in the state of Washington.

07 44     **Mission**  
2668 Miles (Mile 87.3)

Pop. 14,997. Elevation 20. Named for a mission school established here in 1861. From here, a branch rail line was built to the U.S. border, almost resulting in a name change to New Seattle.

**Mile 92.0:** The site of Bill Miner's first and successful train robbery. He and his accomplices boarded a westbound train at Mission City on the evening of September 10, 1904. They stopped the train at Silverdale, left the passenger cars behind, and rove off with the locomotive and the parcel-laden express car. The robbery went off without a hitch. They stole \$7,000 from the express car and made a clean getaway. Don't get any ideas!

Looking out of the window in this region, can you tell what type of agriculture is carried on?

**Are you all packed and ready to go?**

08 35     **Port Coquitlam**  
2693 Miles (Mile 11.9)

Pop. 55,464. Elevation 8. Named after a nearby Indian Reserve. Originally called Westminster Junction. This was the home of Terry Fox.

The Canadian now does some switching and changing from one set of tracks to another. In the days of the CPR, the train would have followed the CPR track to the centre of Vancouver, just as did the first transcontinental passenger train on July 4, 1886. Since the advent of Via Rail, the train slowly crosses the Coquitlam River at 112.3 and then turns sharply south.

**Mile 2.2:** To the north is the huge Riverview Hospital, and to the south across the river, is the Essondale Indian Reserve.

**Mile 4.9:** Fraser Mills, once called Millside, is now the site of a huge Crown Zellerbach lumber and pulpwood complex.

**Sapperton**  
(Mile 5.6)

Named for the sappers (Royal Engineers) who settled here in the 1850s.

**CP Junction**  
(Mile 145.3)

Junction of the CPR and BNR. The train crosses the Brunette River.

**Endot**  
(Mile 146.8)

Named for "end of double track."

**Mile 148.0 – 150.0:** To the north is Burnaby Mountain, home of Simon Fraser University. To the south is Burnaby Lake.

**Mile 151.8:** To the north is CN's longest tunnel (11,235 feet) which goes under the Willingdon Heights residential area.

**Mile 153.8:** The line enters the Great Northern Cut, a deep, two-mile long stretch.



**Mile 155.8:** The train switches onto the CN tracks for the last .7 miles to Vancouver's Main Street Station, a huge structure built in 1919 and boasting a classical stone interior. On display, as part of the Expo activities is a priceless collection of art retrieved from retired railway cars.

09 25      **Vancouver**  
2710 Miles (Mile 131.8)

Pop. 1.3 million. Named after Captain  
George Vancouver who discovered Burrard  
Inlet in 1792.

As you leave the train....

1. Thanks to the train crew.
2. **Double check to see that you haven't forgotten anything.**
3. Stick together. This isn't the time to get lost.
4. Be patient. It will take time to get everything together, organize cabs for the ride to UBC and sort out the billeting arrangements.