

Lake Louise and the Rockies



Lake Louise.

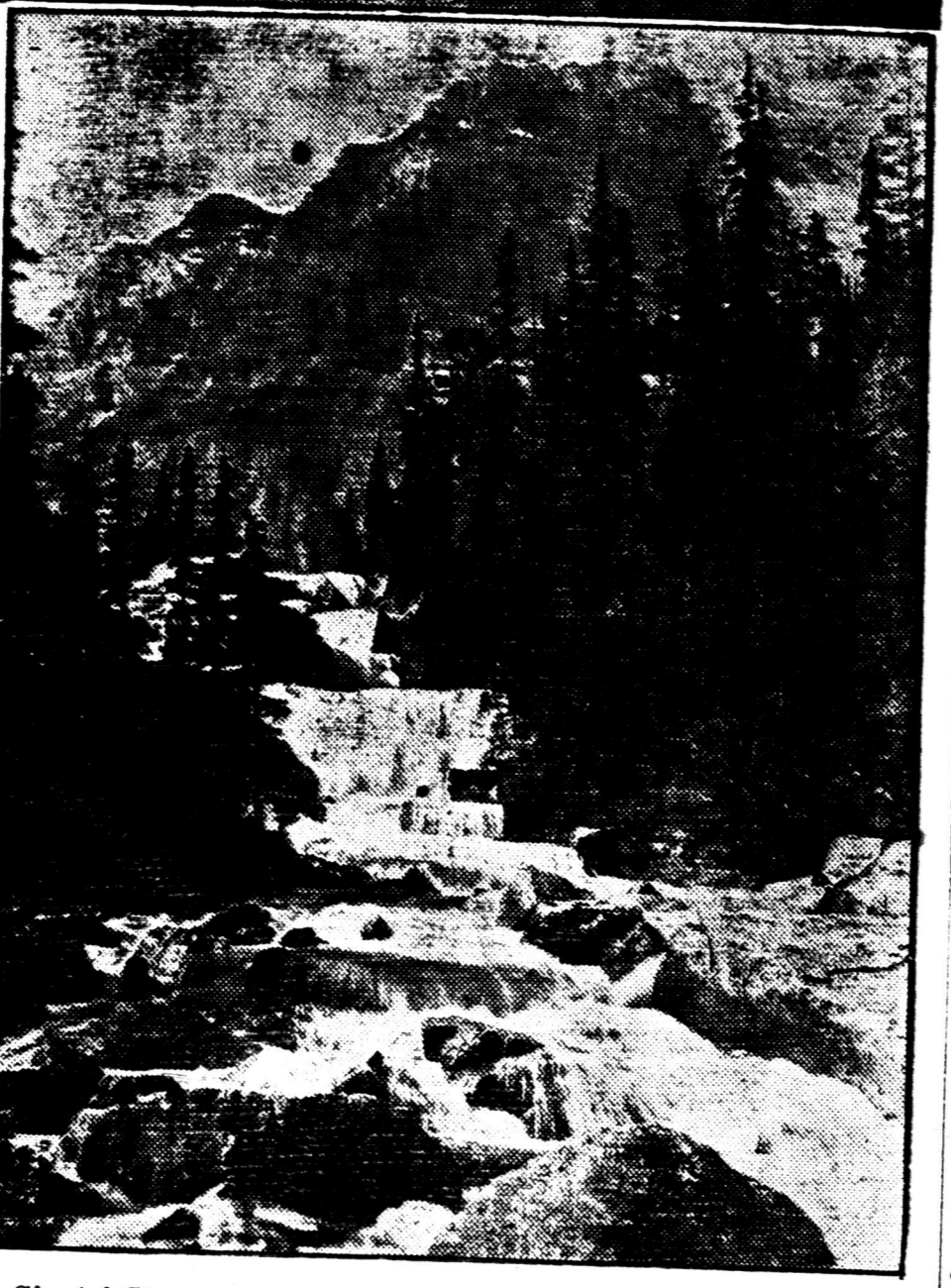
To the ancients all roads led to Rome, and it was the ambition of the Romans to behold the "Eternal City" and its wonders. Now, however, one might say it is the ambition of every Canadian to behold the "Eternal Snows," and as the Aspinan way led to Rome, so the great iron road, the Canadian Pacific Railway, leads to the Rocky Mountains. Canadians have a wide field to pick and choose from in the matter of places to spend holidays, but the West has an attraction all its own.

Lake Louise is one of the many beauty spots in the Rocky Mountains, and a trip West is not considered complete without a stop-off there. Lake Louise is one of the lakes in the Clouds (the others being Lake Agnes and Mirror Lake) and at one time its existence was only known to the Indians. Now, however, thanks to the enterprise of the C.P.R., it is visited by thousands of tourists yearly, the railway passing through at this point, and a special hotel, the Chateau, having been erected on the lakeshore, affording ample accommodation.

