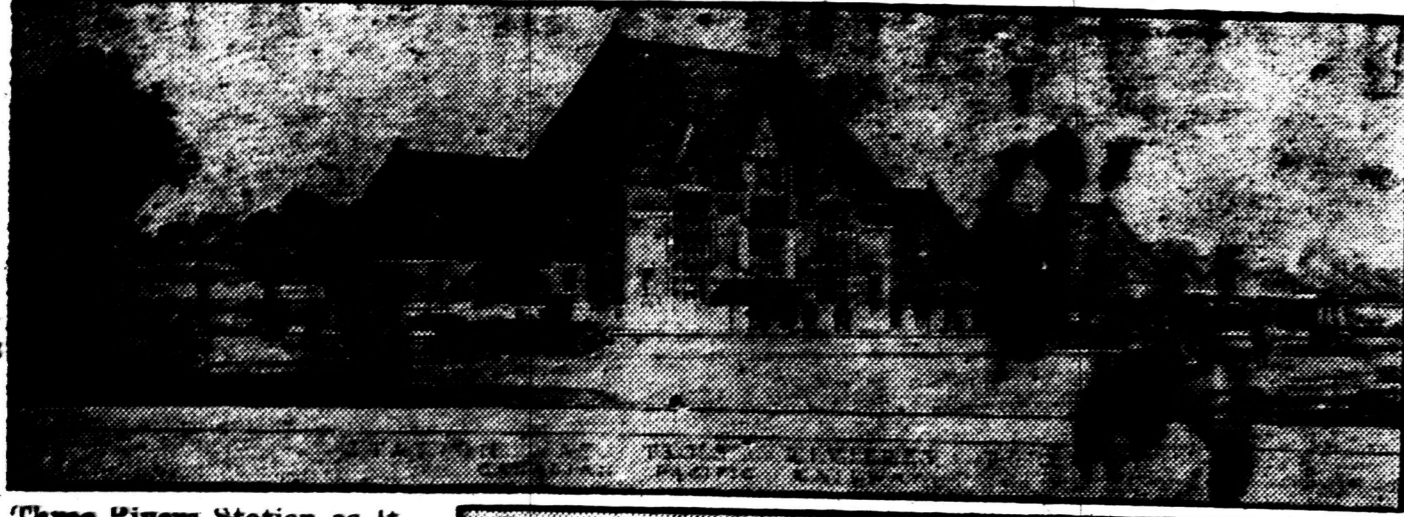


A New C. P. R. Station

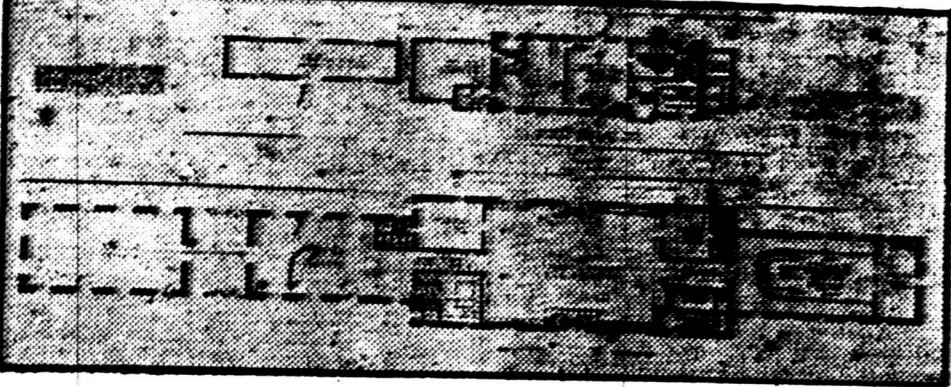


Three Rivers Station as it Will Appear When Completed.

