

A large trade is carried on with California in fruit, of a size and quality unknown eastwards. This trade, with the facilities of transport east by rail will largely increase, unless the residents of Vancouver Island take to growing fruit on the spot, which could easily be done owing to the climate and soil. West of Victoria, some four miles distant is Esquimalt, the naval station for the British fleet in the waters of the Pacific, and where has lately been constructed a magnificent graving dock. Here also are the dock-yard and other naval adjuncts. The island railway connects Victoria with Nanaimo city, the centre of the coal industry, and a place of great promise, the several collieries in operation there affording employment to a large number of hands.

To enumerate the towns of British Columbia would require a space that these pages cannot spare, but not to omit the gold mining districts, mention may be made of the Kootenay and Omineca districts especially, as being the centres which yield annually their tribute of gold. The former of these is accessible from Kamloops, and by the Kootenay river, but the latter requires an arduous land transit, and has no attractions beyond the somewhat precarious supply of the precious metal. Gold, however, as from the earliest dates of history, allures mankind, and as the search for it and consequent workings ensue, settlement will eventually follow in its wake.

THE GREAT INTERNATIONAL HIGHWAY.

Through Canada on the Grand Trunk.

It is the misfortune of a great majority of railways that, by reason of the exigencies of topography, the difficulties of securing right of way, and the influence of cost of construction, they have sought out the most uninviting paths; they have been constructed, as it were, through the back yard of the country, and their routes are almost utterly devoid of interest for the sight-seer and the admirer of gorgeous scenery and fine stretches of agricultural country. The Grand Trunk Railway of Canada is a notable exception to the general rule. It is emphatically a "front lawn" road, if one may be permitted to use the expression to indicate the favourable location of its route. The Grand Trunk, from Quebec to the St. Clair River, passes directly through the best and most interesting part of Canada. Built when Canada was comparatively young, the great railway was enabled to choose the most direct route; selecting the best and shortest line, which enabled the railway to pass straight through the districts embracing the prominent towns and best agricultural districts; the Grand Trunk was built directly across the front of the country, formed excellent agricultural districts in its path, and compelled the erection of nearly all the prominent towns along its route. It thus comes about that a ride through Canada on the Grand Trunk gives the sight-seer an excellent idea of the country. The man who has taken the trip, and who has used his eyes, cannot fail to know a very great deal about Canada; he has seen that portion of it that gives the best and most accurate idea of its extent, inhabitants, and points of interest.

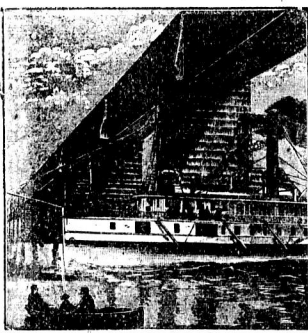


FROM THE CITADEL, QUEBEC.



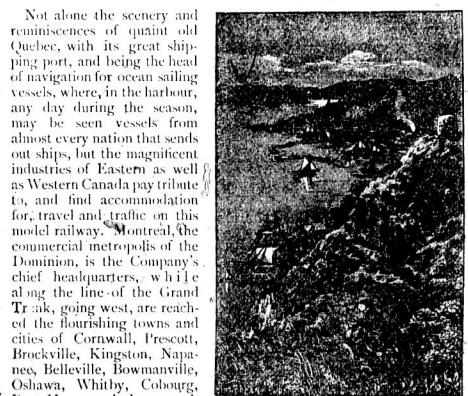
Built in the most substantial manner, with iron bridges resting on solid piers of masonry, the track of steel perfectly ballasted throughout—the whole under the management of the most experienced

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VICTORIA BRIDGE, MONTREAL.

