



**TOURS  
TO  
SUMMER  
HAUNTS  
1910**

*Intercolonial Railway*

*Prince Edward Island Railway*

*Canada*

917.16  
T732

TOURS  
TO  
SUMMER HAUNTS  
BY - THE - SEA

IN QUEBEC, NEW BRUNSWICK, NOVA  
SCOTIA, PRINCE EDWARD ISLAND

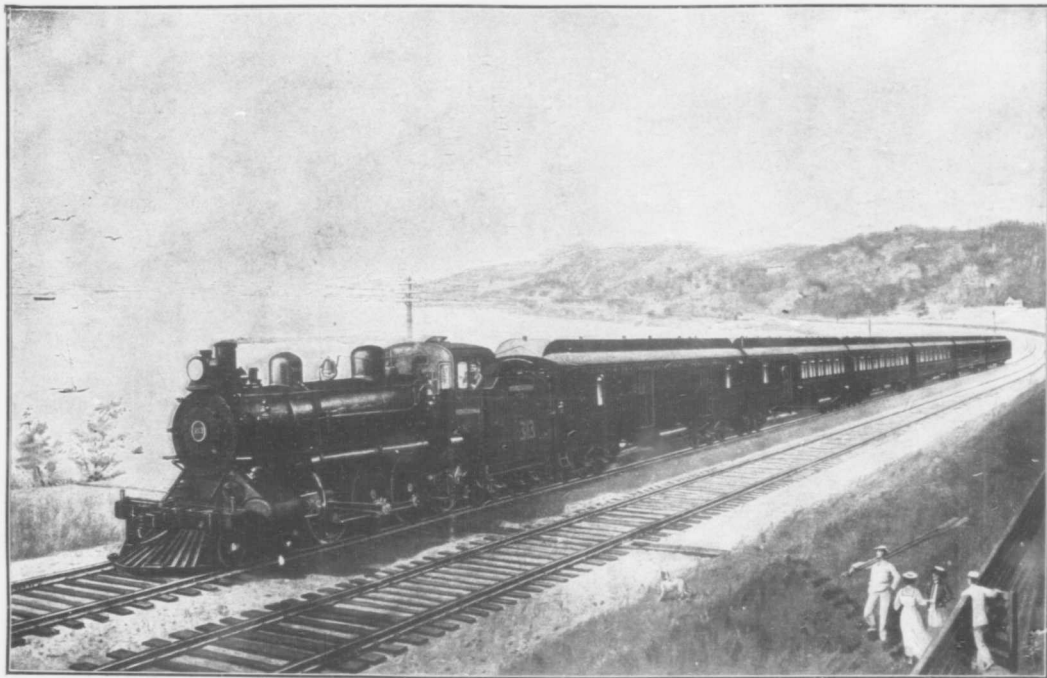


INTERCOLONIAL RAILWAY  
PRINCE EDWARD ISLAND RAILWAY

May, 1910

STRUBBE,  
CITY TICKET AGENT,  
INTERCOLONIAL RY,  
490 ST. JAMES ST., MONTREAL





DIRECT CONNECTION  
WITH  
PRINCE EDWARD ISLAND

OCEAN LIMITED  
BETWEEN  
MONTREAL, QUEBEC, ST. JOHN, HALIFAX  
INTERCOLONIAL RAILWAY

DIRECT CONNECTION  
WITH  
THE SYDNEYS

917.10  
T792  
98011

## Tours to Summer Haunts

**A** A glorious summer country is Eastern Canada—a country which lies by the sea and is fanned by cooling breezes from the ocean. In this land are green hills, shady groves and fertile valleys. From the mountains the crystal brooks come leaping with the music of gladness, and join with noble rivers in whose clear waters dwell lordly salmon and scarce less lordly trout. Near at hand are forests, as yet so little disturbed that the moose and deer, now and again, wander close to the farmyards of the adjacent settlements, and gaze in bewildered surprise at the man whose hand is raised to slay them. Along the shore, for hundreds of miles, lie land-locked harbors, where even the frail bark canoe may float in safety, yet be upon the waters of the ocean and from the smooth sand beaches a child may venture into the buoyant salt water and fear not. In this country is scenery at times of sweet pastoral simplicity, at times of sublime grandeur. It is a land where civilization has made its way, and yet not marred the beauty of nature. It is a country where the traveller will find much that is novel, much that will charm, and much that will ever remain to him as a sweet remembrance of a pleasant clime.

Such in brief is Eastern Quebec and the Maritime Provinces—New Brunswick, Nova Scotia and Prince Edward Island. A glance at the map will show how this portion of the Dominion of Canada is served by the Intercolonial Railway. Starting from Montreal, the commercial capital, it affords the shortest route to Levis, directly opposite the ancient capital—Quebec. Thence it stretches along the lower St. Lawrence and on through the picturesque Matapedia

Valley. Beyond this it skirts the shore of the famed Baie de Chaleur and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the cities of St. John, on the Bay of Fundy, to Fredericton, the New Brunswick capital, and to the Sydneys in that summer paradise, Cape Breton. Another railway traverses Prince Edward Island, the "Garden of the Gulf," and the two roads are owned and operated by the Government of Canada.

The following pages contain a brief description of some of the many places along the line of the Intercolonial which tourists make their objective points. Railway fares are quoted by various routes and a list of the principal hotels is also included.

It might here be mentioned that the equipment of the Intercolonial Railway is second to none on the continent and that its sleeping and dining cars have an enviable reputation for excellence of service. Every day in the week except Saturday, the year round, the Maritime Express leaves the Montreal Bonaventure Union Depot for Quebec, St. John, N.B., Halifax and the Sydneys, making connection for Prince Edward Island and Newfoundland. During the tourist season, the Maritime provinces are served by an additional train—the Ocean Limited—which leaves Montreal, daily except Saturday, and usually shortly after 7.00 in the evening. These are two of the principal expresses operated on the main line. For information regarding the running of these trains and of the complete service the railway's regular time table should be consulted, copy of which can be obtained from any agent and is also to be found in any of the leading hotels in the principal cities of Canada and the United States. Other publications issued by the railway of special interest to the sportsman are mentioned on another page.

## MONTREAL.

Montreal, the commercial metropolis of Canada is picturesquely situated on an island in the St. Lawrence River about 700 miles from the estuary of that mighty artery through which pulsates so large a portion of Canada's commercial life. The city is built on the site of the ancient Indian village of Hochelaga, first visited by Jacques Cartier in 1535. Over 250 years ago the early French navigators established a trading post for furs here, and it was the last section of French Canada to pass into the possession of Great



Montreal from Mount Royal

Britain in 1760. Being at the head of ocean navigation, Montreal is the regular port of call for transatlantic liners from Europe during the summer season of navigation, and numerous railway lines make the city a centre for a vast and constantly growing traffic. Montreal is a city of great enterprises, where mighty results are achieved, with a record for stability equal to that of any of the great cities of America, and is advancing year by year to a still greater future. Beside its commercial greatness, the city has

the additional charm of historical attractions. There is greatness, too, in many of the objects of interest. The Church of Notre Dame, which will hold 15,000 people, is the largest on the continent north of the city of Mexico, while its great bell is the largest in America and one of the largest in the world. Montreal College is believed to be the most extensive series of connected buildings in Canada or the United States, while McGill ranks with the greatest Universities on this continent or beyond the seas. Here, too, is the Bank of Montreal, the greatest financial institution in America, and the Seminary of St. Sulpice, the most wealthy educational establishment on the continent. The notable churches of all creeds, would of themselves demand pages, and even then but an imperfect idea would be conveyed of what there was to see in connection with them. In like manner much could be said of the public buildings, the religious and benevolent institutions, the harbor and the public works, including the Lachine Canal. The beauty of the residential sections, the magnificent parks, or the suburbs with their picturesque scenery and historic associations are all worthy of more attention than can here be given. Mount Royal with its walks, its drives and its panorama of glorious views of the surrounding country must be visited to be appreciated. The metropolis would have glory enough for any one city if it had nothing to boast of beyond its commercial supremacy, but from a purely tourist point of view it is a place which every traveller in Canada should visit. In this respect, and in others, it can speak for itself better than its story can be told.

The Business Men's league has established an information bureau at the corner of Notre Dame Street and St. Lambert Hill, where visitors to the city will be furnished with fullest information and also be directed to the best means of reaching the various points of interest.

#### Places of Interest in and about Montreal.

Mount Royal Park	Montreal Hunt Club
The Cemeteries	St. James Methodist Church
Victoria Jubilee Bridge	City Hall and Court House
Around the Mountain	Maisonneuve Monument
Ferry to St. Helen's Island	Nelson's Column
Dominion Square	Lachine Rapids
Victoria Square	Royal Victoria Hospital
Lafontaine Park	Hôtel Dieu
Notre Dame Church	Y.M.C.A. Building
Art Gallery	General Hospital

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McGill College and Grounds	Grey Nunnery
St. James Cathedral	Sir Jno. A. Macdonald Monument
Fraser Institute, Free Public Library	Notre Dame de Lourdes Chapel
Scots' Armoury	Ville Marie Convent
Church of the Gesu	Hochelaga Convent
Christ Church Cathedral	Montreal College
Bonsecours Market	Mont St. Louis College
Drill Hall	Laval University
Chateau de Ramezay	Notre Dame Hospital
Harbor of Montreal	Seminary of St. Sulpice
Natural History Museum	Old Towers, Sherbrooke Street

#### MONTREAL, P. Q., AND RETURN.

##### Route No. 1.

From Amherst .....	\$24.15	From New Glasgow .....	\$27.60
Truro .....	26.80	Sydney .....	32.85
Halifax .....	27.70	No. Sydney .....	32.55
Pictou .....	27.60		
Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

#### MONTREAL, P. Q., AND RETURN.

##### Route No. 2.

From Amherst .....	\$33.30	From New Glasgow .....	\$35.25
Truro .....	33.30	Sydney .....	40.50
Halifax .....	33.30	North Sydney .....	40.20
Pictou .....	35.25		
Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	St. John	
Dominion Atl. Ry. and steamer .....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

#### MONTREAL, P. Q., AND RETURN.

##### Route No. 3.

\$3.90 higher than via Route No. 2 from Amherst, Truro and Halifax.  
 \$3.75 higher than via Route No. 2 from other points.

Intercolonial Ry. ....	To	Montreal
Intercolonial Ry. ....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Hal. & So. Western Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

#### MONTREAL, P. Q., AND RETURN.

##### Route No. 4.

From Campbellton .....	\$36.90	From Truro .....	\$36.90
Newcastle .....	36.90	Pictou .....	39.40
Chatham .....	37.50	New Glasgow .....	38.85
Fredericton .....	41.50	Sydney .....	46.05
Amherst .....	36.90	No. Sydney .....	46.05
Moncton .....	36.90		
Intercolonial Ry. ....	To	Montreal	
Canadian Pacific Ry. ....	"	St. John	
Dominion Atl. Ry. and steamer .....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 5.

\$5.35 higher than via Route No. 4.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Hal. & So. Western Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 6.

From St. John .....	\$27.75	From Halifax .....	\$32.95
Moncton .....	27.75	Pictou .....	32.85
Chatham .....	28.35	New Glasgow .....	32.85
Amherst .....	29.40	Sydney .....	38.10
Truro .....	32.05	No. Sydney .....	37.80
Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Fredericton	
Canadian Pacific Ry. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 7.

50 cents lower than via Route No. 6.

Intercolonial Ry. ....	To	Montreal
Intercolonial Ry. ....	"	Fredericton
Star Line Steamer .....	"	St. John
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 8.

From Campbellton .....	\$31.40	From Halifax .....	\$37.30
Newcastle .....	31.40	Pictou .....	37.20
Chatham .....	32.00	New Glasgow .....	37.20
Moncton .....	31.40	Sydney .....	42.45
Amherst .....	33.30	No. Sydney .....	42.15
Truro .....	36.40		
Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry. ....	"	Fredericton (via Gibson Bridge)	
Canadian Pacific Ry. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 9.

20 cents higher than via Route No. 8.

Same fare as via Route No. 8 if continuous passage Edmundston to St. John.

Intercolonial Ry. ....	To	Montreal
Intercolonial Ry. ....	"	Riviere du Loup
Temiscouata Ry. ....	"	Edmundston
Canadian Pacific Ry. ....	"	St. John, via McAdam Jct.
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 10.

50 cents lower than via Route No. 8.

Intercolonial Ry. ....	To	Montreal
Intercolonial Ry. ....	"	Riviere du Loup
Temiscouata Ry. ....	"	Edmundston
Canadian Pacific Ry. ....	"	Fredericton, via Gibson Bridge
Star Line Steamer .....	"	St. John
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 11.

From Campbellton .....	\$40.05	From Truro .....	\$40.05
Newcastle .....	40.05	Pictou .....	42.55
Chatham .....	40.65	New Glasgow .....	42.00
Moncton .....	40.05	Sydney .....	49.20
Amherst .....	40.05	No. Sydney .....	49.20
Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry....	"	Fredericton, via Gibson	
		Bridge	
Canadian Pacific Ry....	"	St. John	
Dominion Atl. Ry. and	"		
steamer .....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 12.

20 cents higher than via Route No. 11.

Same as via Route No. 11 if continuous passage Edmundston to St.

John.

Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry....	"	St. John, via McAdam Jct.	
Dominion Atl. Ry. and	"		
steamer .....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 13.

50 cents lower than via Route No. 11.

Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry....	"	Fredericton, via Gibson	
		Bridge	
Star Line Steamer .....	"	St. John	
Dominion Atl. Ry. and	"		
steamer .....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 14.

\$3.75 higher than via Route No. 11.

Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry....	"	Fredericton, via Gibson	
		Bridge	
Canadian Pacific Ry....	"	St. John	
Dominion Atl. Ry. and	"		
steamer .....	"	Yarmouth	
Hal. & So. Western Ry...	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 15.