The City of Three Rivers, Province of Quebec, will soon be graced by a new station, more modern and better suited to the requirements of the traffic which has been steadily increasing in this progressive metropolis of the St. Maurice region. Such is the announcement of the Canadian Pacific authorities, and one may rest assured that their decision to replace the present structure by another more in harmony with the importance that this industrial centre takes to-day will not fail to satisfy the Three Rivers population, which for some time has been anxious to see this company undertake the works rendered necessary by the rapid development of the city and surrounding country.

Delayed to some extent by the European War, which forced it to work in other directions, the Company will now be able to satisfy the reasonable demands of the public at Three Rivers in erecting at this point a station which will be a credit to it, and which at the same time will answer to the needs of the traffic.

The new construction will, it goes without saying, be absolutely up-to-date, and provided with all the conveniences and different services which one can find in the stations of larger cities. The architects who have designed the plans, have adopted the French Chateau style, successfully employed at Quebec for the Chateau Frontenac and the Palace Station, since it harmonizes thoroughly with the character of the region and of the country, and since it lends itself equally well to this kind of building, both from the practical and the aesthetic point of view. From the exterior the great waiting room below is frankly indicated, while the principal entrance of the station as well as the exit to the trains, have been designed to form an ensemble very pleasing to the eye. The interior disposition is arranged so that the passenger has easily accessible on the ground floor all the services of the station, comprising the ticket offices, news stand, telegraph, telephones, parcel room, etc. Two waiting rooms, one for ladies and the other for men, open out of the general waiting room



Above is a diagram of the floor space of the old Station, and below a diagram of the floor space of the new building.

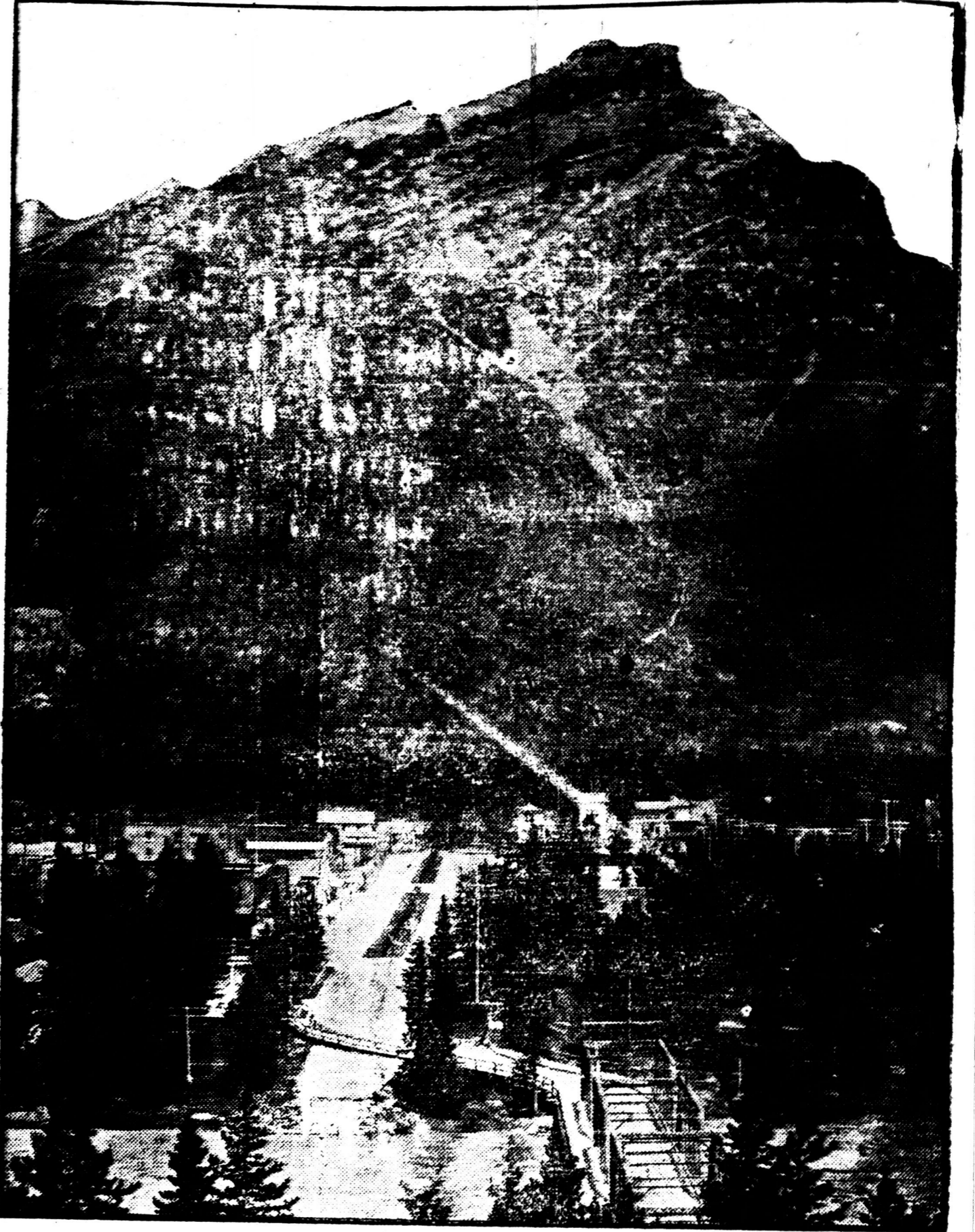
to which access is given in the first place by a well lighted central concourse. The baggage room wing has been placed at the side of, and parallel with, the train platform and tracks, opening on one side directly to the platform and on the other to the street.