Stepping off the train at Laggan, the tourist boards an electric car, which runs up the gradient to the lake, the trip only occupying twenty minutes. The drive is a most delightful one, the car, being open on both sides, affords an uninterrupted view of the wonderful scenery with the minimum of exertion. The Bow River is crossed by a pretty little bridge, and in the early morning sunshine the waters sparkle like opal fire, tossing furiously in eddies as the river forces its way down the valley.

Arriving at Lake Louise one feels transported into another world; feelings of awe and admiration grip the mind, compelling a reverential silence. The lake itself is small, but a perfect gem, lying at the base of the Victoria Glacier from which it is fed, its waters being pure turquoise in colour, that deep turquoise so difficult to describe. Behind the lake Mt. Leffroy towers like a giant to the heavens, reaching an altitude of over 10,000 feet—some huge mass of dazzling snow and ice, resembling the Matterhorn in Switzerland, Mt. Aberdeen and the Victoria Glacier form a background unsurpassed for grandeur.

The surrounding country suggests an Alpine valley. Ranges of snow-capped mountains stretch as far as the eye can reach, while the air is filled



Giants' Steps near Lake Louise, Canadian Pacific Rockies.

with the scent of the pines. Flowers of brilliant colour bloom everywhere.

Facilities can be obtained at the Chateau to escort parties going to Moraine Lake and the Valley of the Ten Peaks by automobile or carriage; ponies can also be hired to take tourists to Lake Agnes and Mirror Lake.

On the way to Moraine Lake a splendid view of Mt. Temple is obtained. This mountain is one of the highest peaks in the Rockies, rising to an altitude of 11,000 feet. Its sides resemble walls of ice, and its crest is covered with snow. At this point a fine view of the Bow Valley is obtained from a height of 11,000 ft. the river looking like a silver thread down in the valley. Still other beauty spots are the Giants' Steps and Paradise Valley, where the opalescent waters come thundering down from the sublime heights above, forcing their way through the mountains to the distant valley.

Moraine Lake is soon reached, and the tourist is allowed half an hour to rest before the return journey, enabling him to enjoy the magnificent scenery. Moraine Lake lies at the base of the Ten Peaks, a chain of mountains all over 10,000 feet high, covered with snow.

A Great Shipping Record



The 18,000 ton C. P. O. S. Liner "Empress of France."

At the outbreak of war the Canadian Pacific Ocean Services, Ltd., had in commission in the Atlantic and Pacific services thirty-eight steamships, with an aggregate gross tonnage of 341,399 tons. Since August, 1914, the construction of four steamships, previously authorized, having a gross tonnage of 67,000 tons, has been completed, and twelve steamships of 76,000 gross tons have been purchased within the same period. During the war fifteen steamships were lost by enemy action or through accidents at sea, and eight have been sold to the British Government after having been requisitioned, and one sold to an Italian Prince who later presented it to the British Government for use as a hospital ship. The construction is being proceeded with at the Clyde yards of the Fairfield Shipbuilding and Engineering Company, of a ship 625 feet long between perpendiculars, having a gross tonnage of 22,000 tons. This ship will be known as the Empress of Canada. Three passenger

ships of the intermediate class for the Atlantic service are to be put under construction at the yards of John Brown & Son, and the Fairfield Shipbuilding Company. At the end of the last fiscal year the company had in ocean service twenty-eight steamships, of a gross tonnage of 264,430 tons, and six steamships under order or purchased but not delivered, having a gross tonnage of about 83,600.

The steamships lost through enemy action were the following:—
Calgarian, 17,515 gross tons; Carthaginian, 4,444 gross tons; Carib, 2,085 gross tons; Iowan, 4,268 gross tons; Hesperian, 10,930 gross tons; Michigan, 9,238 gross tons; Milwaukee, 7,323 gross tons; Montreal, 3,644 gross tons; Mount Temple, 7,792 gross tons; Montfort, 6,578 gross tons; Misasaobie, 12,469 gross tons; Medora, 5,135 gross tons; Minota, 4,928 gross tons; Fomeranian, 4,421 tons.

The ships lost through accidents at sea were: the Corinthian, 7,333 tons; Lake Manitoba, 9,874 tons.

The eight steamships sold to the British Government were the Montezuma, 8,360 tons; Montcalm, 5,595 tons; Montrose, 7,267 tons; Mount Royal, 7,998 tons; Mongolian, 4,838 tons; Numidian, 4,336 tons; Ruthenia, 7,208; Tyrolia, 7,535 tons; The S.S. Empress of India was purchased by the British Government for use as a hospital ship. Her gross tonnage is 5,954. The total tonnage lost through enemy action and other causes is 59,421, a grand total of 185,973 gross tons.