\$3.95 higher than via Route No. 11.

\$3.75 higher than via Route No 11 if continuous passage Edmundston

to St. John.

Intercolonial Ry. ....	To	Montreal	
Intercolonial Ry. ....	"	Riviere du Loup	
Temiscouata Ry. ....	"	Edmundston	
Canadian Pacific Ry....	"	St. John, via McAdam Jct.	
Dominion Atl. Ry. and	"		
steamer .....	"	Yarmouth	
Hal. & So. Western Ry...	"	Halifax	
Intercolonial Ry. ....	"	starting point	



# MONTREAL, P. Q., AND RETURN.

## Route No. 16.

\$3.25 higher than via Route No. 11.

Intercolonial Ry. ....	To	Montreal
Intercolonial Ry. ....	"	Riviere du Loup
Temiscouata Ry. ....	"	Edmundston
Canadian Pacific Ry....	"	Fredericton, via Gibson Bridge
Star Line Steamer .....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Hal. & So. Western Ry....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 17.

From Campbellton .....	\$28.60	From Truro .....	\$34.25
Newcastle .....	28.60	Halifax .....	36.90
Chatham .....	29.20	Pictou .....	36.70
Fredericton .....	32.90	New Glasgow .....	36.20
Moncton .....	28.60	Sydney .....	41.50
St. John .....	28.60	North Sydney .....	41.15
Amherst .....	30.80		

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry....	"	Montreal
Intercolonial Ry. & Ferry or R. & O. Nav. Co....	"	Quebec
Ferry & Intercolonial Ry.	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 18.

From Pictou .....	\$39.40	From Sydney .....	\$44.35
New Glasgow .....	38.85	No. Sydney .....	44.00
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	St. John	
Canadian Pacific Ry....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 19.

From Campbellton ..	*\$28.80	\$30.30	From Truro .....	*\$34.45	\$35.95
Newcastle ...	*28.80	30.30	Halifax .....	*37.20	38.70
Chatham ...	*29.40	30.90	Pictou .....	*36.90	38.40
Moncton ...	*28.80	30.30	New Glasgow ..	*36.40	37.90
Fredericton ...	*33.70	34.90	Sydney .....	*41.70	43.20
St. John ...	*28.80	30.30	No. Sydney ..	*41.35	42.85
Amherst ...	*31.00	32.50			

\* Continuous passage Portland to starting point.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry....	"	St. John
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 20.

Same fare as via Route No. 19.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry....	"	Newport, Vt.
Boston & Maine R.R....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry....	"	St. John
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 21.

From Campbellton .....	\$26.30	From Truro .....	\$31.95
Newcastle .....	26.30	Halifax .....	34.70
Chatham .....	26.90	Pictou .....	34.40
Fredericton .....	31.20	New Glasgow .....	33.90
Moncton .....	26.30	Sydney .....	39.20
St. John .....	26.30	No. Sydney .....	38.85
Amherst .....	28.50		
Intercolonial Ry. ....	To	Montreal	
Grand Trunk Ry. ....	"	Portland, Me.	
Eastern S.S. Co. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 22.

Same fare as via Route No. 21.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	Newport, Vt.
Boston & Maine R. R. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Eastern Steamship Co. ....	"	St. John
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 23.

From Campbellton ..	*\$38.45	\$38.90	From Truro .....	*\$38.45	\$38.90
Newcastle ....	*38.45	38.90	Halifax .....	*38.45	38.90
Chatham ..	*39.05	39.50	Pictou .....	*40.95	41.40
Fredericton ..	*43.05	43.50	New Glasgow ..	*40.40	40.85
Moncton ..	*38.45	38.90	Sydney .....	*47.60	48.05
Amherst .....	*38.45	38.90	No. Sydney ..	*47.60	48.05

\* Continuous passage Portland to Halifax.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 24.

Same fares as via Route No. 23.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	Newport, Vt.
Boston & Maine R.R. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Canadian Pacific Ry. ....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 25.

\$4.00 higher than fares in Route No. 23 prefixed (\*) if continuous passage Portland to St. John.

\$5.05 higher than fares in 2nd column Route No. 23.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ....	"	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Hal. & So. Western Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 26.

\$4.00 higher than fares in Route No. 23 prefixed (\*) if continuous passage Portland to St. John.

\$5.05 higher than fares in 2nd column Route No. 23.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	Newport, Vt.
Boston & Maine R.R. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ....	"	St. John
Dominion Atl. Ry. and		
steamer .....	"	Yarmouth
Hal. & So. Western Ry...	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 27.

From Campbellton .....	\$34.95	From Truro .....	\$34.95
Newcastle .....	34.95	Halifax .....	34.95
Chatham .....	35.55	Pictou .....	37.45
Fredericton .....	39.55	New Glasgow .....	36.90
Moncton .....	34.95	Sydney .....	44.10
Amherst .....	34.95	No. Sydney .....	44.10

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Eastern Steamship Co...	"	St. John
Dominion Atl. Ry. and		
steamer .....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 28.

Same fare as via Route No. 27.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	Newport, Vt.
Boston & Maine R.R. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Eastern S.S. Co. ....	"	St. John
Dominion Atl. Ry. and		
steamer .....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 29.

\$5.00 higher than via Route No. 27.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Eastern S.S. Co. ....	"	St. John
Dominion Atl. Ry. and		
steamer .....	"	Yarmouth
Hal. & So. Western Ry...	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 30.

\$5.00 higher than via Route No. 27.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ....	"	Newport, Vt.
Boston & Maine R.R. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Portland, Me.
Eastern S.S. Co. ....	"	St. John
Dominion Atl. Ry. and		
steamer .....	"	Yarmouth
Hal. & So. Western Ry...	"	Halifax
Intercolonial Ry. ....	"	starting point

### MONTREAL, P. Q., AND RETURN.

#### Route No. 31.

From St. John. ....	\$33.95	From Fredericton .....	\$38.85
Intercolonial Ry. ....		To Montreal	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" Halifax	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" starting point	

### MONTREAL, P. Q., AND RETURN.

#### Route No. 32.

From Amherst .....	\$33.95		
Intercolonial Ry. ....		To St. John	
Intercolonial Ry. ....		" Montreal	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" Halifax	
Intercolonial Ry. ....		" starting point	

### MONTREAL, P. Q., AND RETURN.

#### Route No. 33.

From New Glasgow .....	\$34.10	From Sydney .....	\$40.75
Pictou .....	33.95	No. Sydney .....	40.45
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" Montreal	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" starting point	

### MONTREAL, P. Q., AND RETURN.

#### Route No. 34.

From Fredericton .....	\$35.60	From Pictou .....	\$32.20
Chatham .....	32.80	Halifax .....	33.95
St. John .....	32.20	New Glasgow .....	32.35
Amherst .....	32.20	Sydney .....	37.90
Truro .....	32.20	No. Sydney .....	37.60
Intercolonial Ry. ....		To Montreal	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" starting point	

### MONTREAL, P. Q., AND RETURN.

#### Route No. 35.

From Fredericton .....	\$40.95	From Amherst .....	\$38.25
From St. John .....	\$36.05		
Intercolonial Ry. ....		To St. John	
Dominion Atl. Ry. and		" Halifax	
steamer .....		" Pictou	
Intercolonial Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Montreal	
Intercolonial Ry. ....		" starting point	

# MONTREAL, P. Q., AND RETURN.

## Route No. 36.

\$4.20 higher than via Route No. 35.

Intercolonial Ry. ....	To	St. John
Dominion Atl. Ry. and		
steamer .....	"	Yarmouth
Hal. & So. Western Ry. ....	"	Halifax
Intercolonial Ry. ....	"	Pictou
C. S. Navigation Co. ....	"	Charlottetown
P. E. Island Ry. ....	"	Summerside
C. S. Navigation Co. ....	"	Pt. du Chene
Intercolonial Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 37.

From Halifax .....	\$36.05	From Sydney .....	\$44.00
Pictou .....	36.05	No. Sydney .....	43.85
New Glasgow .....	36.15		

Intercolonial Ry. ....	To	Pictou
C. S. Navigation Co. ....	"	Charlottetown
P. E. Island Ry. ....	"	Summerside
C. S. Navigation Co. ....	"	Pt. du Chene
Intercolonial Ry. ....	"	Montreal
Intercolonial Ry. ....	"	St. John
Dom. Atl. Ry. and		
steamer .....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 38.

\$4.30 higher than via Route No. 37.

Intercolonial Ry. ....	To	Pictou
C. S. Navigation Co. ....	"	Charlottetown
P. E. Island Ry. ....	"	Summerside
C. S. Navigation Co. ....	"	Pt. du Chene
Intercolonial Ry. ....	"	Montreal
Intercolonial Ry. ....	"	St. John
Dom. Atl. Ry. and		
steamer .....	"	Yarmouth
H. & S. W. Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 39.

From Quebec .....	\$9.40	From Levis .....	\$9.40
Ferry .....		To	Levis
Intercolonial Ry. ....		"	Montreal
R. & O. Nav. Co. ....		"	Quebec
Ferry .....		"	Levis

# MONTREAL, P. Q., AND RETURN.

## Route No. 40.

From Riviere du Loup .....	\$11.25	From Amherst .....	\$24.15
Campbellton .....	16.80	Truro .....	26.80
Newcastle .....	20.65	Halifax .....	27.70
Chatham .....	21.30	Pictou .....	27.60
Fredericton .....	22.30	New Glasgow .....	27.60
Moncton .....	22.50	Sydney .....	32.85
St. John .....	22.50	No. Sydney .....	32.55

Intercolonial Ry. ....	To	Montreal
Ferry .....	"	Quebec
R. & O. Nav. Co. or		
Ferry & Intercol. Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point
or R. & O. Nav. Co. ....	"	Quebec
Ferry .....	"	Levis
Intercolonial Ry. ....	"	starting point

# MONTREAL, P. Q., AND RETURN.

## Route No. 41.

From Riviere du Loup.....	\$20.80	From Amherst .....	\$34.10
Campbellton .....	26.75	Truro .....	36.75
Newcastle .....	30.60	Halifax .....	37.65
Chatham .....	31.25	New Glasgow .....	37.55
Fredericton .....	32.25	Pictou .....	37.55
Moncton .....	32.45	No. Sydney .....	42.50
St. John .....	32.45	Sydney .....	42.80
Intercolonial Ry. ....		To Montreal .....	
L. C. R. to Levis & Ferry ..		" Quebec .....	
or R. & O. Nav. Co. ....		" Quebec .....	
Q. & L. St. J. Ry. ....		" Chicoutimi .....	
R. & O. Nav. Co. ....		" Murray Bay .....	
D. G. S. "Champlain" .....		" Riv. Ouelle Wharf ..	
Intercolonial Ry. ....		" starting point .....	

...\$44.00  
... 43.85

# MONTREAL, P. Q., AND RETURN.

## Route No. 42.

From Riv. du Loup .....	\$14.80	From Amherst .....	\$28.10
Campbellton .....	20.75	Truro .....	30.75
Newcastle .....	24.60	Halifax .....	31.65
Chatham .....	25.25	New Glasgow .....	31.55
Fredericton .....	26.25	Pictou .....	31.55
Moncton .....	26.45	Sydney .....	36.80
St. John .....	26.45	No. Sydney .....	36.50
Intercolonial Ry. ....		To Montreal .....	
Intercolonial Ry. & Ferry ..		" Quebec .....	
or R. & O. Nav. Co. ....		" Quebec .....	
R. & O. Nav. Co. ....		" Murray Bay .....	
D. G. S. "Champlain" .....		" Riv. Ouelle Wharf ..	
Intercolonial Ry. ....		" starting point .....	

...\$9.40

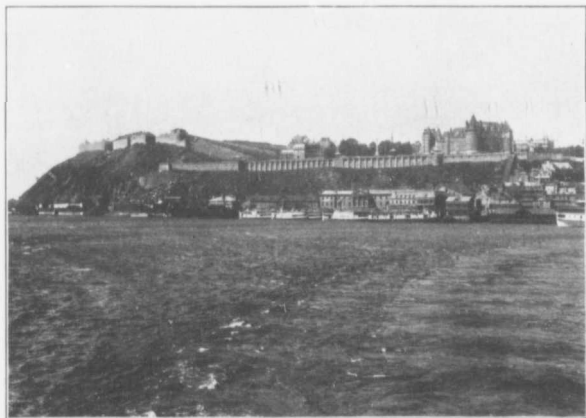
\$24.15  
26.80  
27.70  
27.60  
27.60  
32.85  
32.55



Montreal from Notre Dame Church

## QUEBEC.

No mere description can do justice to Quebec, for among the cities of the continent Quebec is unique. A wonderful old city it is. Everywhere are monuments of eventful history, places about which volumes would have to be written to tell only a small part of their romance. There is place after place where one may step out of the bustle of to-day back into the seventeenth century. It



Quebec from Levis

is the old and the new—to-day being always side by side with the past. Quebec is most picturesquely situated on the base and summit of a lofty crag, projecting into the St. Lawrence. It was discovered by Cartier, who spent the winter of 1535 at the base of the cliffs, and was soon afterwards made a trading centre for furs by his compatriots. As the settlement grew, fortifications were constructed, and the town became the stronghold of French Canada, and so remained until captured by Wolfe's forces in 1759.

Five generations of men have since seen and honored the

British flag on the Citadel, but in a very great degree the religion, language and customs of old France remain. Modern improvements have come here, as elsewhere, but not to overshadow or diminish. The past speaks as does the present. One may roam through queer, crooked streets, and enter quaint old houses, in the dark corners of which one might almost look for ghosts to come from the bygone centuries.

