SUMMER TOURS
by the
Canadian Pacific Railway
Summer Tours

by the

Canadian Pacific Railway

"Where every breeze bears health upon its wings."

Issued by Passenger Department
Canadian Pacific Railway
Montreal

1887
General Information

The Tourist Routes detailed herein cover only a small portion of the attractive places on, or that can be reached by, the Canadian Pacific Railway. Additional routes will be made up and price of tickets given on application to any city ticket office of the Company.

Tourist Tickets entitle the purchaser to all the privileges accorded on regular first-class tickets.

Unless otherwise specified, they are on sale until 15th October, and are available for travel until 31st October of the year in which issued.

They are good for stop-over on application to Conductor or Purser at any intermediate point on the line of the Canadian Pacific Railway or Steamship Line, within their time limit. Portions issued over the lines of other railways or transportation companies are subject to the local stop-over regulations of the lines over which they read.

Transfers between stations are not included in Tourist Tickets, unless specially noted. Transfers are necessary at only a few points, and at most of these tourists would naturally desire to stop over.

Round-trip Tourist Tickets, going one way and returning another, can, in most cases, be reversed, at the time of purchase, for the convenience of tourists.

Tourists will note that many of the steamer lines cease running, or make irregular trips, prior to the close of tourist season, 31st October; and travellers should consult each company's advertisements and govern themselves accordingly, as all Tourist Tickets are sold on condition that they are used while the service is open.
GENERAL INFORMATION.

When tourists desire to make any side-trip enumerated herein, they should purchase the ticket for the same at the starting point, as in many instances the benefit of side-trip rates cannot be obtained at the junction-point where the side-trip diverges from the main tour.

The times of railway and steamship connections given herein cannot be guaranteed, as they are subject to change as the season advances. For fuller details and latest changes a perusal of the current time-table "folder" of the Company is recommended.

Where steamship routes are marked thus \(^*\), it indicates that meals and berths are included on steamships, and that no extra charge will be made for them; when marked thus \(\dagger\), meals only are included.

Children between the ages of 5 and 12 years will be charged half fare; over 12 years, full fare.

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are forming, be glad to send such an agent to render assistance and give desirable information to applicants. Special First-class Sleeping Cars will be reserved for parties of eighteen or more passengers.

Tourists are advised that in no instance are their tickets transferable and if they are unable to use the whole or a part of same, they are requested to return the portion unused to the General Passenger Agent of the Canadian Pacific Railway Co., at Montreal, who will refund a reasonable amount therefor.

The route from Niagara Falls to Toronto, where the Canadian Pacific Railway is reached, will, until the close of navigation, be by the New York Central & Hudson River R.R. to Lewiston, thence by Niagara Navigation Company to Toronto; or by the Michigan Central R.R. to Niagara, thence by Niagara Navigation Company (Steamer Chippewa) to Toronto. The route from Detroit to St. Thomas, where Canadian Pacific Railway is reached, is by the Michigan Central R.R.

The attention of tourists is called to the special information preceding the Eastern and Western Tours.

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shown; but tickets for many of the tours may be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Department enumerated on pages 2 and 128.

Correspondence is respectfully invited.

LUCIUS TUTTLE,
Passenger Traffic Manager,

D. McNICOLL,
General Pass. Agent,

MONTREAL, CANADA.

EASTERN DIV.
ADVANTAGES OFFERED
BY THE
CANADIAN PACIFIC RAILWAY
TO PROMOTE TRAVEL

Return First Class Tickets, good for periods ranging from 6 days upwards, are sold between stations east of Port Arthur at a reduction of one-sixth from regular rates.

One Thousand Mile Tickets for $25.00, good for one year and available over that portion of the line east of Sudbury Junction, are sold at all principal stations.

Commutation Trip Tickets, good for 10, 30 or 100 trips within three months, and available for passengers travelling singly or in parties, are on sale between cities and their suburban resorts within a radius of about thirty miles at rates varying from one to two cents per mile.

Season Tickets, good for one return trip per day to purchaser only, are on sale between all stations for periods of from one to twelve months, and the extremely low rates at which they are sold are so graded that continuous purchasers from month to month are required to pay very little more than the twelve-months' rate. Special rates are made for students, and an extended age limit is allowed for half tickets, on presentation of a certificate from the principal of the school attended by the applicant.