The building as designed, will be of fireproof construction, faced on the exterior with warm brick and cut stone dressings of Deschambault or similar limestone. The roofing material will have floors of marble and terrazzo tile, the walls treated with marble, wainscots and caen stone or marble above. The toilet rooms will be finished with tile floors, marble wainscots and divisions. Generally the wood finish throughout will be of Canadian oak.

The heating, lighting and plumbing services will be of the most up-to-date, arranged and furnished in quality and kind commensurate to the requirements of the travelling public. With its population of 22,000 souls, and its numerous industries, this town has an undoubted right to these improvements which will certainly contribute to the continuation of its expansion. The development of the City of Three Rivers will not fail before long to reach vast proportions for its exceptional situation halfway between Quebec and Montreal, and at the mouth of the St. Maurice, drawing all the valley of that river, guarantees it a future of progress and prosperity.

The City of Three Rivers is one of the most ancient and interesting in the Province of Quebec, if not of Canada, and its importance was recognized from the earliest colonial

Reflections On Banff



Cascade Mountain Watches Over Banff and the Bow River.

Swelling to a temperature in the vicinity of 90 degrees in a big city, one thinks of Banff and the Rocky Mountains as a haven of coolness. How long for the pleasure of the snow, the coast of the Sulphur Water. Talking of Banff, this little town has well been named "Banff the Beautiful"; it is the "Spa of Canada" and thousands of tourists are attracted there annually. The Banff Hot Springs are famous for their health-giving qualities, especially for chronic rheumatism. These sulphur springs were discovered by accident by some of the engineers when surveying for the C. P. R. A huge swimming tank here has a depth of water from 2 to 8 feet. People of all ages sport themselves in the water, which is quite warm, so that bathing is attended with little or no inconvenience. That spectators can sit and watch the beauties of Banff from a vantage point on all sides, the mountains to the north and south, to the west and east, and the Bow River in front of us. The Bow River is a headquarters here, and daily one meets parties armed with cameras, on their way to enjoy mountain scenery. One cannot write of Banff without mentioning the Bow River, that river of the beautiful pale green colour, remaining one of opals and their ever changing tints. It is engaging to stand on Banff Bridge early in the morning when the sun rises and to look on the water and the pretty boat houses reflected in its depths, with the snow covered Massive Range in the background. Mt. Vermilion is on the right, Banff Mountain rises behind, on the left are Mt. Vermilion and the Massive Range, while down below the Bow River rushes and tumbles over the rapids, finally taking a leap over the Falls, to be joined by the waters of the Spray River further down the valley. This view cannot be surpassed in the world. No other place has a finer situation or a more extensive outlook than the Banff Hotel at Banff. The views are invariably loud in their praise of its beauty and leave this speaker with reluctance and lingering regret. Thousands have vivid memories of evenings spent in this delightful resort. The sunset in the golden west throws exquisite rose and violet tints on the snow capped peaks. In the snow light all nature is still, the Bow River and the Northern Lights to let of its magic, the Banff Hotel in all their glory, all the beauties of Banff are seen in front of us. The Banff Hotel is a