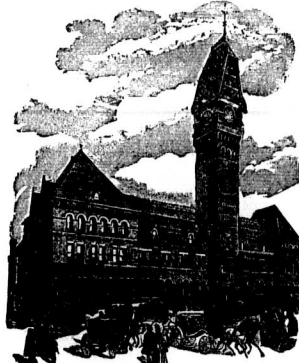
Not alone the scenery and reminiscences of quaint old Quebec, with its great shipping port, and being the head of navigation for ocean sailing vessels, where, in the harbour, any day during the season, may be seen vessels from almost every nation that sends out ships, but the magnificent industries of Eastern as well as Western Canada pay tribute to, and find accommodation for, travel and traffic on this model railway. Montreal, the commercial metropolis of the Dominion, is the Company's chief headquarters, while along the line of the Grand Trunk, going west, are reached the flourishing towns and cities of Cornwall, Prescott, Brockville, Kingston, Napanee, Belleville, Bowmanville, Oshawa, Whitby, Colborne, Port Hope, and the marvellously progressive city of Toronto. By this line the traveller—enjoying the accommodation of the best coaches and sleepers on any railway—can go west to London or to Hamilton, and thence to St. Catharines and Niagara Falls, or west to Brantford, Paris, Woodstock, Ingersoll, London, Chatham, Detroit and Chicago.



WOLF'S COVE, QUEBEC.

In short, the Grand Trunk Railway is the international artery between Canada and the United States.

For the tourist it offers every inducement each season, the fares being exceptionally moderate and the scenery through which portions of the line pass not to be surpassed by any in the world. From Montreal, travellers, going east to Portland, pass through an endless stretch of romantic country, beautiful streams, stupendous mountains, and a country thickly dotted with towns and villages, while Quebec being the eastern terminus—in Canada—of the Grand Trunk Railway, is the point from which tourists make the final start for the summer resorts, watering places



G. T. R. BUILDINGS AT CHICAGO.



THROUGH THE WHITE MOUNTAINS.

prepared by him, makes all classes who read conversant with the advantages of this immense International Highway.

and salmon fishing of the lower St. Lawrence. The picturesque villages, grand scenery, and health-giving air of the lower St. Lawrence are, year by year, attracting larger and larger numbers of visitors, and when their merits become known they will undoubtedly be the most popular summer resorts on the continent. The fact that they are not yet well-known is a strong point in their favor, for it gives them two advantages—plenty of room and cheap rates of living.

Mr. Joseph Hickson is the General Manager of this splendid road and Mr. W. Wainwright the Assistant General Manager. The General Passenger Agent Mr. William Edgar, year after year, through the interesting publications prepared by him, makes all classes who read conversant with the advantages of this immense International Highway.



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St. Lawrence Canals.

Notice to Contractors.

SEALED TENDERS addressed to the undersigned and endorsed "Tenders for the St. Lawrence Canals," will be received at this office until the arrival of the eastern and western mails on **Tuesday, the 25th day of September next**, for the construction of two locks and the deepening and enlargement of the upper entrance of the Galops Canal. And for the deepening and enlargement of the summit of the Cornwall Canal. The construction of a new lock at each of the three interior lock stations on the Cornwall Canal between the Town of Cornwall and Maple Grove; the deepening and widening the channel way of the canal, construction of bridges, etc.

A map of each of the localities, together with plans and specifications of the respective works, can be seen on and after **Tuesday, the 11th day of September next**, at this office, for all the works, and for the respective works at the following mentioned places:—
For the works at Galops, at the Lock-keeper's House, Galops. For deepening the summit level of the Cornwall Canal, at Dickenson's Landing; and for the new locks, etc., at lock-stations Nos. 18, 19 and 20, at the Town of Cornwall. Printed forms of tender can be obtained for the respective works at the places mentioned.

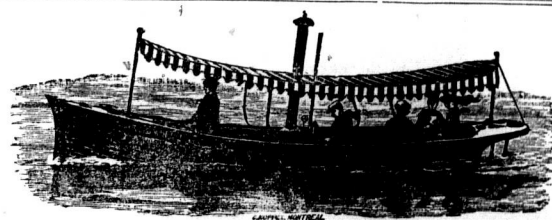
In the case of firms there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same, and further, a *bank deposit receipt* for the sum of \$6,000 must accompany the tender for the Galops Canal Works, and a *bank deposit receipt* for the sum of \$2,000 for each section of the works on the summit level of the Cornwall Canal; and for each of the lock sections on the Cornwall Canal a *bank deposit receipt* for the sum of \$4,000.