Saturday Excursion Tickets, good for return till Monday following, are sold during summer months from cities to the country points within a radius of about 60 miles, at a rate of 10 cents more than a single first-class fare. For particulars apply to city ticket offices.

Sportsmen, travelling together in parties of five or more, will be issued return tickets, good for one month, to sporting grounds on the line of the Canadian Pacific Railway, at greatly reduced rates. Arrangements have been made with the Dominion Express Company for very low rates on camp equipments, tents, canvas, etc. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Railway Company.

Fishing and Shooting

FISHING along the line of the Canadian Pacific is good at almost as many points as there are stations. Particularly should be mentioned the upper Ottawa and its tributary streams, especially those coming in from the northward; and the rivers that flow down from the Laurentian hills into the St. Lawrence, between Montreal and the Saguenay. The hills in the neighborhood of Calumet and the vicinity of Mastigouche, north of St. Félix de Valois, are especially popular with anglers. Havelock, a station in Ontario, near Sharbot lake, is another good centre for fishing. Nepigon, Steel, Jackfish, and other rivers flowing into the northern margin of Lake Superior, have already been mentioned, and are almost inexhaustible in their resources. The county of Grey, in western Ontario, contains many good trout streams, and anglers can scarcely go amiss in any part of the Muskoka region. Hunting for moose, caribou and deer is always good on the upper Ottawa, along the railway line north of Georgian bay, and everywhere north of Lake Superior. In the Rocky Mountains both game and fish are abundant near the line of the railway.
To the Rocky Mountains and Pacific Coast, via the Western Division of the Canadian Pacific Railway and Pacific Coast Steamer.

Westward from Winnipeg spreads a thousand miles of open and productive plains—the wheat-prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures. During the first day large active villages are passed, farm-houses are always in sight, and the "flowering mead" is checkered with abundant squares of upturned sod or the emerald and gold of grain. Later, the villages diminish and the farms become fewer, at least near the road, which has now ascended to a higher, though by no means a sterile region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but wildfowl throng about the many lakes, and antelopes raise their heads as the train rolls into view, and then hurry away.

Before you are weary of the plains a new object greets your eyes and holds them—the far white peaks of the Rockies, curving in a vast semi-circle around the western horizon; and at Calgary, the populous headquarters of the grazing industries, whose cattle and sheep ranches extend over hundreds of square miles along the foot-hills, you are right at the base of the great front-range, which towers in an apparently impregnable wall of blue and white.

And now all that has gone before dwindles into insignificance. Three ranges of prodigious mountains are to be crossed before the interior of British Columbia is reached; and when you have descended the last western slopes there remain 300 miles of scenery so fine, along the canyons of the Fraser river, that many persons consider it best of all.

"Do not try to take all of this in one unbroken trip," is the advice given to the tourist by one who has been across the Rockies many times and knows these giants well. "It is too much. The eye loses power of discrimination—is stunned—the soul surfeited—so fast do grandeur of form and beauty in details crowd upon the view and demand attention 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 too rapidly for profit. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine-pathways they have hewn, and you behold the very source of their currents in some crystal lake or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines beside the bounding stream, and stare your eyes to toppling crags that swing among the fleeciest of summer clouds a mile and a quarter higher than your place. Again, with audacity of engineering, the railway surmounts a portion of this distance and you can look down to where tall forest trees are small as matchsticks. Upward, apparently close at hand, are the naked ledges lifted above the last fringe of vegetation, wide spaces of never-wasting snow and the wrinkled backs of glaciers whence caterpillars come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and siguilles of black rock, there you cautiously descend into the depths of profound gorges, and your-
self enshrined in the shadow of a forest beside which the eastern woods are as underbrush. The massiveness and breadth of the mountains in one part will astonish you; their splintered and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Castle Mountain, or Stephen or Sir Donald, will print itself upon your memory."

It would be well, then, for the tourist to stop off at two or three points at least, and take time to understand the mountains. Pleasant hotels have been built by the railway company at suitable points, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed.

The Banff Hot Springs, and Field, in the Rockies; the Glacier hotel at the summit of the Selkirks; and North Bend, in the depths of the Fraser canyon, are at present the best stopping places, but others are preparing.