Of all the French settlements in Canada, Quebec best retains its ancient form. The hand of time has swept away the ruins of Port Royal, and the grass grows over what was once the well-nigh impregnable Louisburg; but Quebec remains, and will remain, the Niobe of the cities of France in the western world. Here lives Europe in America; here the past and present meet together; here the seventeenth and twentieth centuries jostle each other in the narrow streets.

Quebec is full of interest to the visitor, and every summer is crowded with tourists from all parts of the world. From the citadel which crowns the summit of the cliff, and from Dufferin Terrace, the immense esplanade at the base of the citadel, a view of indescribable beauty is obtained. Trolley cars carry passengers to the various places of interest, such as Montmorency Falls, which every visitor to Quebec should see, and to Ste. Anne de Beaupre, Canada's famous Shrine, where thousands of afflicted persons journey every year. The large and handsome Redemptorist church, with its costly furnishings and beautiful paintings, contains pyramids of crutches near the entrance doors, as evidences of the miraculous cures that have been made at the Shrine. The summer climate of Quebec is cool and healthy, and, with so many advantages, it is not to be wondered at that the city is such a mecca for pleasure seekers.

#### Places of Interest in and about Quebec.

Citadel	Grand Battery
Governor's Garden	English Cathedral
Wolfe and Montcalm Monument	Quebec Seminary
Duke of Kent's Residence	Laval University
House where Montgomery was carried	Cardinal's Palace
Montcalm's Residence	Ursuline Convent
South African Monument	St. Louis, Kent and John's Gates
	Church of N.-D. des Victoires, built in 1688



Garrison Club	Shrine Ste. Anne de Beaupré
Plains of Abraham	Montmorency Falls
Martello Towers	Spencer Wood, Governor's
Drill Hall—Q.A.A.A. Grounds	Residence
Wolfe's Monument	Cap Rouge
Parliament House	Indian Village, Lorette
Dufferin Terrace	Levis Forts—Chateau Bigot
Champlain Monument	Island of Orleans
Chateau Frontenac	Lake St. Joseph, with its new
City Hall—Court House	Hotel
Basilica	Seven Falls at Ste. Anne.

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# QUEBEC, P.Q., AND RETURN.

## Route No. 43.

From Fredericton .....	\$22.65	From Pictou .....	\$25.85
Amherst .....	19.95	New Glasgow .....	25.35
Truro .....	23.40	Sydney .....	30.65
Halifax .....	26.15	No. Sydney .....	30.30
Intercolonial Ry. ....	To	St. John	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	starting point	

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# QUEBEC, P.Q., AND RETURN.

## Route No. 44.

From Fredericton .....	\$28.25	From New Glasgow .....	\$25.30
St. John .....	26.15	Sydney .....	30.70
Pictou .....	25.85	No. Sydney .....	30.70
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	starting point	

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# QUEBEC, P.Q., AND RETURN.

## Route No. 45.

From Pictou .....	\$28.65	From Sydney .....	\$33.50
New Glasgow .....	28.10	No. Sydney .....	33.15
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	St. John	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	starting point	

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# QUEBEC, P.Q., AND RETURN.

## Route No. 46.

From St. John .....	\$23.00	From Pictou .....	\$31.10
Moncton .....	23.00	New Glasgow .....	30.60
Amherst .....	25.20	Sydney .....	35.80
Truro .....	28.65	No. Sydney .....	35.55
Halifax .....	31.30		
Intercolonial Ry. ....	To	St. John	
Canadian Pacific Ry. ....	"	Fredericton	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	starting point	

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...\$33.50  
... 33.15

...\$31.10  
... 30.60  
... 35.80  
... 35.55

# QUEBEC, P. Q., AND RETURN.

## Route No. 47.

50 cents lower than via Route No. 46.

Intercolonial Ry. ....	To	St. John
Star Line Steamer .....	"	Fredericton
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 48.

From Amherst .....	\$29.10	From New Glasgow .....	\$31.05
Truro .....	29.10	Sydney .....	38.20
Halifax .....	29.10	No. Sydney .....	37.95
Pictou .....	31.60		

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 49.

\$3.75 higher than via Route No. 48.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

## Route No. 50.

# QUEBEC, P. Q., AND RETURN.

Fredericton .....		\$34.00
Intercolonial Ry. ....	To	St. John
Dominion Atl. Ry. and steamer .....	"	Halifax
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

## Route No. 51.

# QUEBEC, P. Q., AND RETURN.

\$3.75 higher than via Route No. 50.

Intercolonial Ry. ....	To	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Halifax & Sou. West. Ry.	"	Halifax
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

## Route No. 52.

# QUEBEC, P. Q., AND RETURN.

From Campbellton .....	\$34.10	From Halifax .....	\$34.10
Chatham .....	34.70	Pictou .....	36.60
Newcastle .....	34.10	New Glasgow .....	36.05
Moncton .....	34.10	Sydney .....	43.25
Amherst .....	34.10	No. Sydney .....	43.25
Truro .....	34.10		

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 53.

20 cents higher than via Route No. 52.

Same fare as via Route No. 52 if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry....	"	Edmundston, via McAdam Jct.
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 54.

\$3.75 higher than via Route No. 52.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry....	"	Fredericton
Canadian Pacific Ry....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 55.

\$3.95 higher than via Route No. 52.

\$3.75 higher than via Route No. 52 if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry....	"	Edmundston, via McAdam Jct.
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 56.

\$3.25 higher than via Route No. 52.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	Levis
Ferry .....	"	Quebec and return
Intercolonial Ry. ....	"	starting point

# QUEBEC, P. Q., AND RETURN.

## Route No. 57.

From Campbellton .....	\$24.90	From Truro .....	\$30.55
Newcastle .....	26.90	Halifax .....	32.30
Chatham .....	25.50	Pictou .....	33.00
Moncton .....	24.90	New Glasgow .....	32.50
St. John .....	24.90	Sydney .....	37.80
Amherst .....	27.10	No. Sydney .....	37.45
Intercolonial Ry. ....		To Levis .....	
Ferry .....		" Quebec and return .....	
Intercolonial Ry. ....		" Riv. du Loup .....	
Temiscouata Ry. ....		" Edmundston .....	
Canadian Pacific Ry. ....		" Fredericton, via Gibson .....	
		Bridge .....	
Canadian Pacific Ry. ....		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

# QUEBEC, P. Q., AND RETURN.

## Route No. 58.

20 cents higher than via Route No. 57.

Same fare as via Route No. 57 if continuous passage Edmundston to St. John.

Intercolonial Ry. ....	To Levis .....
Ferry .....	" Quebec and return .....
Intercolonial Ry. ....	" Riv. du Loup .....
Temiscouata Ry. ....	" Edmundston .....
Canadian Pacific Ry. ....	" St. John, via McAdam Jet. ....
Intercolonial Ry. ....	" starting point .....

# QUEBEC, P. Q., AND RETURN.

## Route No. 59.

50 cents lower than via Route No. 57.

Intercolonial Ry. ....	To Levis .....
Ferry .....	" Quebec and return .....
Intercolonial Ry. ....	" Riv. du Loup .....
Temiscouata Ry. ....	" Edmundston .....
Canadian Pacific Ry. ....	" Fredericton, via Gibson .....
	Bridge .....
Star Line Steamer .....	" St. John .....
Intercolonial Ry. ....	" starting point .....

# QUEBEC, P. Q., AND RETURN.

## Route No. 60.

From Riv. du Loup .....	\$ 7.80	From Amherst .....	\$22.65
Campbellton .....	15.30	Truro .....	25.40
Newcastle .....	18.60	Halifax .....	27.25
Chatham .....	19.25	Pictou .....	27.05
Fredericton .....	22.20	New Glasgow .....	26.65
Moncton .....	21.20	Sydney .....	31.75
St. John .....	21.65	No. Sydney .....	31.75
Intercolonial Ry. ....		To Levis .....	
Ferry .....		" Quebec .....	
Rich. & Ont. Nav. Co. ....		" Murray Bay .....	
D. G. S. "Champlain" .....		" Riv. Ouelle Wharf .....	
Intercolonial Ry. ....		" starting point .....	

# QUEBEC, P. Q., AND RETURN.

## Route No. 61.

From Fredericton .....	\$32.10	From Halifax .....	\$29.60
Chatham .....	28.25	Pictou .....	27.65
St. John .....	27.85	New Glasgow .....	27.80
Amherst .....	27.65	Sydney .....	32.90
Truro .....	27.65	No. Sydney .....	32.90
Intercolonial Ry. ....		To Levis .....	
Ferry .....		" Quebec and return .....	
Intercolonial Ry. ....		" Pt. du Chene .....	
C. S. Navigation Co. ....		" Summerside .....	
P. E. Island Ry. ....		" Charlottetown .....	
C. S. Navigation Co. ....		" Pictou .....	
Intercolonial Ry. ....		" starting point .....	

# QUEBEC, P. Q., AND RETURN.

## Route No. 62.

From Pictou .....	\$29.60	From Sydney .....	\$35.75
New Glasgow .....	29.75	No. Sydney .....	35.75
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	Pt. du Chene	
C. S. Navigation Co. ....	"	Summerside	
P. E. Island Ry. ....	"	Charlottetown	
C. S. Navigation Co. ....	"	Pictou	
Intercolonial Ry. ....	"	starting point	

# QUEBEC, P. Q., AND RETURN.

## Route No. 63.

From Halifax .....	\$29.60	From St. John .....	\$30.70
Amherst .....	29.60	Fredericton .....	34.50
Intercolonial Ry. ....	To	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	Pt. du Chene	
C. S. Navigation Co. ....	"	Summerside	
P. E. Island Ry. ....	"	Charlottetown	
C. S. Navigation Co. ....	"	Pictou	
Intercolonial Ry. ....	"	Halifax	
Intercolonial Ry. ....	"	starting point	

# QUEBEC, P. Q., AND RETURN.

## Route No. 64.

From Amherst .....	\$27.85	From New Glasgow .....	\$28.00
Truro .....	27.85	Sydney .....	35.70
Halifax .....	30.70	No. Sydney .....	35.35
Pictou .....	27.85		
Intercolonial Ry. ....	To	St. John	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	Pt. du Chene	
C. S. Navigation Co. ....	"	Summerside	
P. E. Island Ry. ....	"	Charlottetown	
C. S. Navigation Co. ....	"	Pictou	
Intercolonial Ry. ....	"	starting point	

# QUEBEC, P. Q., AND RETURN.

## Route No. 65.

From Pictou .....	\$30.70	From Sydney .....	\$38.05
New Glasgow .....	30.85	No. Sydney .....	37.70
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	St. John	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	Pt. du Chene	
C. S. Navigation Co. ....	"	Summerside	
P. E. Island Ry. ....	"	Charlottetown	
C. S. Navigation Co. ....	"	Pictou	
Intercolonial Ry. ....	"	starting point	

# QUEBEC, P. Q., AND RETURN.

## Route No. 66.

From Amherst .....			\$30.70
Intercolonial Ry. ....	To	St. John	
Intercolonial Ry. ....	"	Levis	
Ferry .....	"	Quebec and return	
Intercolonial Ry. ....	"	Pt. du Chene	
C. S. Navigation Co. ....	"	Summerside	
P. E. Island Ry. ....	"	Charlottetown	
C. S. Navigation Co. ....	"	Pictou	
Intercolonial Ry. ....	"	Halifax	
Intercolonial Ry. ....	"	Amherst	

# QUEBEC, P. Q., AND RETURN.

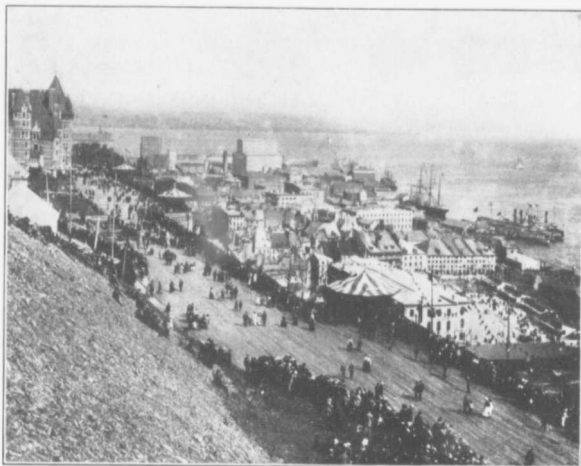
## Route No. 67.

From Halifax .....	\$34.50	From Truro .....	\$34.50
Amherst .....	\$4.50	St. John .....	\$5.60
Intercolonial Ry. ....		To Fredericton	
Intercolonial Ry. ....		" Lewis	
Ferry .....		" Quebec and return	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
Intercolonial Ry. ....		" Halifax	
Intercolonial Ry. ....		" starting point	

# QUEBEC, P. Q., AND RETURN.

## Route No. 68.

From Pictou .....	\$34.50	From Sydney .....	\$40.65
New Glasgow .....	\$4.65	No. Sydney .....	\$40.65
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" Fredericton	
Intercolonial Ry. ....		" Lewis	
Ferry .....		" Quebec and return	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" starting point	



Dufferin Terrace, Quebec

## MURRAY BAY.

Probably the best known of the Lower St. Lawrence resorts is most conveniently reached by the Intercolonial Ry. via River Ouelle and River Ouelle Wharf. From the Wharf a finely appointed steamer makes the trip across the river touching also at Ste. Irene and Cap a-l'Aigle. During the summer season there is a daily service connecting with the expresses to and from Montreal and Quebec.



Cliffs at Murray Bay

Murray Bay is a stronghold of good society and fashion, both Canadian and American. President Taft prior to his election to that high office used to spend his summer holidays here with his family. In a recent message to the Canadian people the President particularly mentions the beauties of Murray Bay, and its summer climate. His reference to the "champagne quality" of the invigorating and bracing atmosphere will be appreciated by those who have visited there.