Fastest Transcontinental Train in the World for the Business Man in a Hurry



Trans-Canada Express leaving Windsor St. Station, Montreal

Taken from Observation Car in Canadian Pacific Rockies



Now that the era of reconstruction is here, the business man, who has been taxed to the limit, bought bonds to his capacity and given until his surplus is to be considered again. He is to be permitted to get from place to place quickly, his figures to be handled promptly and he is to be given every assistance to realize the business of America. The railways are the veins and arteries upon which a really business body must depend, therefore normally much of his help must come from them. The Canadian Pacific, a privately run road is the best of the railroads to help the business man. On June 1st, the first Trans-Canada Express, the new transcontinental express of the C. P. R.—pulled out of the Windsor St. Station in Montreal—filled to capacity on its three round-trip runs to Vancouver. This is the fastest transcontinental train in the world, making the trip from Montreal to Vancouver in less than four days, and from Vancouver to Montreal in 32 hours 15 minutes. The run being made without change of cars. A whole business day is thus saved to the Business-Man-in-a-Hurry. An interesting point in connection with this train is the fact that more than half of the passengers are generally registered from New York, Philadelphia, Boston and other American cities, a considerable number being booked for Banff, Lake Louise and points west. One thinks of a transcontinental train as a single unit, but in reality it is made up of a number of complete units. A daily service, the trip being four days, requires four trains running each way simultaneously. The equipment of the new de luxe train has an estimated value of \$4,000,000, using for the daily run eastbound and westbound, 53 sleeping cars, 3 compartment cars, 15 dining and 24 locomotives.

Baby Bear is Afraid of People

The smooth, hard, dustless road wound about through the sylvan depths of giant ferns and mighty timbers in a district round Spirit Lake, Vancouver Island. Far away a smoke smudge on the blue above the heaving ocean showed where a Canadian Pacific passenger liner was ploughing the heaving Pacific, bound for the Orient. On the right Spirit Lake gleamed in the bright sun. There was a gentle rustling in the darkness of the undergrowth, the ferns swayed gently. Then there came a sound of scratching and clawing, and finally the head of a three-months' cub rose alongside a great Douglas fir bole. As he cleared the ferns he paused and glanced eagerly about. He sought sight of his mother, who was so wrapped up in some luscious salmon berries that she had forgotten him. Higher and higher he climbed, widening his scope of view. Then came a terrible sound that paralyzed him where he clung to the ragged bark. It was the raucous challenge of a motor horn. Hugging the tree tightly he hoped to be overlooked. On the smooth road a few yards away there rolled into sight a terrible engine carrying ladies and gentlemen. He held his breath and hoped more strongly. But sharp eyes were peering every way from under the auto canopy and a scream of pleased excitement showed that feminine eyes had spied him. He hunched himself closer and beat his head on his shoulder to watch the awful creatures in the big iron animal that always had such a bad breath. A man crashed through the ferns and dumped a black box at him. The cub darted high in the branches of the towering fir



Baby Bear Watches an Automobile and Its Occupants From His Perch on a Fir Tree. The bad-breathing iron animal then grunted several times and crawled swiftly away, and down from the dizzy heights the baby bear hunched his painful backward side, they waddled away deeper into the forests where motor trails did not exist and bears can live in comfort. —L. V. K.