Banff is the station for the Canadian National Park, in the Bow River valley, among the eastern foot-hills of the Rocky Mountains.

There are opious and wonderful hot mineral springs there, and the place is becoming a fashionable sanitarium and pleasure resort.

This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep and bears. The general altitude of the valley is about 4,500 feet. Roads have been built northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. In the Bow river, near Banff station, are some beautiful falls and rapids, dropping 60 feet in the course of a few rods. Cottages and small hotels now exist, but the railway is building a very large and elegant hotel, with perfect arrangements for bathing in the spring water, and for all sorts of recreation.
WESTERN TOURS.

The western terminus of the road is reached at Vancouver on the sixth day after leaving Montreal. This new town stands upon the margin of English harbor, near the entrance of Burrard inlet, where only three years ago the forest was unbroken.

From Vancouver a daily steamer of the Canadian Pacific Navigation Company enables the traveller to cross through the archipelagoes of the straits of Georgia and Focha to Victoria, on Vancouver island, the capital of the province of British Columbia. The town is most charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beau-

tiful park. A native Indian village occupies the other bank of the channel, while the business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city a reservation, supposed to be guarded by some ancient fortifications and half-dismantled cannon, overlooks the straits of Focha, and gives a view of the Olympic range on the southern shore of the strait and of the great Cascade range, in Oregon. This is the city's park, and a remarkably pleasant spot it is.

Victoria does a large business with the interior of the province and with a long extent of coast-country. It is a rendezvous of the English navy, and the most important port of entry north of San Francisco.

From Vancouver or Victoria steamers depart every three weeks for Japan and China; fortnightly for Alaska; once a week to San Francisco; and daily to Port Townsend, Seattle, Tacoma and other ports on Puget sound, communicating daily with Portland and San Francisco.

The boats on Puget sound are fast and elegant steamers, which traverse all parts of this great interior sea, giving varied and most in-

VIEW ON THE KICKING HORSE RIVER, ROCKY MOUNTAINS.

THE BEAVERFOOT MOUNTAINS.

teresting views of the great Coast range of mountains, with Baker in the north and Mount Tacoma in the south, rising 14,000 feet above the water, so near at hand that their full height is perceived, and on calm days is brilliantly reflected in the surface of the bay. Seattle is the largest town in Washington territory, and has in its neighborhood extensive coal mines, and boundless forests yielding that gigantic Douglas fir, with which the traveller has become familiar in British Columbia. A railway passes from Seattle over the Cascade mountains into the upper valley of the Columbia. Tacoma is a rapidly
growing town, supported by extensively cultivated valleys, in which the raising of hops is a very important feature, and surrounded by forests that produce vast quantities of lumber; the fisheries of Tacoma and Seattle are also important. From Tacoma a railway extends southward to Kalama, on the Columbia river, whence a steamer connects with each arriving train for the city of Portland, Oreg., some miles further up this grand water-course, near whose source the traveller was when crossing the Selkirk mountains. From Kalama it is possible also to go by steamer to Astoria, Oreg., the noted fishing and trading town at the mouth of the Columbia. From Kalama, or from Astoria, as best suits his convenience, the traveller can take a steamer every other day for San Francisco. No tourist ticket is arranged by this route, however, since it is an indirect means of transit between Vancouver and California, useful only to those who desire to visit Oregon on the way. To Olympia, the capital of Washington territory, access can be had by rail or steamer from Tacoma.

V.

THE TOUR TO ALASKA.

The tour to Alaska is made from Victoria or Vancouver, in comfortable steamers especially fitted for this trip, and occupies from two to four weeks. The voyage is altogether in the quiet waters of sheltered bays and straits, protected from the gales and great waves of the outer Pacific by the barrier of islands that everywhere forms a skirmish line in advance of the mainland of the north Pacific coast.

From Victoria the steamer passes around into the gulf and thence northward, past the great headlands that separate the bays reaching far inland toward the Cascade mountains, until it reaches the narrow channels that separate the island of Vancouver from the mainland shore. Here lofty hills approach closely to the water's edge, and the steamer pursues its way through devious channels whose banks of living green are within gunshot on either hand. These shores are the dwelling-place of Indians whose curious houses are to be seen along the beach, and whose finely-carved canoes come out to meet the steamer as she passes, or are encountered on their fishing or trading excursions. Metlakatla is one of the first stopping places.