It has already all the equipment, the elegant social life, the amenities, the amusements and the conveniences of a high class

ice resorts is  
River Ouelle  
y appointed  
at Ste. Irene  
e is a daily  
Montreal and



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lection to  
with his  
President  
s summer  
" of the  
by those

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igh class

modern summer resort, while its facilities for healthful exercise, and sport in the shape of walking and driving, bathing, picnicing, fishing, golf, tennis and other diversions are innumerable. The new palatial hotel, the Manoir Richelieu, places Murray Bay on a footing of equality with the more pretentious places of its class, while its many handsome private cottages and the mingled loveliness, grandeur and sublimity of its scenery contribute to render it more and more worthy of the ever-increasing admiration and favor with which it is to-day regarded by the summer resident and the visiting tourist.

The interest which centres in Murray Bay is not that of beautiful scenery alone; history, tradition, legend and folklore, all contribute their full share. Long before Cartier sailed up the St. Lawrence, Indian warfare had left its mark of centuries of strife and bloodshed upon the shores. Its history as a watering place, dates back only as far as 1854.

#### MURRAY BAY, P. Q., AND RETURN.

Route No. 69.	
From *Montreal .....	\$13.20
Intercolonial Ry. ....	
D. G. S. "Champlain" ...	
Rich. & Ont. Nav. Co. ...	
*Intercolonial & Ferry	
or R. & O. Nav. Co. . .	
To	
Riv. Ouelle Wharf	\$6.20
Murray Bay	
Quebec	
Montreal	
Montreal	



Golf Links, Murray Bay



## RIVIERE DU LOUP.

Riviere du Loup is a railway centre and from the station has that appearance. Yet it is a summer resort of long established reputation, for just beyond the environment of the station is Fraserville, and beyond this again is the St. Lawrence, with all its splendid possibilities for bathing, boating, fishing and shooting, in the proper seasons. Riviere du Loup is a convenient centre from which one may go to various points either on the river or into the forests, where fish and game abound. From May to October the "Trans St. Laurent" Company's steamer leaves Riviere du Loup point Tuesday and Friday for Tadousac and Escoumins, and Saturday for Simeon, St. Fidele and Murray Bay. While a visitor remains in Riviere du Loup, however, there is much to interest him. The scenery is charming, the walks and drives are varied, the bathing facilities excellent.

Temiscouata Lake, reached from Riviere du Loup by a run of 50 miles over the Temiscouata Railway, is a fine place for trolling for tuladi and lake trout during June and July. This lake is about 28 miles long, varying from a mile and a half to three miles in width. Good brook trout fishing is also to be found in many places along this line of railway.

Route No. 73. RIVIERE DU LOUP, QUE., AND RETURN.			
From Chatham .....	\$18.20	From Halifax .....	\$28.10
Newcastle .....	17.60	Pictou .....	27.80
Moncton .....	20.90	New Glasgow .....	27.30
St. John .....	24.95	Sydney .....	32.75
Amherst .....	23.00	No. Sydney .....	32.75
Truro .....	26.45		
Intercolonial Ry. ....		To Fredericton	
Canadian Pacific Ry. ...		" Edmundston, via Gibson	
Temiscouata Ry. ....		Bridge	
Intercolonial Ry. ....		" Riviere du Loup	
		starting point	
Route No. 74. RIVIERE DU LOUP, QUE., AND RETURN.			
From Chatham .....	\$21.35	From Halifax .....	\$29.15
Newcastle .....	20.75	Pictou .....	28.85
Moncton .....	20.75	New Glasgow .....	28.35
Amherst .....	22.95	Sydney .....	33.65
Truro .....	26.40	No. Sydney .....	33.30
Intercolonial Ry. ....		To St. John	
Canadian Pacific Ry. ...		" Fredericton	
Canadian Pacific Ry. ...		" Edmundston, via Gibson	
Temiscouata Ry. ....		Bridge	
Intercolonial Ry. ....		" Riviere du Loup	
		starting point	
Route No. 75. RIVIERE DU LOUP, QUE., AND RETURN.			
20 cents higher than via Route No. 74.			
Same fares as via Route No. 74 if continuous passage St. John to Edmundston.			
Intercolonial Ry. ....		To St. John	
Canadian Pacific Ry. ...		" Edmundston, via McAdam	
		Jet.	
Temiscouata Ry. ....		" Riviere du Loup	
Intercolonial Ry. ....		starting point	

# **Route No. 76. RIVIERE DU LOUP, QUE., AND RETURN.**

50 cents lower than via Route No. 74.

Intercolonial Ry. ....	To	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry. ....	"	starting point

# **Route No. 77. RIVIERE DU LOUP, QUE., AND RETURN.**

From Chatham .....	\$29.40	From Halifax .....	\$28.80
Newcastle .....	28.80	Pictou .....	31.30
Moncton .....	28.80	New Glasgow .....	30.75
Amherst .....	28.80	Sydney .....	37.95
Truro .....	28.80	No. Sydney .....	37.95
Intercolonial Ry. ....		To	Halifax
Dominion Atl. Ry. and		"	St. John
steamer .....		"	Fredericton
Canadian Pacific Ry. ....		"	Edmundston, via Gibson Bridge
Canadian Pacific Ry. ....		"	Riviere du Loup
Temiscouata Ry. ....		"	starting point
Intercolonial Ry. ....		"	

# **Route No. 78. RIVIERE DU LOUP, QUE., AND RETURN.**

\$3.75 higher than via Route No. 77.

Intercolonial Ry. ....	To	Halifax
Hal. & So. Western Ry. ....	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry. ....	"	starting point

# **Route No. 79. RIVIERE DU LOUP, QUE., AND RETURN.**

50 cents lower than via Route No. 77.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry. ....	"	starting point

# **Route No. 80. RIVIERE DU LOUP, QUE., AND RETURN.**

\$3.25 higher than via Route No. 77.

Intercolonial Ry. ....	To	Halifax
Hal. & So. Western Ry. ....	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry. ....	"	starting point

# **Route No. 81. RIVIERE DU LOUP, QUE., AND RETURN.**

20 cents higher than via Route No. 77.

Same fare via Route No. 77, if	continuous passage	St. John to Edmundston.
Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Edmundston, via McAdam Jet.
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry. ....	"	starting point

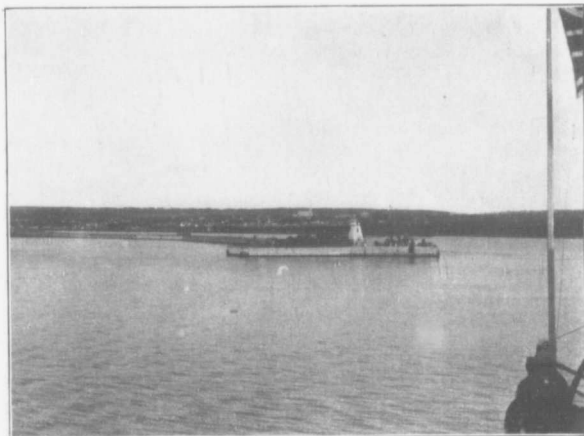
# RIVIERE DU LOUP, QUE., AND RETURN.

## Route No. 82.

\$3.95 higher than via Route No. 77.

\$3.75 higher than via Route No. 77, if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Hal. & So. Western Ry...	"	Yarmouth
Dominion Atl. Ry. and		
steamer . . . . .	"	St. John
Canadian Pacific Ry. . . .	"	Edmundston, via McAdam
		Jct.
Temiscouata Ry. ....	"	Riviere du Loup
Intercolonial Ry.....	"	starting point



Riviere du Loup from the St. Lawrence

age St. John

## TADOUSAC AND THE SAGUENAY.

It is a sail of two hours across the broad St. Lawrence from Riviere du Loup to Tadousac at the mouth of the Saguenay and one of the ports of call of the Richelieu & Ontario Navigation Co.'s Saguenay steamers. Tadousac is a wonderful old settlement, with enough eventful history of its own to supply material for a volume, were the records but available. It is undoubtedly the oldest European settlement in Canada, and perhaps in America. Before Champlain began to build Quebec, it existed. Nay, for many years before Jacques Cartier left St. Malo to find Canada, Tadousac was the resort of the Basque fishermen.

So it is with profound reverence that one looks upon this spot, which is historically older than the country of which it is a part. It was the ancient metropolis of Canada, the chief trading station before one of the cities of to-day had sprung into existence. Here was erected the first stone house, and here, too, was the first church. The present structure, a modern affair dating back a little more than one hundred and fifty years, is built upon the site of the first place of worship, and it is said that the Angelus is rung out to-day with the bell by which it was sounded more than three hundred years ago.

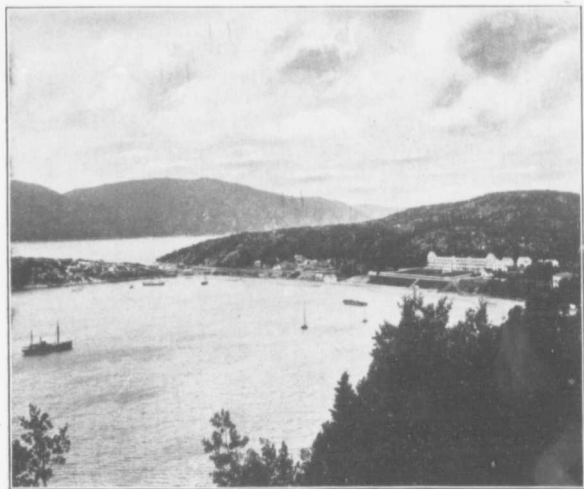
Tadousac is a most inviting place for summer sojourn and there are abundant opportunities for boating, bathing and fishing. Several wealthy Americans have summer villas, and it is a favorite spot for Montreal and Quebec people to pass the summer months.

The Saguenay has been described as "one of the most remarkable of Nature's works in a land where Nature's wonders abound," and Bayard Taylor has described it as "a natural chasm like that of the Jordan valley and the Dead Sea, cleft for sixty miles through the heart of a mountain wilderness." This terse description is a

word picture, but he who would grasp the details must see the Saguenay for himself. Its waters, black and Wondrous silent, have vast depths. The river is said to be deeper by six hundred feet than the mighty St. Lawrence into which it empties. There are people of the country who believe its depths cannot be fathomed, and they tell of thousands of feet of line which have been paid out in the vain attempt to find bottom in certain places. Let one imagine such a river flowing between walls of rock, which tower in places to a height of nigh

two thousand feet, and he will realize the significance of such names as Cape Trinity, Cape Eternity and Eternity Bay and the full charm of surroundings unparalleled in the grandeur of their scenic magnificence.

These will not perhaps be the impressions of persons ascending the Saguenay for the first time. It is a well known fact that visitors to Niagara are apt to at first experience a feeling of disappointment, owing to an utter failure to appreciate the immensity of one of the world's greatest cataracts. Some find it so with the Saguenay, so bewildering is the scale of the scenery, so deceptive the perspective. But by degrees the vastness of the



Tadoussac and the Saguenay

watery area and stupendous banks asserts itself, and one realizes that the shores of this noble river are miles apart, and that the frowning banks which mark the base of the mountains beyond, are in truth the faces of mighty cliffs, towering perpendicularly to a height of about two thousand feet.

Sailing past Capes Eternity and Trinity, every chance is given passengers to have the best view obtainable. The steamer is slowed down, and to demonstrate the wonderful echoes among the vast

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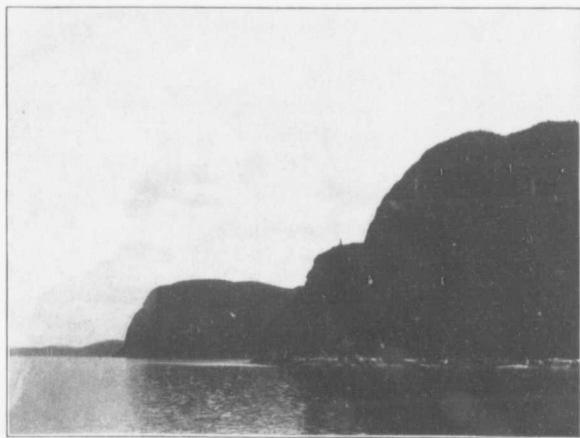
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cliffs, the whistle is blown at frequent intervals. Sixty miles of this tremendous ruggedness, and Ha! Ha! Bay is reached, with a glimpse of the little hamlets of St. Alphonse and St. Alexis. The scenery here is truly magnificent, while the geologist can find everywhere traces of the tremendous convulsion that ages ago produced such an immensity of scene. Back of the hills are arable lands, but the same scrutiny of grim cliffs is undergone while the steamer passes Cap Est and Cap Ouest. After this tiny settlements are seen here and there in the ravines between the flanks of the hills and on the narrow strips of meadow between their base and the river. Trees are more numerous, cattle are browsing, boats dot the surface of the river and tugs towing lumber are passed. Chicoutimi marks the end of the voyage by steamer as further navigation is barred by the many rapids. This picturesque town is beautifully situated on a hill. It has a population of about four thousand, and a place so far removed from Canada's busy centres, is looked upon as a veritable metropolis, for there are good sidewalks, fine stores, a convent and a college. The country round about offers the most varied and wonderful scenery. The Chicoutimi River flowing seventeen miles from Lake Kenogami, descends four hundred and eighty-six feet by a series of seven falls, and a continuation of rapids. Just at the end of the main street of the town there is a fine fall of forty feet. Opposite Chicoutimi is the picturesque village of Ste. Anne perched on a bold bluff, from which one may look down a beautiful vista of the Saguenay.

