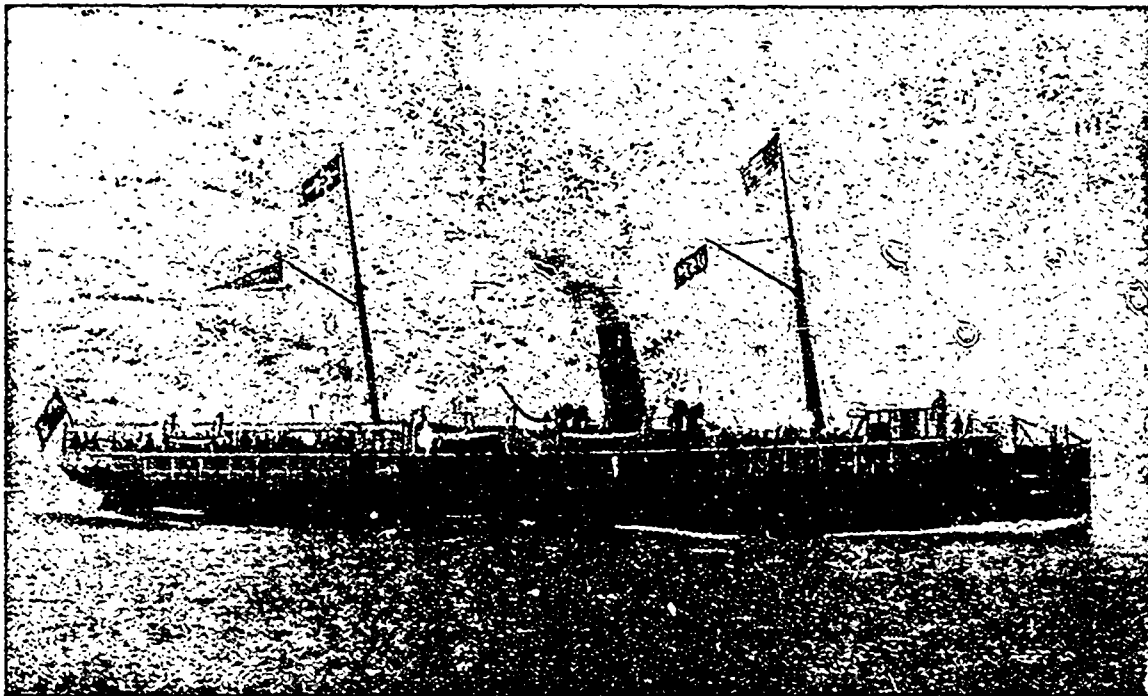


The Canada Atlantic and Plant Steamship Line.

H. B. PLANT, PresidentNew York
 M. F. PLANT, Vice President and Manager.....New York.
 B. W. WRENN, Passenger Traffic ManagerSavannah Ga.
 FRED. ROBLIN, Passenger and Freight Agent.268 Washington Street, Boston, Mass.
 H. L. CHIPMAN, Agent for CanadaPlant Wharf, Halifax.
 RICHARDSON & BARNARD, Agents...North Side Lewis Wharf, Boston, Mass.

Only One Night at Sea. Direct Route without Change.

These are well known features of the Canada Atlantic and Plant Line of Steamships between Boston and Halifax. Just stop and reflect a moment on what it means:—four hundred miles of ocean travel, nearly the half of which is traversed while you slumber. Walking in the streets of Boston one morning and the streets of Halifax the next afternoon. This is now accomplished by travelling via the Canada Atlantic and Plant Steamship Line, which has sprung into popular favor because of the splendid all-year round service which it renders with swift, magnificent modern built steamers, which are admirably kept up in every department.



CANADA ATLANTIC AND PLANT STEAMSHIP LINE "HALIFAX."

... RESPONSIBLE ...
 FOR YOUR CARE.
 OFFICERS HALIFAX
 Captain Chas. E. Pye
 1st Officer.....Wm. Ellis
 2nd Officer..... M. Larson
 Purser.....Geo. C. Cook
 Ch. Engineer..John Dobbie
 Steward.....W. O. Bates

... RESPONSIBLE ...
 FOR YOUR CARE.
 OFFICERS S.S. OLIVETTE
 Captain.....P. Hanlon
 1st Officer....N. P. Howes
 2nd Officer... P. Buckley
 Purser...Lyman Dennison
 Chief Engineer..T. Doblin
 Steward..T. J. Armstrong

The steamers now in commission are the Olivette and Halifax, both splendid vessels, though of different structural designs. The former is a Cramp production, built specially for passenger service, with large and airy staterooms, fitted with incandescent electric light and bells. The dining saloon is a particularly fine apartment, situated forward on the spar deck, with windows and doors on all sides, affording perfect ventilation and an unobstructed view. The engines are triple expansion, capable of developing great speed, and the construction of the steamer throughout bears ample testimony that no expense had been spared in her building to make her the finest of her class.

The Halifax is one of the best equipped vessels sailing between Nova Scotia and American ports. The promenade deck is 240 feet long, fitted with awnings, easy chairs, camp stools, etc. The vessel is fitted with electric bells in each stateroom and cabin, and is electric lighted throughout. The grand saloon is a spacious and finely-furnished apartment, 70 feet in length, 40 of which extend the full width of the ship. At the head of the saloon stairs there is a comfortable smoking-room. From the saloon broad stairways lead to the main deck, which is divided up into state rooms. Aft of this is the ladies' cabin. A wide passageway leads from the saloon to the forward part of the ship, which is known as "Social Hall." This is also beautifully furnished and fitted up. In the passageway between the Social Hall and the saloon are situated the bath

room, purser's office, etc. Throughout the ship are settees and lounges, and indeed every modern convenience for the comfort of the traveller will be found on board. On the promenade deck there are commodious staterooms, much in demand during the summer months.

The Olivette is better known in southern waters (where the enthusiastic Spaniards have termed her the "Flyer of the Gulf") than here in the north, but it has been definitely settled that no vessel of her tonnage sailing out of Boston engaged in provincial trade can begin to steam with her for any length of time, and her record between Boston and Halifax is likely to remain the top notch for many years to come.

Everything about these steamers betokens that the greatest care is exercised by those in authority in keeping them up to a set standard. The cleanliness which everywhere prevails throughout saloons and staterooms, the burnished brasses and polished woodwork, the painted and well-scrubbed promenade decks, all are in evidence that a stitch-in-time-saves-nine policy is a rule on these ships. The table set is equal to that of a hotel on shore, the run between ports being so short that it is possible to keep them supplied with everything fresh and in season that the markets of Boston and Halifax afford. The service is excellent, the trained waiters being courteous and obliging.