Ships purchased during the war are as follows:—
Bousford, 4,732 tons; Dunbridge, 6,650 tons; Holbrook, 6,655 tons; Montezuma, 5,933 tons; Montcalm, 5,542 tons; Misora, 5,135 tons; Mat-tawa, 4,874 tons; Minota, 4,928 tons; Methren, 4,852 tons; Motifoni, 5,692 tons; War Beryl, 10,890 tons; War Peridot, 10,560 tons. Vessels built and added to the fleet during the same period were the Misasaobie, 12,469 tons; Montezuma, 12,420 tons; Malta, 11,007 tons; Minnedosa, 11,967 tons.

A FRIEND OF BRITAIN

FACTS ABOUT AMER HABBULLAH, LEADER OF AFGHANISMAN.

These are the enemies recently named by the Assessor of the British Consulate in Kabul. He is a well-known and a great man in the country. He is a man of high character and a great leader of the people. He is a man of high character and a great leader of the people. He is a man of high character and a great leader of the people.

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WOMEN DIPLOMATS

Mme. Rosika Schwimmer Believes the World Needs Them.

One of the outstanding women in the world is Madame Rosika Schwimmer, of suffragist and feminist fame in Europe, and perhaps better known as the woman who was the inspiration of Henry Ford's peace pilgrimage to Europe.

Mme. Schwimmer, after the collapse of the Ford expedition which was to "bring the boys out of the trenches by Christmas, 1915," went back to Hungary, where she was active in national politics.

When the Hungarian revolution broke out and she proclaimed a republic, Mme. Schwimmer was one of the leaders of the revolution. She was a member of the "Council of Twenty" which guided the country through its first days of independence.

WOMEN IN CHINA

Only Small Sections of People Affected by Revolutions.

Amongst the many interesting points brought out by Mr. Liang Chiao, one of the Chinese envoys to the Peace Conference, in a recent interview was that relating to the exaggerated notion entertained by most people as to the extent and significance of what in the newspapers finds description as "unrest in China."

The point is an important one to the just understanding of the Chinese situation, China, with an area considerably larger than that of Europe, and a population considerably greater, has almost always found its way into the world's news through the action of very small minorities of its population and very small sections of its territory.

China does not mean "unrest in China." "China is so vast," Mr. Liang says, "that most people seem to forget that, even in the internal troubles we have been experiencing, only a relatively small portion of the country is actively involved."

Adam's Apple

Don't hide your Adam's apple. Keep it in plain sight for it is said to be a sign of brains and courage, says the New York Times.

The fruit of the family tree, the Adam's apple, was much talked about not long ago because Gen. Pershing referred to it as being a prominent feature of the neck of the American fighting man.

Tradesmen Are Artists

In the Golden Age of Venice, in the fifteenth century, the chief occupation of the women was the assiduous search after new forms of adornment, either to hide defects of persons or to heighten their natural charms by the infinite richness of their robes, their embroideries and laces, and by the relating of the customs of that time.

The shops of dressmakers, the mercers, the jewelers—in short, of all those who served the purpose of adornment—became in fact veritable exhibitions of industrial art, which formed the rendezvous of ladies and cavaliers and of all who loved fine stuffs and beautiful ornaments.

Sky Aprons

Owing to censorship, details of the invention of the wire sky aprons used so extensively in aerial defence during the latter months of the war were not available. However, we are now informed in Popular Mechanics of the methods employed in this system, which, by the way, is a British invention.

Balloons were sent up in groups of three or more to different elevations. The apron of wires they supported might be likened to certain Japanese beaded portieres, except, of course, that the individual strands were spaced several yards apart and weighed with plumb bobs.

First Detachable Collars

This year is the centenary of the collar, considered as a separate and distinct article of wearing apparel. Up till 1819 collars were made all in one piece with the shirts to which they belonged. In that year the wife of a blacksmith living in Troy, in the frequently washing her husband's shirts, "showed the dirt" to the collar, she hit upon the expedient of making a set of detachable collars.

The idea was seized upon by a male resident of Troy, a man named Ebenezer Brown, who thought he saw money in it.

Arabian Skins

Arabian skins coming into the world markets through Egypt and the Soudan originate exclusively in Jeddah and places in the vicinity of Mecca. They embrace cattle hides, sheep skins, goat skins and camel hides are limited in quantity; the quality, however, is excellent.

A Tommy writing home from France considers the cootie arithmetically, thus: "They add to one's enjoyment; they subtract one's attention; and they multiply like the demons."

That Was the Point

"Is your place within walking distance of the cars?"
"I dunno," answered the farmer.
"How far kin you walk?"

Just as Bad.
"There is no fool like an old fool."
"I don't know. There's the young fool that marries an old fool."

Overstocked

"Did some one chase you?" asked Willie's mother. "You're all out of breath."
"No—I'm not—ma," gasped the boy. "I've got—twice as much—bref as I can breathe—that's all."

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