Lake St. John is reached from Chicoutimi by the Quebec & Lake St. John Railway. Brief mention can only here be made of the wonders of the Upper Saguenay, of the headlong rush of the waters of the lake through the narrow passage at the head of the Grand Discharge, of the whirlpools and rapids seething and swirling, and tossing hillocks of foam high in the air. The beauties of Lake St. John with its fringe of blue mountains, its rolling waves, and the Ouiatchouan Fall, above which a white veil of mist is visible for thirty miles, are all worthy of more than passing mention. Here is to be found the finest of fishing, and in the woods beyond large game is abundant.

Route No. 70. CHICOUTIMI, P. Q., AND RETURN.			
From Montreal .....	\$19.20	From Amherst .....	\$28.65
Riv. du Loup .....	13.80	Truro .....	31.40
Campbellton .....	21.30	Pictou .....	33.05
Newcastle .....	24.60	Halifax .....	33.25
Chatham .....	25.25	New Glasgow .....	32.65
Fredericton .....	28.20	Sydney .....	37.75
Moncton .....	27.20	No. Sydney .....	37.75
St. John .....	27.65		
Intercolonial Ry. ....	To	Levis	
Ferry .....	"	Quebec	
Q. & L. St. J. Ry. ....	"	Chicoutimi	
R. & O. Nav. Co. ....	"	Murray Bay	
D. G. S. "Champlain" ..	"	Riv. Ouelle Wharf	
Intercolonial Ry. ....	"	starting point	
Route No. 71. CHICOUTIMI, P. Q., AND RETURN.			
From *Montreal .....	\$17.20	From Quebec .....	\$10.70
Intercolonial Ry. ....	To	Riv. Ouelle Wharf	
D. G. S. "Champlain" ..	"	Murray Bay	
Rich. & Ont. Nav. Co. ...	"	Chicoutimi	
Rich. & Ont. Nav. Co. ...	"	Quebec	
*Rich. & Ont. Nav. Co. or Ferry & Intero'cl Ry.	"	Montreal	
Route No. 72. CHICOUTIMI, P. Q., AND RETURN.			
From Riv. du Loup .....	\$12.30	From Amherst .....	\$27.15
Campbellton .....	19.80	Truro .....	29.90
Newcastle .....	23.10	Halifax .....	31.75
Chatham .....	23.75	Pictou .....	31.55
Fredericton .....	26.70	New Glasgow .....	31.15
Moncton .....	25.70	Sydney .....	36.25
St. John .....	26.15	No. Sydney .....	36.25
Intercolonial Ry. ....	To	Levis	
Ferry .....	"	Quebec	
Rich. & Ont. Nav. Co. ...	"	Chicoutimi	
Rich. & Ont. Nav. Co. ...	"	Murray Bay	
D. G. S. "Champlain" ..	"	Riv. Ouelle Wharf	
Intercolonial Ry. ....	"	starting point	



Trinity Rock and Eternity Cape, the River Saguenay

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## CACOUNA.

Six miles below Riviere du Loup is Cacouna Station, and by an easy drive of three miles over a smooth highway, Cacouna Beach the famed watering place of the Lower St. Lawrence, is reached. Here, on a beautiful stretch of sand beach over a mile long, may be enjoyed the fullest luxury of sea bathing, and the beach presents an animated scene during the season. Large numbers of visitors make their home for the time at the hotels, of which there are several; others again live in their own summer cottages. Some of these



The Beach, Cacouna

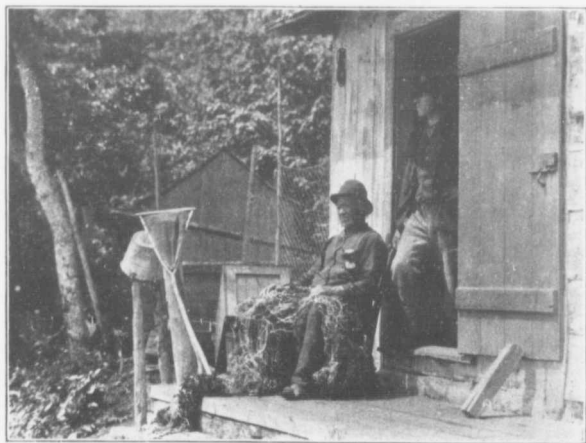
have been built by wealthy residents of Montreal and Quebec at a large cost, and are models of their class. Their number is increasing every year, for the advantages of Cacouna as a health resort have long been beyond dispute.



## RIMOUSKI.

Many people know Rimouski chiefly as a place where the ocean steamers receive and land mails and passengers on the voyage to and from England in the summer. Anxious to depart or get home, they see little of the place beyond noting that it is a thriving town, and that the pier running out to deep water is of a surprising length. It extends for nearly a mile, and is a most agreeable promenade in summer days, when a constant cool breeze is borne over the water.

St. Germain de Rimouski, which is its full title, is the shire town of the county and the seat of the bishop of the diocese. The cathedral, bishop's palace, seminary, convents and other buildings devoted to religious uses, are imposing structures of stone, erected at a large cost. The clergy are seen at every turn, and the French language is heard in every house. Rimouski is, however, in considerable favor as a summer resort, and has all of the features that are attractive to those who in that season enjoy the seashore. The summer weather is delightful and the St. Lawrence is here like the ocean, in its grandeur.



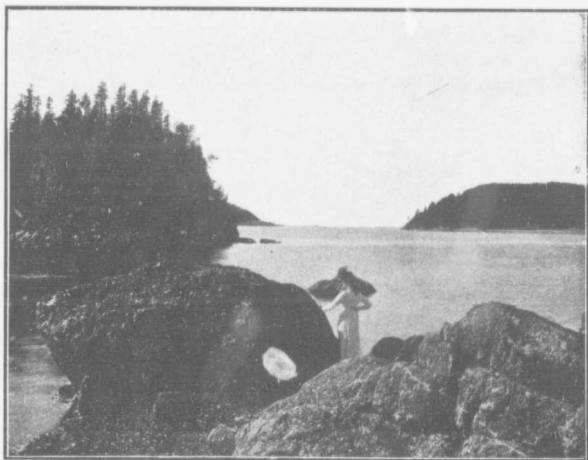
Habitant Fisherman

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## BIC.

Bic, appropriately termed "Bic the Beautiful," is another of the beauty spots of the noble St. Lawrence. It is a village by the shore, with mountains separating it from the country beyond. The railway winds through the mountain, passing through cuttings blasted in the rock to a depth of eighty feet. On one side the cliff towers two hundred and fifty feet above the passing train. On the other side is a magnificent panorama of bay, river and islets. From the heights, the St. Lawrence is seen, twenty-five miles from shore



Among the Rocks—"Bic, the Beautiful"

to shore rapidly widening in its journey toward the sea. Bic is one of the finest natural watering places on the St. Lawrence. Pleasant beaches and clear salt water tempt the bather, the placid surface of the mighty river invites the boatman, and beauty everywhere calls the idler forth from his resting place to drive or ramble in its midst.

### LITTLE METIS.

Little Metis is situated on the shore of the St. Lawrence, at a point where the estuary begins to widen out so that the opposite shore is but a faint line in the distance. The beach is about four miles long; hard, smooth and safe for bathers. Boats of all sizes, from a skiff to a schooner, are available to the visitor, and if one desires a sail to the other shore he will find safe and swift vessels crossing every day. Small schooners, or, as they are termed yachts, may be hired by the day or week, provisions laid in, a sailing master secured and a party go where they please. The St. Lawrence is between 30 and 40 miles wide in this part.

The Grand and Little Metis rivers are favorite haunts of the salmon, and trout are found wherever there is a lake or brook. Both these rivers have waterfalls situated amid most enchanting scenes of the forest and the Grand Metis Falls, about 150 feet high, are well worth a visit.

At Leggatt's Point, eight miles from Little Metis station and nine miles from St. Octave, there is a safe beach for bathing and good accommodation for a limited number of summer tourists.



Metis Bay

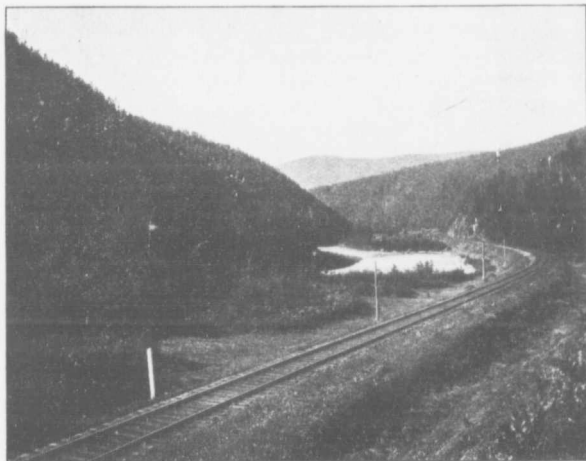
## MATAPEDIA VALLEY.

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The famed Matapedia River, flowing through the Matapedia Valley, makes a scene of beauty wherever it meets the eye. In the 30 miles of its course it has 222 rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after



Matapedia Valley

mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape that mountains can assume. Some are almost perfect cones; others rise swiftly into precipices; and others have such gentle slopes that one feels that he would like to stroll leisurely upward to the summit, but the height, as a rule, is from 600 to 800 feet. In some places in the Matapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley.

All kinds of foliage and all shades of nature's colors are upon the hillsides; and in the autumn, when the grand transformation of hues takes place, the effect is magnificent beyond description. Grassy banks make easy the path of the angler, as the lordly fish dart from the pools to seize his hook. Beauty is everywhere. The "Ocean Limited" Express passes through this land of enchantment in daylight.

Moose, caribou and deer are found in all this part of the country, while partridge and other game birds are abundant. Anglers also find sport in the tributaries of the Matapedia. One of these is the Causapsca, and some rare fishing is enjoyed at the forks. Trout may be caught with ease all through the season, not only on the rivers, but at such places as the Amqui and Trout Lakes. At Assametquaghan, at McKinnon Brook, and at Mill Stream, will be found particularly good fishing.

Near the junction of the Matapedia River with the Restigouche is the Restigouche Salmon Club, the members of which are men to whom money is no object in the carrying out of their ideas.



Meeting of the Waters—Matapedia and Restigouche Rivers

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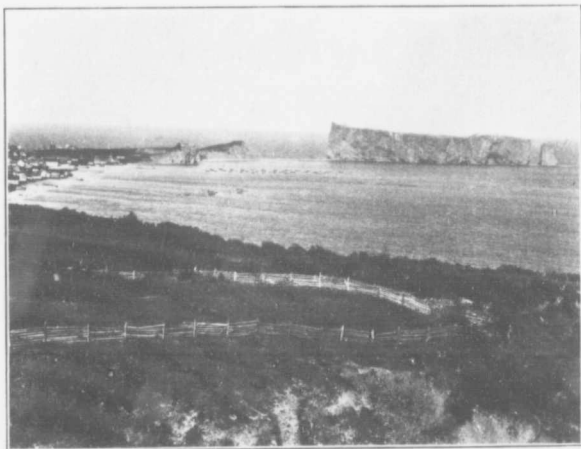
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## IN THE LAND OF GASPE.

During the season of navigation a substantial steamer is on the route between Campbellton, Dalhousie and Gaspé, calling at all the principal ports. This with the regular train service of the Atlantic and Lake Superior Railway, connecting with the Intercolonial at Matapédia, supplies regular communication with the towns and villages of the North Shore of the Baie des Chaleurs. Comfortable hotels will be found at such places as New Richmond, New Carlisle,



Perce and the Rock

Paspébiac, Port Daniel, Newport, Perce, Gaspé, etc., while good accommodation can also be had at the smaller villages. At many of the towns where excellent sand beaches and bathing facilities are found visitors from the outside world have cottages which they use in the summer season. A casual visitor is surprised at the great number of city people he finds at different points along the coast.

Gaspé is the home of the cod fishery. The great Jersey Houses of Charles Robin, Collas & Co. and Le Boutiller Bros. have been doing business there for over a century—in fact long before the

capture of Quebec by the British, Perce and Gaspé were important rendezvous for the fishing fleets. The history of the first named firm, "Robins" as it is familiarly called, reads like a romance.

In the glorious summer season the Gaspé coast furnishes many inducements to the tourist and sportsman. Anglers may ply their gentle art in all directions. A glance at the map will show there is no scarcity of rivers, some of them quite famous, and many lakes have never been fished with the fly. The air is pure and bracing. The rugged coast, seen here in all its alluring grandeur appeals to lovers of such scenery, while at the eastern end of the Peninsula, after the visitor has enjoyed the coast scenery near



Campbellton and the Restigouche River

Perce, seen and admired the famous "Rock," he will find some of the most beautiful and fertile valleys wedged in among the hills, and the drive between Gaspé and Perce is said to be one of the most attractive in America.

**In Northern  
New Brunswick.**

Campbellton, on the south side of the boundary river, Restigouche, the first place in New Brunswick, is a town of over 4,000 people, is rapidly

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growing, and is a very convenient centre for the fisherman and hunter of game. The Restigouche, with its great tributaries the Matapedia and Upsalquitch and numerous lakes in the vicinity afford splendid fishing, while the land to the west and north contains all manner of game to entice the hunter to its forests.

Both boating and bathing may be enjoyed to any extent desired in the beautiful river, and the drives in the vicinity of the town and through the famed valley of the Matapedia reveal new beauties at each visit. The fame of the salmon fishing of the Restigouche is world wide. It was a Restigouche salmon that tipped the scale at 54 pounds and numbers have been caught which



Miramichi—Salmon Fishing

were of the respectable weight of 40 pounds each. Salmon fishing begins about the middle of May and all the rivers abound with these great and glorious fish. It is no idle boast to say that the Restigouche is the finest salmon river in the world, but to the intending visitor who dreams of catching fish without restrictions a note of warning might be issued. Salmon fishing can be secured on the Restigouche and tributaries, but as the land from which the fishing is had is almost all granted and the fishing goes to the riparian owner, and as salmon fishing on such a stream is in this



generation a valuable asset, it is advisable to make certain arrangements for it in advance. The trout fishing, of which there is a great variety in the rivers and lakes, is more easily secured. Further information concerning this will be found in the pamphlet "Fishing and Hunting."