The respective *deposit receipts*—cheques will not be accepted,—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into a contract for the works at the rates and on the terms stated in the offer submitted. The deposit receipts thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, A. P. BRADLEY, Secretary.

Department of Railways and Canals, Ottawa, 8th August, 1888.



SHIPMAN AND ACME ENGINES.

Coal Oil for Fuel. No Dirt, Dust or Smoke. No Engineer Required. Simple, Safe, Durable and Economical.

Stationary and Marine Engines and Boilers from 1 to 5 horse power. Complete launches from 20x4 to 30x6. Write for catalogue and circulars.

JOHN GILLIES & CO., CARLETON PLACE, ONT.

Dominion of Canada.



FREE FARMS FOR MILLIONS.

200,000,000 ACRES

Wheat and Grazing Lands, for settlement, in Manitoba and Canadian North-West. Deep soil, well watered, wooded and richest in the world—easily reached by railways. Wheat—average 30 bushels to the acre, with fair farming.

THE GREAT FERTILE BELT.

Red River Valley, Saskatchewan Valley, Peace River Valley, and the Great Fertile Plains, vast areas, suitable for Grains and the Grasses, largest (yet unoccupied) in the world.

VAST MINERAL RICHES—GOLD, SILVER, IRON, COPPER, SALT, PETROLEUM, ETC., ETC.

IMMENSE COAL FIELDS—Unlimited Supply of Cheap Fuel.

RAILWAY FROM OCEAN TO OCEAN.

ROUTE—Including the great Canadian Pacific Railway, the Grand Trunk Railway, and the Intercolonial Railway, making continuous steel-rail connection from the Atlantic to the Pacific Ocean through the great Fertile Belt of North America and the magnificently beautiful scenery of the North of Lake Superior and the Rocky Mountains.

New Route from England to Asia, wholly through British territory, and Shortest Line through America to China, Japan, Australia and the East. Always sure and always open.

CLIMATE THE HEALTHIEST IN THE WORLD.

The Canadian Government gives Free Farms of 160 Acres to every male adult of 18 years, and to every female, who is head of a family, on condition of living on it, offering independence for life to every one with very little means, but having sufficient energy to settle.

Further and full information, in pamphlets and maps, given free on application by letter, post free, addressed to Department of Agriculture, Ottawa, Canada, or to High Commissioner for Canada, 9 Victoria Chambers, London, S. W., England, and all Emigration Agents.

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Sault Ste. Marie Canal.

Notice to Contractors.

SEALED TENDERS addressed to the undersigned and endorsed "Tenders for the Sault Ste. Marie Canal," will be received at this office until the arrival of the eastern and western mails on **TUESDAY, the 23rd day of October, next**, for the formation and construction of a Canal on the Canadian side of the river, through the island of St. Mary.

The works will be let in two sections, one of which will embrace the formation of the canal through the island; the construction of locks, etc. The other, the deepening and widening of the channel-way at both ends of the canal, construction of piers, etc.

A map of the locality, together with plans and specifications of the works, can be seen at this office on and after **TUESDAY, the 9th day of October next**, where printed forms of tender can also be obtained. A like class of information, relative to the works, can be seen at the office of the Local Officer in the Town of Sault Ste. Marie, Ont.

Intending contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms and be accompanied by a letter stating that the person or persons tendering have carefully examined the locality and the nature of the material found in the trial pits.

In the case of firms, there must be attached the actual signatures of the full name, the nature of the occupation and residence of each member of the same; and further, a *bank deposit receipt* for the sum of \$20,000 must accompany the tender for the canal and locks; and a *bank deposit receipt* for the sum of \$7,500 must accompany the tender for the deepening and widening of the channel-way at both ends, piers, etc.

The respective *deposit receipts*—cheques will not be accepted,—must be endorsed over to the Minister of Railways and Canals, and will be forfeited if the party tendering declines entering into contract for the works, at the rates and on the terms stated in the offer submitted.

The deposit receipt thus sent in will be returned to the respective parties whose tenders are not accepted.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, A. P. BRADLEY, Secretary.

Department of Railways and Canals, Ottawa, 8th August, 1888.