Crossing bays and sounds, threading its way through channels sometimes so narrow that the yard-arms of the vessel almost touch the cliffs on one side or the other, and yet deep and safe, the voyager is carried out of British Columbian waters into those of Alaska. Gradually a more sombre and imposing style of scenery supersedes the softer pictures of the lower coast. Rude and lofty mountains, their tops covered with snow, bound the view at the end of every inlet. White masses of decaying ice will be met floating in the water, and presently glaciers are seen pushing downward from the great gorges that separate the mountains until they dip into the very surf at the head of some deep indentation. The farthest point of this wonderful voyage is reached in Icy Bay, where a large group of glaciers, filling the hollows of a group of mountains, concentrates into one vast body of ice, presenting a seawall miles in length, whose gigantic masses are continually splitting off to float away as icebergs and melt in the warm water outside. Descriptive language has been almost exhausted in the attempt to portray to those who have not seen it the novelty and sublimity of this far northern bay. Probably there is no part of the world now accessible to tourists which would yield so much satisfaction, for the expenditure of time and money required, as the journey through these archipelagoes and into this home of the glaciers.

On the return voyage Sitka is visited and an entirely new series of islands and channels is seen, as the steamer makes her way from this to that stopping place until Vancouver is again in sight. Many Indian villages, mining settlements and fishing stations are visited, on either the outward or homeward voyage, giving abundant opportunity for fishing, hunting, or collecting Indian curiosities. A descriptive pamphlet, giving information in regard to all the scenery and details of this tour, has been published by the Canadian Pacific Railway, and will be sent free to any applicant addressing the Passenger Traffic Manager at Montreal, or general agents of the company elsewhere.
SPECIAL INFORMATION
IN CONNECTION WITH
WESTERN TOURS

Rates prefixed thus (★) will apply from any Canadian Pacific Railway station in the Provinces of Ontario and Quebec, and also from New York, Boston, Mass.; Halifax, N.S.; St. John, N.B.; Albany, N.Y.; Buffalo, N.Y.; Niagara Falls; Hamilton, Ont.; Windsor, Ont.; Detroit, Mich.

Tourists ticketed from points not on the line of the Canadian Pacific Railway must begin their journey on that line at either of the following junction points, viz., Quebec, Montreal, Prescott, Brockville, Toronto, St. Thomas or North Bay.

The Time Limit on Tourist Tickets to Banff Hot Springs, Vancouver, B.C., Victoria, B.C., Puget Sound ports and San Francisco, is six months from the date of purchase.

The route of Western Tours going or coming by Rail between Port Arthur and points in Western Ontario, Havelock, Belleville and west thereof, will be via the Northern & North-Western Railway between Toronto and North Bay, from east of Havelock and Belleville it will be all Rail Canadian Pacific Railway via Carleton Jc.

Return Tourist Tickets to Port Arthur or any point west thereof, via Port Arthur, will, if desired, be made good to go either via Canadian Rail Routes or via Lake Route, and should tourist desire to alter his route on return from Rail to Lake or vice versa he can do so without extra charge, on application to agent of the Canadian Pacific Railway at Port Arthur.

Tickets between Owen Sound and Sault Ste. Marie, and Owen Sound and Port Arthur, in either direction, reading over the Canadian Pacific Steamship Line, will, on application to purser on C.P. Steamships or agent of the Canadian Pacific S.S. Line at Owen Sound or Sault Ste. Marie, be endorsed good via Algoma Navigation Company, between Owen Sound and Sault Ste. Marie, the route of which is north of Manitoulin island.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through ticket agent when purchasing ticket, or through city ticket offices at Toronto, Port Arthur or Winnipeg.