**The Miramichi.** The tract of country known as Miramichi covers a wide area, embracing a great wealth of natural resources, and abounding with historical data that reaches back to the settlement of America by Europeans. The river is the second in size in New Brunswick, and with its tributaries waters the greatest part of the interior of the Province. Newcastle and Chatham are among the most progressive towns in New Brunswick, and there are several smaller towns and villages along the famous river, where the timber industry is predominant. Ships of all nations load at the wharves of the Miramichi, and besides the many saw mills that send their smoke aloft, there are at least two important pulp mills, one at Chatham and one on the opposite side of the river.

Salmon ascend the main river and all its tributaries, and as good trout fishing as anyone may desire is found in all the rivers and the numerous lakes which form their sources.

The Miramichi territory has a great reputation as a hunting district. Moose, caribou, deer and bear abound, and every season sportsmen from Europe and the United States come here, and the man who goes away without having killed all the game the law will allow is an exception.

There are fine sand beaches on the coast at the mouth of the river and at Bay du Vin and other villages, where colonies of summer visitors enjoy sea bathing. A good local steamer service connects the villages at the river mouth with railway and the larger towns.

There are good hotels at Newcastle and Chatham, and comfortable inns in the smaller villages afford travellers and tourists hospitality.

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# Round Trip Summer Excursion Fares to Seaside and Fishing Resorts.

FROM	To												
	Murray Bay	Riv. du Loup	Tadou- sac.	Cacouna	Ri- mouki	Little Metis	Bic	Mat- pédia	Camp- bellton	Dal- housie	Gaspé	New- castle	Pt. du Chêne
Halifax.....	+\$29 85 + 25 70	\$20 20 18 85	\$222 70 21 35	\$19 95 18 60	\$17 80 16 40	\$16 80 15 75	\$18 25 16 80	\$14 40 12 75	\$13 95 12 75	\$13 90 12 75	\$20 95 19 75 + 2 19	\$10 75 9 45	\$ 9 00 6 10
Truro.....	+ 20 70 + 22 35	18 85 22 35	21 35 25 70	18 60 25 50	16 40 23 35	15 75 22 85	16 80 23 75	12 75 20 20	12 75 19 70	12 75 19 65	19 75 26 70 + 26 70 + 28 05	9 45 15 90	6 10 13 40
North Sydney.....	+ 27 15 + 29 20	25 70 29 20	28 20 29 20	25 50 25 50	23 35 23 65	22 85 22 85	23 75 24 05	20 20 20 50	19 70 20 00	19 65 19 95	26 70 27 00 + 27 00 + 28 35	15 90 15 90	13 40 13 70
Sydney.....	+ 27 45 + 29 50	26 00 29 50	28 50 29 50	25 85 25 85	23 65 23 65	22 85 22 85	24 05 24 05	20 50 20 50	20 00 20 00	19 95 19 95	27 00 28 35 + 27 00 + 15 80	15 90 15 90 3 80	13 70 95
Moncton.....	+ 16 25 + 18 25	14 75 18 25	17 25 18 25	14 50 14 50	12 75 12 75	12 00 12 00	12 75 12 75	9 40 9 40	8 80 8 80	8 80 17 15	15 80 17 15	3 80 95	
Fredericton.....	+ 17 45 + 19 25	15 75 19 25	18 25 19 25	15 75 15 75	13 55 13 55	12 75 12 75	14 05 14 05	10 05 10 05	9 45 9 45	9 45 19 35	16 45 17 80 + 16 45 + 17 80	5 50 5 50 8 35	8 35
St. John.....	+ 19 20 + 20 25	16 75 20 25	19 25 20 25	16 50 16 50	14 95 14 95	13 95 13 95	15 00 15 00	11 70 11 70	11 20 11 20	11 10 19 55	18 20 19 55 + 18 20 + 19 55	7 60 4 90	4 90
Quebec.....	+ 5 00 + 8 70	5 20 8 70	7 70 8 70	5 40 5 40	8 10 8 10	9 00 9 00	7 65 7 65	11 80 11 80	12 15 12 15	12 15 20 50	19 15 20 50 + 19 15 + 20 50	15 00 15 00 18 30	18 30
Montreal.....	+ 11 25 + 14 75	11 25 14 75	13 75 14 75	11 50 11 50	12 90 12 90	13 90 13 90	12 45 12 45	16 35 16 35	16 80 16 80	17 40 25 15	23 80 25 15 + 23 80 + 25 15	20 65 23 20 20 65 23 20	23 20

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1916.

- + Via Campbellton and Steamer "Sennac".
- \* Via Campbellton and Fraserville Navigation Co., S.S. "Canada".
- + Via River Ouelle Wharf and Dom. Govt. Steamer.
- \* Via Rivière du Loup Wharf and Trans-St. Laurent Navigation Co. (Not including transfer from Rivière du Loup Station to Wharf).

## FREDERICTON.

Fredericton, the capital of New Brunswick, has a population of about 8,000, and is a very delightful place for a summer sojourn. Beautifully situated on the River St. John, it is one of those places which are suggestive of rest and comfort. Not that the city is dull in a business sense, but that the people, in their homes and surroundings, give one the idea that they appreciate and enjoy the country in which they live. The residential portions of Fredericton



Brunswick St., Fredericton, N.B.

are very attractive, shade trees being abundant and excellent taste being shown in respect to houses and grounds.

Fredericton is not only the seat of government, but it is the cathedral city of the Church of England in New Brunswick. The cathedral itself is a beautiful edifice. The city is also the seat of the University of New Brunswick, an old and notable institution occupying a commanding location on the hill in the rear of the city. The Provincial Government buildings are fine structures, and there are many other buildings worthy of attention, including

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the former quarters of the Imperial troops, now occupied by the Canadian Infantry, usually known as the Military School, and the very complete Victoria Hospital.

The opportunities for driving and boating in the vicinity are so numerous that it would be out of the question to attempt to enumerate them here. They embrace excursions in all directions, and all will be found worth the time and trouble.

Fredericton also offers many advantages to sportsmen, numerous fishing streams and lakes being conveniently reached from the city. In the hunting season many parties of big game hunters are outfitted here and proceed to the Miramichi forests via the I. C. R. Fredericton Branch line. There is an excellent steamer service between Fredericton and St. John and intermediate points. Across the river are the towns of Gibson and Marysville, where lumber mills and factories and a large cotton mill give employment to hundreds of people. Fredericton has first class hotel accommodation. In fact, few cities of its size in America are so well provided with good hostleries.

#### Route No. 81. FREDERICTON, N.B., AND RETURN.

From Amherst .....	\$13.15	From Pictou .....	\$17.55
Truro .....	16.05	Sydney .....	22.65
Halifax .....	17.50	No. Sydney .....	22.35
New Glasgow .....	17.10		
Intercolonial Ry. ....		To Fredericton	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" starting point	

#### Route No. 82. FREDERICTON, N.B., AND RETURN.

From Pictou .....	\$16.25	From Sydney .....	\$21.70
New Glasgow .....	15.70	No. Sydney .....	21.45
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" Fredericton	
Intercolonial Ry. ....		" starting point	

#### Route No. 83. FREDERICTON, N.B., AND RETURN.

From Pictou .....	\$20.30	From Sydney .....	\$25.50
New Glasgow .....	19.75	No. Sydney .....	25.20
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" Fredericton	
Intercolonial Ry. ....		" starting point	

#### Route No. 84. FREDERICTON, N.B., AND RETURN.

From Moncton .....	\$ 9.30	From Pictou .....	\$17.40
Amherst .....	11.50	New Glasgow .....	16.90
Truro .....	14.95	Sydney .....	22.20
Halifax .....	17.70	No. Sydney .....	21.85
Intercolonial Ry. ....		To St. John	
Canadian Pacific Ry. ....		" Fredericton	
Intercolonial Ry. ....		" starting point	

#### Route No. 85. FREDERICTON, N.B., AND RETURN.

50 cents lower than via Route No. 84.			
Intercolonial Ry. ....		To St. John	
Star Line Steamer .....		" Fredericton	
Intercolonial Ry. ....		" starting point	

# FREDERICTON, N.B., AND RETURN.

## Route No. 86.

From Moncton .....	\$16.90	From Pictou .....	\$19.40
Amherst .....	16.90	New Glasgow .....	18.85
Truro .....	16.90	Sydney .....	26.05
Halifax .....	16.90	No. Sydney .....	26.05
Intercolonial Ry. ....		To Halifax .....	
Dominion Atl. Ry. and		" St. John .....	
steamer .....		" Fredericton .....	
Canadian Pacific Ry....		" starting point .....	
Intercolonial Ry. ....			

# FREDERICTON, N.B., AND RETURN.

## Route No. 87

\$3.75 higher than via Route No. 86.			
Intercolonial Ry. ....	To	Halifax .....	
Halifax & Sou. West. Ry.	"	Yarmouth .....	
Dominion Atl. Ry. and			
steamer .....	"	St. John .....	
Canadian Pacific Ry....	"	Fredericton .....	
Intercolonial Ry. ....	"	starting point .....	

# FREDERICTON, N.B., AND RETURN.

## Route No. 88.

50 cents lower than via Route No. 86.			
Intercolonial Ry. ....	To	Halifax .....	
Dominion Atl. Ry. and			
steamer .....	"	St. John .....	
Star Line Steamer .....	"	Fredericton .....	
Intercolonial Ry. ....	"	starting point .....	

# FREDERICTON, N.B., AND RETURN.

## Route No. 89.

\$3.25 higher than via Route No. 86.			
Intercolonial Ry. ....	To	Halifax .....	
Halifax & Sou. West. Ry.	"	Yarmouth .....	
Dominion Atl. Ry. and			
steamer .....	"	St. John .....	
Star Line Steamer .....	"	Fredericton .....	
Intercolonial Ry. ....	"	starting point .....	

# FREDERICTON, N.B., AND RETURN.

## Route No. 90.

From Montreal .....	\$28.85	From St. John .....	\$24.95
Quebec .....	22.90	Amherst .....	23.00
Levis .....	22.80	Truro .....	26.45
Riv. du Loup .....	17.60	Halifax .....	28.10
Campbellton .....	17.60	Pictou .....	27.80
Chatham .....	18.20	New Glasgow .....	27.30
Newcastle .....	17.60	Sydney .....	32.75
Moncton .....	20.90	No. Sydney .....	32.75
Intercolonial Ry. ....		To Fredericton .....	
Canadian Pacific Ry. ...		" Edmundston, via Gibson	
		Bridge .....	
Temiscouata Ry. ....		" Riv. du Loup .....	
Intercolonial Ry. ....		" starting point .....	

# FREDERICTON, N.B., AND RETURN.

## Route No. 91.

From Amherst .....	\$28.80	From New Glasgow .....	\$30.75
Truro .....	28.80	Sydney .....	37.95
Halifax .....	28.80	No. Sydney .....	37.95
Pictou .....	31.30		
Intercolonial Ry. ....		To Halifax .....	
Dominion Atl. Ry. and		" St. John .....	
steamer .....		" Fredericton .....	
Canadian Pacific Ry....		" Edmundston, via Gibson	
Canadian Pacific Ry....		Bridge .....	
Temiscouata Ry. ....		" Riviere du Loup .....	
Intercolonial Ry. ....		" starting point .....	

# FREDERICTON, N.B., AND RETURN.

## Route No. 92.

\$3.75 higher than via Route No. 91.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup.
Intercolonial Ry. ....	"	starting point

# FREDERICTON, N.B., AND RETURN.

## Route No. 93.

50 cents lower than via Route No. 91.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# FREDERICTON, N.B., AND RETURN.

## Route No. 94.

\$3.25 higher than via Route No. 91.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# FREDERICTON, N.B., AND RETURN.

## Route No. 95.

From Montreal .....	\$31.40	From Amherst .....	\$22.95
Quebec .....	24.90	Truro .....	26.40
Levis .....	24.80	Halifax .....	29.15
Riv. du Loup .....	20.75	Pictou .....	28.85
Campbellton .....	20.75	New Glasgow .....	28.35
Newcastle .....	20.75	Sydney .....	33.65
Chatham .....	21.35	No. Sydney .....	33.30
Moncton .....	20.75		

Intercolonial Ry. ....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# FREDERICTON, N.B., AND RETURN.

## Route No. 96.

50 cents lower than via Route No. 95.

Intercolonial Ry. ....	To	St. John
Star Line Steamer. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# FREDERICTON, N.B., AND RETURN.

## Route No. 97.

From Amherst .....	\$18.45	From New Glasgow .....	\$18.60
Truro .....	18.45	Sydney .....	26.50
Halifax .....	21.30	No. Sydney .....	26.10
Pictou .....	18.45		
Intercolonial Ry. ....		To St. John	
Canadian Pacific Ry. ...		" Fredericton	
Intercolonial Ry. ....		" Pt. du Chene	
C. S. Navigation Co. ....		" Summerside	
P. E. Island Ry. ....		" Charlottetown	
C. S. Navigation Co. ....		" Pictou	
Intercolonial Ry. ....		" starting point	

# FREDERICTON, N.B., AND RETURN.

## Route No. 98.

50 cents lower than via Route No. 97.

