

THE EDUCATIONAL REVIEW.

pens would indicate. So much description has been written that an attempt at anything of the kind in a work like this would be unwelcome." We are inclined to a similar belief in our own case, and as we cannot class ourselves among the "poets," "historians," or "writers of travels," and write but an indifferent hand—with a stub "J," we shall not run the risk of being "unwelcome."—*certainly not to those whom we are so desirous of pleasing.* We are due at Saratoga, and as many of us are eager to get our "Congress" and "Hathorne" without having to pay for it, we had better "get there," which is easily done through the courtesies of the Delaware and Hudson officials. This completes the second stage.

From Saratoga our next objective is the "Hub." All roads lead to Rome, and likewise to "modern Athens," but as we can only travel one, here again we call upon you to express a choice. We being in the same dilemma we were in at Montreal, can only indicate the routes and leave to you the selection. You can go *direct* by the Fitchburg Railroad, and through that stupendous hole in the ground—the Hoosac Tunnel; or you can go *via* Albany and the Boston and Albany Railroad. We call this the *direct* route in contradistinction to another little trip we have prepared for your acceptance. This is by rail to Albany, thence by Day Line Steamer down the beautiful and majestic Hudson to New York, and from there by magnificent steamers of the Old Colony Steamboat

Co. (Fall River Line) we easily find our way to Boston. Here every Lower Provincial is at home, and here, likewise, we are at the end of the third stage of our tour of observation and pleasure.

Having given you a taste of rail, lake and river, with scenery unsurpassingly grand and beautiful, there remains but two kinds of locomotion—ocean and canal boat. Here we will take upon ourselves the responsibility of choosing for you, and have already ordered steam up on one of the splendidly equipped boats of the International Steamship Company. From Boston to St. John is a well-worn road, but the ever-changing scenery along the rock-bound coasts of Maine and New Brunswick never permits our interest to flag, and so we reach St. John on the final stage of what has been truly "a feast of reason and a flow of soul." The breath of old ocean has invigorated us; our blood courses healthfully throughout our bodies, and we don't have those "tired-out," "washed-out," "good-for-nothing feelings" which oppressed us before we started on our jaunt. The "blue-devils" have been routed, and as we consign to the deep a little piece of paper with hieroglyphics—"R. pil. parv. hep. Castor—4 at bed time," we thank God that there are other and better ways of restoring "brain and brawn" than by consulting the local M. D.

The above—outlined *currente calamo*—is the prescription we present to guarantee *mens sana in corpore sano*, to be taken as herein directed.

THE FOLLOWING ARE THE RATES FOR THESE TOURS.

To Montreal and Return (by the Quebec Route) ONE SINGLE FIRST CLASS FARE.

CIRCULAR COMBINATION TOURS.

MONCTON TO MONCTON.

- No. 1.—To Montreal by rail (Quebec route), thence to Saratoga by way of Lakes Champlain and George, to Boston by rail, and thence by steamer to St. John, and rail to Moncton, \$18.77.
- No. 2.—To Saratoga as in No. 1, to New York by Hudson River Day Line, to Boston by Fall River Line, and thence, as in No. 1, to destination, \$21.92.
- No. 3.—To Montreal as in No. 1, to Toronto by Grand Trunk, thence by steamer and rail or via Hamilton to Niagara Falls; to Saratoga by rail, and thence, as in No. 1, to starting point, \$29.32.
- No. 4.—To Saratoga as in No. 3, and thence to Moncton, as in No. 2, \$32.47.

To make Rates from any Intercolonial Railway Point add distance to Moncton, multiplied by Two Cents per mile to Above Moncton Rates.

As preparations have to be made for your comfort on this trip, you are requested to communicate early with some one of the following Grand Trunk Agents:

C. E. L. JARVIS,	- - - - -	ST. JOHN, N. B.	F. I. MORRISON,	- - - - -	FREDERICTON, N. B.
J. T. WHITLOCK,	- - - - -	ST. STEPHEN, N. B.	W. B. MORRIS,	- - - - -	ST. ANDREWS, N. B.
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W. W. CLARKE,	- - - - -	CHARLOTTETOWN, P. E. I.			

OR TO

R. F. ARMSTRONG, GENERAL AGENT FOR THE MARITIME PROVINCES,
134 HOLLIS STREET, HALIFAX, N. S.