Berths in Alaska steamships can be procured through ticket agent, from General Passenger Agent, Canadian Pacific Railway, Montreal.
CANADA

A
Playground for
the Empire

DEPARTMENT OF THE INTERIOR

Hon. Charles Stewart
Minister

W. W. Cory, C.M.G.
Deputy Minister

J. B. Harkin
Commissioner of Canadian National Parks

OTTAWA
The National Parks

The use of the term "park" in connection with such vast territory must seem incongruous to anyone familiar only with the parks of older countries, where the term usually denotes a reserve of formal and ordered beauty, limited in extent. On the North American continent, however, the term "national park," inadequate though it is felt to be, has come to have a special and clearly recognized significance. This, in spite of the fact that it is used to cover several kinds of reservations. In its broadest meaning a national park is a public reservation of land which for one reason or another is of common national interest. Such reserves vary in Canada from great regions characterized by outstanding scenic beauty or unique phenomena of nature to small areas preserving sites memorable in the national history, or bearing remains of aboriginal occupation.

The national parks exist to preserve, for the benefit and enjoyment of Canadians, some of the most beautiful examples of her natural scenery, as well as places associated with her history, using history here in its broadest sense and going back to earliest times. They also include animal and bird reserves, created to preserve certain species of native mammals and birds that are threatened with a diminution of numbers or even, as in the case of buffalo and antelope, with actual extinction.

The value of such reservations becomes each year more apparent. Canada is still a young country, but she has learned from her own experience and from the experience of other countries, that conservation where natural beauty and historic interest or wild life are concerned is as necessary as it is in the case of timber or minerals or other resources of the land. In spite of her youth and her imperative need to develop her commercial resources, to consider the material problems of existence, Canada has nevertheless stopped to consider and to make provision for the preservation of the natural beauty of the landscape, and those other things which add to the enrichment and interest of life.

In Ontario, Quebec, and British Columbia the provincial governments have also set aside large and beautiful areas of primitive forest as wild-life preserves and for public recreation, and while no reserves have been created in New Brunswick and Nova Scotia, these provinces possess forest areas that supply the same needs and provide opportunities for camping, fishing, hunting, and the out-door life generally.
The National Parks in the Rockies

With two exceptions the Federal recreational reserves in Canada are in the Rocky Mountains. This is due partly to the fact that in the older provinces the land long since passed out of the hands of the Crown. While each province has beautiful lakes, rivers, or sea-side regions which form the summer playground of thousands, the culminating point of Canadian scenery is admittedly found in the Rocky Mountains. This region is so magnificent in beauty and interest that the conservation of some of its finest sections is properly of national concern. Few countries can equal it in either magnitude or sublimity. In the words of Mr. T. G. Langstaff, the eminent English alpinist, it would appear to be "merely awaiting recognition to become in this century as Switzerland was in the past, the playground of the world."
The Canadian Rockies

T was said of that Guinevere, whom Launcest loved, that “God in making her used both hands,” and the same might be affirmed of the Canadian Rockies. When the traveller enters the narrow portal which lets him through the great eastern wall, he could believe himself in another world. The senses are at first bewildered by the succession of majestic forms. Every moment reveals a new picture, and each one is a surprise and enchantment. Great gray peaks, scarred, hacked, worn by time and weather, lift their shattered summits against a sky of purest azure. A stone's throw from the train, a tumbling stream, milky green with sediment, hurries down from distant glaciers. The scent of a thousand miles of pine forest and a faint tang of neighbouring
THE WILD AND MAJESTIC VALLEY OF THE TEN PEAKS

To the high hills you took me. And we saw
The everlasting ritual of sky,
And earth and the vast pieces of the air,
And momentarily the change of changeless law
Was beautiful before us and the cry.

Of the great winds was as a distant prayer
From branded people, and the ethereal sound
Of many waters moaning down the long
Veneer of the hills was an undersong;
And in that hour we moved on holy ground—John Drinkwater.

Page Sixteen
snowpeaks sting in the nostril. The air is keen and clear and sweet as only alpine air can be. Primitive strength, barbaric power, the results of conflicts between tremendous, unbelievable forces, are visible on every side. The sheer naked strength of the ranges would be terrible if the mountains were not clothed and softened as they are with the green of luxuriant pine forests, slashed often by a crystal waterfall or a tumbling stream.

Comparisons between beautiful regions in different parts of the world are usually futile, but for mingled grandeur and loveliness probably the only other region equal to the Rockies is the Swiss Alps. The two main ranges of the Canadian Cordilleras are the Rockies and Selkirks, and each of these has its special characteristics and charms. The Selkirks are ages older than the Rockies, and have been worn down so that they are slightly lower in altitude. They have a much heavier precipitation, and are characterized by luxuriant vegetation and a wealth of snow and ice. The Rockies are higher, barer, more stupendous, their limestone summits splintered into turrets, spires and pinnacles, or crowned with magnificent caps of snow.