Intercolonial Ry. ....	To St. John	
Star Line Steamer. ....	" Fredericton	
Intercolonial Ry. ....	" Pt. du Chene	
C. S. Navigation Co. ....	" Summerside	
P. E. Island Ry. ....	" Charlottetown	
C. S. Navigation Co. ....	" Pictou	
Intercolonial Ry. ....	" starting point	

# FREDERICTON, N.B., AND RETURN.

## Route No. 99.

From St. John .....	\$21.05	From Pictou .....	\$21.05
Amherst .....	21.05	New Glasgow .....	21.20
Truro .....	21.05	Sydney .....	27.70
Halifax .....	23.90	No. Sydney .....	27.40
Intercolonial Ry. ....		To Pictou	
C. S. Navigation Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
C. S. Navigation Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" Fredericton	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" starting point	

# FREDERICTON, N.B., AND RETURN.

## Route No. 100.

From St. John .....	\$23.90	From Amherst .....	\$23.90
Intercolonial Ry. ....	To Halifax		
Intercolonial Ry. ....	" Pictou		
C. S. Navigation Co. ....	" Charlottetown		
P. E. Island Ry. ....	" Summerside		
C. S. Navigation Co. ....	" Pt. du Chene		
Intercolonial Ry. ....	" Fredericton		
Intercolonial Ry. ....	" St. John		
Intercolonial Ry. ....	" starting point		

# FREDERICTON, N.B., AND RETURN.

## Route No. 101.

From Halifax .....	\$23.90	From Sydney .....	\$30.55
Pictou .....	23.90	No. Sydney .....	30.25
New Glasgow .....	24.05		
Intercolonial Ry. ....	To Halifax		
Intercolonial Ry. ....	" St. John		
Intercolonial Ry. ....	" Fredericton		
Intercolonial Ry. ....	" Pt. du Chene		
C. S. Navigation Co. ....	" Summerside		
P. E. Island Ry. ....	" Charlottetown		
C. S. Navigation Co. ....	" Pictou		
Intercolonial Ry. ....	" starting point		

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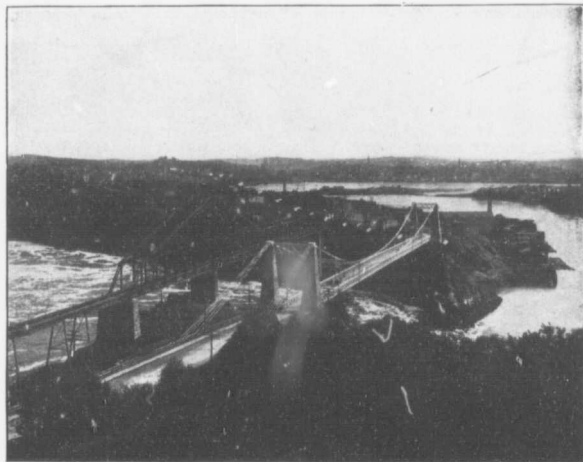
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## ST. JOHN.

The City of St. John has a history which extends back to the days when the land was Acadia and the banner of France waved from the forts of the harbor and river. But the founding of the city dates from the landing of the Loyalists in 1783. The latter, and those who took their places, labored faithfully and well to build a city, and thus they continued to labor for nearly a century, when the fire of 1877 came and the greater portion of it was swept out of existence in a few hours. The destruction was swift and



Reversing Falls, St. John, N.B.

complete. With a surprising energy, however, considering the far-reaching effects of the calamity, the people began their work anew, and the city of to-day is far more substantial and beautiful than the one of former years.

St. John has many fine public buildings and several magnificent churches. Years ago it was a great ship building port, but the day of wooden ships has passed and the city now relies on other important industries and extensive foreign and domestic



trade for prosperity. Being one of the winter ports of Canada, Atlantic liners which make Montreal and Quebec their termini in the summer, call at St. John in the winter months. Both the Intercolonial and the Canadian Pacific Railways have elevators and terminal facilities, and an enormous quantity of merchandise is exported and imported annually. The harbor is spacious and deep, and is navigable at all seasons and times.

There is no lack of attractive drives around St. John. One of these is out the Marsh road, a smooth and level highway, which is a favorite place for wheelmen and motorists, as well as the owners of speedy horses. The drive may be continued nine miles to Rothe-



Kennebecasis River, Rothesay, N.B.

say or beyond it if desired. On this road, two miles from the city, is Fernhill Cemetery, located on a naturally beautiful site, and made more beautiful by the care shown in recent years in the development of the park idea. Another drive, diverging from the Marsh road, is to Loch Lomond, a favorite place for pleasure parties, where there is good fishing and boat sailing. This drive may be continued around the lake, the return being by the Golden Grove Road, which is past several pretty lakes.

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Driving through the North End, the stranger may ascend Fort Howe, have a view of the harbor and city, and then proceed to the banks of the broad and beautiful Kennebecasis. Or he may continue along Fort Howe to Mount Pleasant and thence to Rockwood Park. This pleasure ground, which comprises some 2,000 acres, has been established only a few years, but in that time much work has been done to improve what is naturally an admirable park. In this Lily Lake is included and the drive around it is a pleasing part of the trip. The beaches in the vicinity of the city afford fine opportunities for surf bathing.

All strangers who undertake to see St. John make a visit to the Reversing Falls. To see them at their best, care should be taken to go at or about the time of low water and then pay another visit at the time of high tide, for at half tide the falls disappear. The phenomenon is easily understood when the nature of the river in reference to its outlet is considered. The River St. John takes its rise in the State of Maine and flows over 450 miles until it empties into the harbor on the Bay of Fundy. With its tributaries, it drains two million acres in Quebec, six millions in Maine, and nine millions in New Brunswick. Yet this great body of water is emptied into the sea through a rocky chasm a little over 500 feet wide. Here is formed a fall of peculiar character. At high tide the sea has a descent of fifteen feet into the river, and at low tide the river has a like fall into the sea. It is only at half tide, or slack water, that this part of the river may be navigated in safety. At other times a wild tumult of the waters meets the eye. Across this chasm is stretched a suspension bridge seventy feet above the highest tide, for passenger and vehicular traffic, and a cantilever bridge giving the Inter-colonial connection with the Canadian Pacific Railway and the vast systems of the United States.

Carleton, that part of St. John which lies on the western side of the harbor, has an importance in the commercial affairs of the city, from the fact that extensive harbor improvements have been made at Sand Point. Here are situated two grain elevators with immense storage capacity. During the winter season several lines of transatlantic steamers make this their Canadian port for loading and discharging cargoes sent by rail from and to the west.

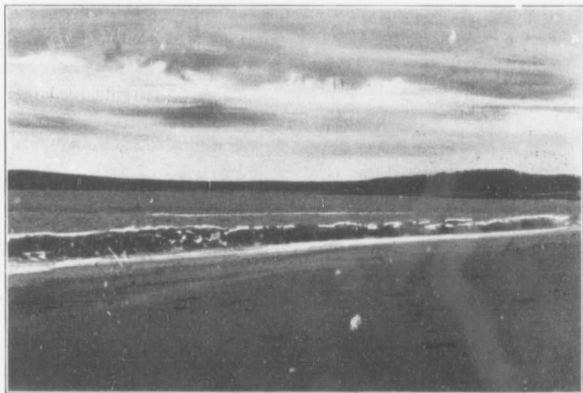
The tides in the harbor of St. John have an average rise of twenty-six feet, and ice is unknown during the most severe winters.

The New Brunswick Tourist Association, which has an office at the Board of Trade rooms, 85 Prince William Street, is seeking to make the attractions of St. John and the province better known

abroad, and will be glad to furnish to strangers information on points of interest, and direct them to hotels, and to houses where private board can be secured.

St. John has communication by steamer with Portland, Boston, Digby, Fredericton and points on the Bay of Fundy. The climate, like that of all parts of the Maritime Provinces, is a bracing one, a delightful feature being the cool nights during the summer. The leading hotels have a deservedly high reputation.

Many sportsmen are not aware that St. John is a convenient point from which to reach one of the best moose hunting grounds in the province. The entrance to the famous Canaan Woods, in Queen's County, is only five or six hours' journey by rail.



Surf near St. John, N.B.

The St. John River is indeed one continuous panorama of beautiful scenery. Leaving the city, the lower portion reveals some bold scenery with high hills on either side of the noble river. At Grand Bay the reaches widen and on the right is seen Kennebecasis Bay, where the river of that name enters. This bay is a beautiful stretch of water on which a yacht may sail for twenty miles without starting a sheet. Indeed, the whole river between St. John and Fredericton will delight the heart of a yachtsman. Gagetown, Sheffield,

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Maugerville and Oromocto are among the many attractive places along the river and they are in a glorious farming country. There are commodious summer hotels at the Cedars and Evandale.

### Places of Interest in and around St. John.

Reversing Falls	Martello Tower
Rockwood Park	Fort Dufferin
Horticultural Gardens	Loch Lomond
Seaside Park	Fernhill Cemetery
Milledgeville	Old Loyalist Burial Ground
Beatty's Beach	Trinity Church
Duck Cove	Roman Catholic Cathedral
McLaren's Beach	Carnegie Public Library
Spruce Lake	Dominion Government Buildings
Fort Howe	

#### Route No. 102. ST. JOHN, N.B., AND RETURN.

From Pictou .....	\$13.50	From Sydney .....	\$18.45
New Glasgow .....	12.95	No. Sydney .....	18.15
Intercolonial Ry. ....	To	Hallifax	
Intercolonial Ry. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

#### Route No. 103. ST. JOHN, N.B., AND RETURN.

From Amherst .....	\$13.20	From New Glasgow .....	\$15.15
Truro .....	13.20	Sydney .....	22.35
Pictou .....	15.70	No. Sydney .....	22.35
Intercolonial Ry. ....	To	Hallifax	
Dominion Atl. Ry. and	"	St. John	
steamer .....	"	starting point	
Intercolonial Ry. ....	"		

#### Route No. 104. ST. JOHN, N.B., AND RETURN.

\$3.75 higher than via Route No 103.

Intercolonial Ry. ....	To	Hallifax	
Hallifax & Sou. West. Ry.	"	Yarmouth	
Dominion Atl. Ry. and	"	St. John	
steamer .....	"	starting point	
Intercolonial Ry. ....	"		

#### Route No. 105. ST. JOHN, N.B., AND RETURN.

From Halifax .....	\$13.20 (\$10.50 continuous passage each way)		
Intercolonial Ry. ....	To	St. John	
Dominion Atl. Ry. and	"	Hallifax	
steamer .....	"		

#### Route No. 106. ST. JOHN, N.B., AND RETURN.

From Montreal .....	\$27.75	From Campbellton .....	\$14.40
Quebec .....	23.00	Fredericton .....	9.30
Levis .....	22.90	Newcastle .....	9.60
Riv. du Loup .....	21.45	Chatham .....	9.90
Intercolonial Ry. ....	To	St. John	
Canadian Pacific Ry. ...	"	Fredericton	
Intercolonial Ry. ....	"	starting point	

#### Route No. 107. ST. JOHN, N.B., AND RETURN.

50 cents lower than via Route No 106.

Intercolonial Ry. ....	To	St. John	
Star Line Steamer .....	"	Fredericton	
Intercolonial Ry. ....	"	starting point	

# ST. JOHN, N. B., AND RETURN.

## Route No. 108.

From Montreal .....	\$31.40	From Campbellton .....	20.75
Quebec .....	24.90	Newcastle .....	20.75
Levis .....	24.30	Chatham .....	21.35
Riv. du Loup .....	20.75		
Intercolonial Ry. ....	To	St. John	
Canadian Pacific Ry. ....	"	Fredericton	
Canadian Pacific Ry. ....	"	Edmundston, via Gibson	
		Bridge	
Temiscouata Ry. ....	"	Riv. du Loup	
Intercolonial Ry. ....	"	starting point	

# ST. JOHN, N. B., AND RETURN.

## Route No. 109.

20 cents higher than via Route No. 108.

Same fare as via Route No. 108 If continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ....	"	Edmundston, via McAdam
		Jct.
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# ST. JOHN, N. B., AND RETURN.

## Route No. 110.

50 cents lower than via Route No. 108.

Intercolonial Ry. ....	To	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson
		Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# ST. JOHN, N. B., AND RETURN.

## Route No. 111.

From Montreal .....	\$28.60	From Campbellton .....	\$28.60
Quebec .....	28.60	Fredericton .....	32.90
Levis .....	28.60	Newcastle .....	28.60
Riv. du Loup .....	28.60	Chatham .....	29.20
Intercolonial Ry. ....	To	St. John	
Canadian Pacific Ry. ....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# ST. JOHN, N. B., AND RETURN.

## Route No. 112.

From Montreal .....	*\$28.80	\$30.30	From Campbellton .....	*\$28.80	\$30.30
Quebec .....	* 28.80	30.30	Newcastle .....	* 28.80	30.30
Riv. du Loup .....	* 28.80	30.30	Chatham .....	* 29.40	30.90
Levis .....	* 28.80	30.30	Fredericton .....	* 33.70	34.90

\* Continuous passage St. John to Portland.

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central R.R. ....	"	Portland
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# ST. JOHN, N. B., AND RETURN.

## Route No. 113.

Same fare as via Route No. 112.

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central R.R. ....	"	Portland, Me.
Maine Central R.R. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# ST. JOHN, N. B., AND RETURN.

## Route No. 114.

From Montreal .....	\$26.30	From Campbellton .....	\$26.30
Quebec .....	26.30	Newcastle .....	26.30
Levis .....	26.30	Fredericton .....	31.20
Riv. du Loup .....	26.30	Chatham .....	26.90
Intercolonial Ry. ....		To St. John .....	
Eastern S. S. Co. ....		" Portland .....	
Grand Trunk Ry. ....		" Montreal .....	
Intercolonial Ry. ....		" starting point .....	

# ST. JOHN, N. B., AND RETURN.

## Route No. 115.

Same fare as via Route No. 114.

