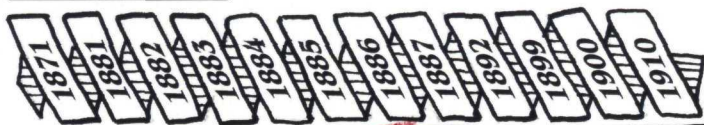


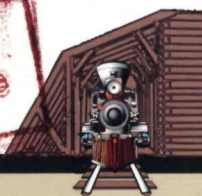
# TICKET

## to Rogers Pass History



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**Rogers Pass  
Discovery Centre**



### 1871

Prime Minister Sir John A. Macdonald promises a rail link to British Columbia within ten years.

### 1881

Construction of the Canadian Pacific Railway proceeds westward across the Prairies and eastward from the Pacific Coast.

The company sends Major A.B. Rogers to find a route across the seemingly impenetrable Selkirks. Approaching from the west, he spots what may be a pass, but he turns back because of the lateness of the season.

### 1882

Rogers confirms the existence of the pass when he reaches the summit from the east side. He accepts a gold watch, a \$5,000 cheque and a place in history for "Rogers" Pass.

### 1883

W. C. Van Horne, the general manager of the railway suggests to the federal government that national parks should be created along the rail line in the mountains.

### 1884

Construction reaches the east side of Rogers Pass by autumn. The new Stoney Creek Bridge becomes the tallest bridge structure in the world.

### 1885

On November 7th, the east and west construction crews meet at Craigellachie to watch dignitaries drive the last spike of the Canadian Pacific Railway.

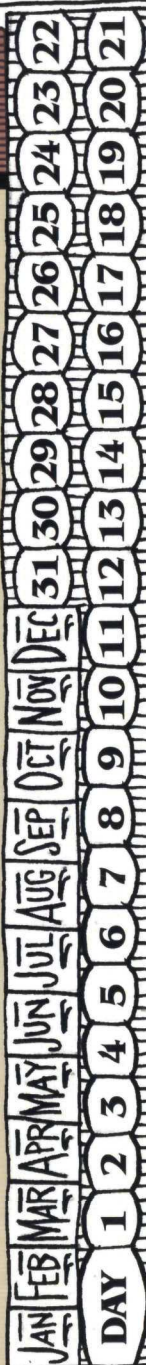
### 1886

The first trans-continental passenger train leaves Montreal on June 26 and arrives on the west coast nine days later.

Glacier National Park is established.

A dining car is placed on a siding within view of the Great Glacier. The new "Glacier House" dining hall and guest rooms replace the dining car by December.

After two winters of incredible snowfall and avalanche activity, the railway is convinced to begin building an extensive system of snowsheds.



**1887**

Glacier House is quickly overbooked and a sleeper car is parked at the siding until additional rooms can be added.

A short distance away, Summit City is in full bore at Rogers Pass, complete with hotels, saloons, a barber shop, general store, school and homes.

**1892**

Glacier House is expanded and sets new standards for service and luxury. It also becomes a haven for mountain climbers and a field station for the study of glaciers and natural science.

**1899**

On January 30, an enormous avalanche demolishes the original Rogers Pass station and roundhouse. Eight people are killed.

**1910**

On March 4, an avalanche buries a railway work crew clearing the debris from an earlier slide. The avalanche kills 58 workers and leads to a public outcry over the dangers of railway operations in Rogers Pass.

**1913**

Construction begins on an eight km tunnel through Mount Macdonald, the longest in North America at the time.

**1915**

Guests enjoy Glacier House at its finest, including the wine cellar, billiard room, bowling alley, gardens, fountains and observation tower.

**1916**

The Connaught Tunnel opens in December. A new Glacier Station is built at the west entrance to the tunnel.

Direct rail service to Glacier House comes to an end. Instead, guests are transported from Glacier Station by horse-drawn carriage.

The railway company salvages material from the abandoned surface line over the pass construction materials are in short supply during World War I.

**1925**

Glacier House closes its doors for the last time at the end of the season. Falling revenues and rising costs at the other mountain hotels are blamed for the closure.

**1927**

Furnishings and fixtures are moved from Glacier House to the Banff Springs Hotel and Chateau Lake Louise.

**1962**

35 quiet years in Glacier National Park end with the grand opening of the Trans-Canada Highway.

**1988**

The Mount Macdonald Tunnel is completed below the Connaught Tunnel, reducing the grade on the line and doubling the track. At 14 km, it is the longest tunnel in North America.

**All  
Aboard!**