The immensity of these ranges, crumpled and twisted by forces beyond the power of the mind to conceive, the endless
all, the exquisite, matchless colouring of the mountain lakes, enthral the imagination and make these glorious ranges an incomparable playground for all lovers of mountains the world over.

I see a great land poised as in a dream—waiting for its own people to come and take possession of it.—Edward Carpenter

THE parks are maintained and managed by the government so as to permit free access to their many beauties and at the same time guard against desecration. They are country estates which belong to the whole people, patrolled and guarded, yet beyond the required roads and trails and the necessary development due to man’s use and habitation, maintained in their original wildness and loneliness and virginal beauty even as Nature created them.

In the parks, tramping, riding, alpine climbing, and exploring are the recreations of the more vigorous, and for those less actively inclined there are excellent roads for motoring.
delightful lakes and streams in which to fish, and even a perfect golf course or two. The clear mountain air and abundant sunshine make it a joy to be out of doors and render life

under canvas not only possible but delightful.

All the parks are wild-life sanctuaries, and birds and mammals native to these regions roam and breed freely from molestation. The fearlessness and grace of these beautiful creatures are a constant source of interest and delight to all visitors. The wild things have been quick to realize that within these borders man has laid aside his ancient enmity, and each year they are becoming tamer and more numerous.

The Canadian Rockies are traversed by two main transcontinental lines, each of which traverses one or more of the national parks. Tourist hotels at the more important centres provide excellent accommodation. Swiss guides are procurable for difficult ascents, and there are outfitting firms which supply parties with ponies, tents, blankets, guides, and all necessary equipment for a camping, hunting, or exploring trip. No game may be hunted within the parks, as has been said, but the chief tourist resorts from the starting-point for many expeditions
to big-game areas in the surrounding regions, where wild sheep, goat, and bear are to be had. For those who love adventure the Rockies offer the lure of the unknown and unconquered. There are still scores of peaks as yet unscaled and whole regions not even mapped. Whether the visitor be scientist, alpine climber, explorer, or a mere lover of Nature in her grandest and sublimest moods, he finds in these great reservations happy and delightful conditions, and ideal land which answers to his desire.

CANADA'S national parks are being sought each year by increasing thousands of Canadians, but they are too big and too beautiful to be the exclusive property of any one people. They belong by right, like great works of art, to all who have the eye to see and the heart to enjoy them. They are the crowning glory of Canada, and may yet be one of the chief glories of the Empire. Who knows if the great gulf stream of travel, which has carried so many hundreds of thousands from the new lands of the North American continent to the old, may not yet be reversed, so that the people of the mother-country shall flow back to Canadian shores, to find new health, fresh and delightful experiences, and a new conception of the possibilities of the Empire.

For the desire to travel, to see other countries or ways of life, as recent
historians have shown us, is one of the most deeply-buried in our blood. When the grey goose honks overhead in the April twilight, or the swallows gather in the autumn for their long migration to the south, who does not feel a kindred restlessness and a desire to be up and away? The comfort and ease with which long distances may now be accomplished is bringing the gratification of this instinct within the reach of increasing numbers. But the true nomadic movement, as Mr. Wells has pointed out in his *Outline of History*, "is a movement between homes. The Kalmuks go each year a thousand miles from one home to another." Is it not possible that there will come a time not far distant when all who live beneath the British flag will be, in a truer sense, citizens of a "vaster Empire than has been"? When they will move about among its different parts and enjoy the beauties that each has to offer, finding the stimulus of fresh scenes and different customs and ways of life, yet finding, too, in each the same traditions, the
same loyalties, the same love of honour and liberty, in which the British spirit can feel at home?
Canada, situated as she is half way between the homeland and the great southern Dominions, opens her doors in welcome to all visitors who travel to and fro, believing that out of mutual knowledge must come understanding and out of understanding, sympathy, and out of sympathy that indestructible bond, "stronger than triple brass," which shall make in a new sense, the greatest Empire that has been.