Intercolonial Ry. ....	To St. John .....
Eastern S. S. Co. ....	" Portland, Me. ....
Maine Central R.R. ....	" Lunenburg, Vt. ....
Boston & Maine R.R. ....	" Newport, Vt. ....
Canadian Pacific Ry. ....	" Montreal .....
Intercolonial Ry. ....	" starting point .....

# ST. JOHN, N. B., AND RETURN.

## Route No. 116.

From Montreal .....	\$32.20	From Amherst .....	\$14.15
Quebec .....	27.85	Truro .....	14.15
Levis .....	27.75	Halifax .....	17.00
Riviere du Loup .....	26.85	Pictou .....	14.15
Campbellton .....	21.30	New Glasgow .....	14.30
Newcastle .....	17.65	Sydney .....	20.65
Chatham .....	17.95	No. Sydney .....	20.35
Fredericton .....	21.05		
Intercolonial Ry. ....	To St. John .....		
Intercolonial Ry. ....	" Pt. du Chene .....		
C. S. Navigation Co. ....	" Summerside .....		
P. E. Island Ry. ....	" Charlottetown .....		
C. S. Navigation Co. ....	" Pictou .....		
Intercolonial Ry. ....	" starting point .....		

# ST. JOHN, N. B., AND RETURN.

## Route No. 117.

From Halifax .....	\$17.00	From Sydney .....	\$23.50
Pictou .....	17.00	No. Sydney .....	23.20
New Glasgow .....	17.15		
Intercolonial Ry. ....	To Halifax .....		
Intercolonial Ry. ....	" St. John .....		
Intercolonial Ry. ....	" Pt. du Chene .....		
C. S. Navigation Co. ....	" Summerside .....		
P. E. Island Ry. ....	" Charlottetown .....		
C. S. Navigation Co. ....	" Pictou .....		
Intercolonial Ry. ....	" starting point .....		

# ST. JOHN, N. B., AND RETURN.

## Route No. 118.

From Halifax .....	\$16.75	From New Glasgow .....	\$16.85
Truro .....	16.75	Sydney .....	24.70
Pictou .....	16.75	No. Sydney .....	24.40
Intercolonial Ry. ....	To Halifax .....		
Dominion Atl. Ry. and	" St. John .....		
steamer .....	" Pt. du Chene .....		
Intercolonial Ry. ....	" Summerside .....		
C. S. Navigation Co. ....	" Charlottetown .....		
P. E. Island Ry. ....	" Pictou .....		
C. S. Navigation Co. ....	" starting point .....		
Intercolonial Ry. ....			

# ST. JOHN, N. B., AND RETURN.

## Route No. 119.

\$3.75 higher than via Route No. 118.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Intercolonial Ry. ....	"	Pt. du Chene
C. S. Navigation Co. ....	"	Summerside
P. E. Island Ry. ....	"	Charlottetown
C. S. Navigation Co. ....	"	Pictou
Intercolonial Ry. ....	"	starting point

## MONCTON.

Moncton, with about 12,000 population, is the second largest city of New Brunswick in size and commercial importance, and can boast of a growth more rapid and substantial than any other centre of industry in the Maritime Provinces. The fact that the general offices and workshops of the Intercolonial Railway are at Moncton has an important bearing on the prosperity of the city, but apart from this, Moncton has taken advantage of its opportunities and has done a great deal for itself. The people have shown an enterprise based on their faith in the future of the place. Some of the industrial undertakings are on a large scale, and there are few places where building operations are carried on year by year in the same proportion. Many of the structures, public and private, are of noticeably fine appearance.

The buildings of the Intercolonial Railway are a conspicuous feature of the place. The new workshops, completed last year, first meet the eye of the traveller arriving from the North. These are spacious structures of concrete, built along the most modern lines, and equipped with the most modern machinery. They were begun in the summer of 1906, after a disastrous fire had destroyed the old shops and a large amount of rolling stock. Needless to say the new buildings are fire-proof structures. The large brick block occupied by the General Offices of the Railway is seen as the train nears the station. The station itself is a handsome structure of buff brick with red free stone trimmings.

Moncton has a special attraction for those who are fond of seeing the curious in nature. It is "the bore" of the Petitcodiac, a phenomenon that occurs every time the tide comes in, though at the time of the full moon tides it is seen to much better advantage. As to the cause of the Bore, the bed of the river being higher than the low water level in the bay, only the fresh water is to be seen in it when the tide is out, a smooth, sluggish current at the bottom of

a valley formed by the sloping banks of terra-cotta coloured mud, which extend for a long distance on each side. When the whole force of the tide from the Atlantic Coast is forced into the upper and narrow part of the Bay of Fundy, however, it rises with great rapidity and to a height of from forty to forty-five feet. Thus rapidly rising, it enters the Petitcodiac River some 25 miles below Moncton, rolling inward in a tidal wave or bore. As it comes into sight at Moncton it is a white-crested wave of water from three to eight feet high, according to the season. This is followed by succeeding waves, and in a few minutes a majestic river, half a mile across, is flowing where before had been a broad and deep



The Bore River, Petitcodiac, Moncton, N.B.

valley amid the dyked marshes, and the boats which a short time ago had been as it were dry docked are able to float on a water course of some forty-five to fifty feet in depth.

The time of the arrival of the bore is chronicled daily by the local press and visitors can obtain a fine view of the phenomenon from the new Bore Park which overlooks the river just at a point where the "bore" is most interesting.



Moncton is well known in the annals of sport. There is a fine race course, good athletic grounds. There are two golf clubs, each possessing extensive and finely kept links.

There are some charming drives in the vicinity, a particularly enjoyable one being to the Hopewell Rocks on the Bay of Fundy. The drive to Shediac is a favorite one. Buctouche is reached from Moncton by means of the Moncton & Buctouche Railway.

### SHEDIAC AND POINT DU CHENE.

From the main line of the Intercolonial Railway at Painsec Junction, a few miles east of Moncton, a branch line runs to Shediac, and thence skirts Shediac Bay to Point du Chene on the



On the Beach at Brule, N.B.

Strait of Northumberland. Shediac village is prettily situated and has long been in favour as a summer home by those who enjoy the pleasures of an ideal seaside resort. The bay, about a mile and a half wide and from three to five miles long, is a beautiful sheet of water, and as squalls and rough seas are practically unknown it is a splendid cruising ground for pleasure craft.

All around it is a smooth and gently sloping beach, and as the water is of an agreeable temperature, and bath houses have been erected on the shores the bather has everything at his command. There is excellent hotel accommodation for the summer visitor.

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At Shediac Cape are a number of pretty summer cottages chiefly owned by residents of Moncton.

Point du Chene, at the Cape, is the deep water terminus and port of shipment. Here, in the summer, may be seen large numbers of square-rigged vessels, loading with lumber for places across the ocean. The view from the shore on a calm summer day is one which cannot fail to charm. And with the fresh, invigorating breezes from the water, the excellent bathing and boating, Point du Chene is one of the places to be sought as a quiet, healthful and restful retreat. Of late years numerous summer cottages have been erected by residents of Moncton, while Brule, with its surf bathing, a short distance away, has been a favorite spot for years. Good river trout fishing may be had in the neighborhood, and the harbor affords excellent sea trout, bass and mackerel fishing in the season. Of the shell fish, clams and lobsters are found everywhere, while Shediac oysters are justly famous. Snipe, plover, and ducks, brant and geese are abundant in the fall.

## SACKVILLE.

Thirty-eight miles from Moncton is Sackville, a thriving town which extends along the main highway for a distance of several miles. The natural advantages of this part of the country for agricultural purposes is very great, and farming is carried on with much success. Some of the finest cattle in the eastern part of America are raised here, for nature has made the lands at the head of the Bay of Fundy adapted to the needs of vast herds of live stock. Here and there, on the way from Moncton, the traveller has caught glimpses of broad stretches of verdant marsh meadows. When he leaves Sackville he begins to realize the extent of them in this part of the world. The thousands of acres which he sees are but a small portion of the ever fertile areas which are found around the head of the Bay of Fundy, and which have been a rich heritage to its people from the earliest days.

The Methodist educational institutions are important features of Sackville. They are splendidly equipped for their work, and their graduates are found to the front among the leading men and women of the provinces. The University of Mount Allison College, the Academy and Commercial College, the Ladies' College, Owens Institute and Conservatory of Music, all have a liberal patronage and are doing a large amount of work.

Sackville has several important industries and its people are not lacking in a lively hope that the town will eventually become a

very important manufacturing centre. This is all the more probable because of its nearness to the source of cheap electrical power now being generated at the mouth of the Chignecto coal mines beyond Amherst. The New Brunswick and Prince Edward Island Railway runs from Sackville to Cape Tormentine. Before a suitable steamer ran from Pictou to the Island the only method of conveying mails and passengers in winter was by means of ice boats between the Capes, a journey always attended with excitement and often with danger. Even now, there are occasional periods in the winter when the ice boats have to be resorted to in cases of emergency, but fortunately these are indeed rare.

### AMHERST.

Amherst is one of the most progressive and substantial towns in the Maritime Provinces. At present it claims a population of about eight thousand people, and shows evidences of progress and prosperity on every hand. It is a busy manufacturing centre and has extensive industries. Amherst is supplied with electricity generated at the mouth of the Chignecto Mines which are situated eight miles away, the Maritime Railway, Coal and Power Company being the first in America to so generate electricity.

There are many pleasant drives in the neighborhood of the city. One is to the ruins of Old Fort Cumberland, the Beausejour of the days of the French occupation. A trip to Baie Verte is full of interest. Tidnish, on Northumberland Strait, seventeen miles by the highway, is much in favour locally as a summer resort, many Amherst people having summer cottages there. It has good boating and bathing. At Nappan, a few miles from Amherst is the Government Experimental Farm.

### PICTOU.

Pictou is a town of about 3,500 inhabitants, and is an important shipping port. It is reached either by the railway from Oxford Junction, or from Stellarton, on the line between Truro and the Strait of Canso. It is an old and substantial town with the best harbor to be found in this part of Nova Scotia. Rising on a hill, it makes a fine appearance when viewed from the water. A closer inspection shows some handsome public and private buildings. Vessels of all sizes and rigs are in the harbor and at the wharves, and the scene is altogether an inspiring one. The town does a large

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shipping business, and vast quantities of coal are sent from here to places near and far. Trade of other kinds is brisk, and large numbers of travellers visit the place at all seasons. It is one of the points of departure for Prince Edward Island, both in summer and winter.

Numerous beautiful drives may be had to the vicinity of East, West and Middle rivers, and Fitzpatrick's Mountain and Green Hill should also be mentioned. Another drive is down the shore to Caribou Point and between Caribou River and River John. For bathing, a good place is at Caribou Cove, less than two miles from the town, where there is a fine sandy beach. Other good bathing places may also be found with little trouble. Those who wish to visit the



Country Road near Pictou, N.S.

Magdalen Islands will find a steamer leaving Pictou for that little known part of the Gulf of St. Lawrence.

On the Oxford branch—the line from Oxford Jct. to Pictou—are several places highly appreciated as summer resorts for their boating and bathing, and amongst them might be mentioned Pugwash, Wallace, Tatamagouche and River John. There is good hotel accommodation and numerous private houses where board can be obtained.

## TRURO.

Truro is another of Nova Scotia's progressive towns and is an attractive and enterprising place. The long, wide streets are adorned with shade trees; the houses, great and small, have well kept lawns and tasteful flower gardens. A number of important industrial establishments are in operation. Many of the buildings, and notably some of the more recent ones, are handsome and imposing structures. The Provincial Normal School with its



In Victoria Park, Truro

tastily arranged grounds and gardens, and the MacDonald manual training school are among the institutions worthy of special notice. The Provincial Experimental Farm and Agricultural College are situated about a mile from the town, and a magnificent view of the surrounding country can be obtained from them. The town has also fine athletic grounds and golf links.

Close to Truro, yet wholly apart from the surroundings of everyday life, is Victoria Park, a place which nature has admirably

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adapted to the purposes of a pleasure-ground. One portion of it is a picturesque gorge through which tumbles a murmuring brook. Following its windings and travelling the paths which lead around the well-wooded hillsides the visitor finds a cascade of singular beauty, pouring over a barrier of rock that rises to a height of fifty feet or more above the pool which the waters form at its base. This is the place of which the gifted Joseph Howe wrote, three score years ago, that "never was there a more appropriate spot for our old men to see visions and our young men to dream dreams." After such a tribute it is but just that the memory of its author should be honored in the name of the Joe Howe Falls. Further up the stream is another waterfall amid romantic surroundings, while the park, as a whole, is so charmingly rustic that the best of judgment has been required to guard against too much of alleged improvement by man.

If one has not seen the Acadia Mines, a drive to them from Truro, a distance of twenty miles over a good road, is well worth the trouble. Another drive of twenty miles over Tatamagouche Mountains to Farm Lake takes one through a rich variety of mountain scenery, elevated over a thousand feet above the sea, where the fishermen may enjoy a calm content amid nature's beauties, and have a further reward in an abundance of trout of the best quality, which are found in all the numerous lakes in this vicinity.

Some good fishing, especially of trout and grayling, is found in the rivers in the vicinity of Truro and in Folley Lake. The latter is a pretty sheet of water, with clusters of islands, and boats are kept for the use of visitors.

A thick forest covers all the range of mountains from Truro to Tatamagouche Bay, and affords good sport. The best moose ground, however, is among the Stewiacke Mountains, beginning say, fourteen miles from the town. Hilden, five miles, and Riversdale, twenty miles, have also good reputations.

Truro is an important railway centre, for, in addition to its being the junction of two main lines of the Intercolonial Railway, the one from Halifax and the other from the Sydneys, the Dominion Atlantic Railway also runs from here to Windsor.

# Round Trip Summer Excursion Fares between Local Points

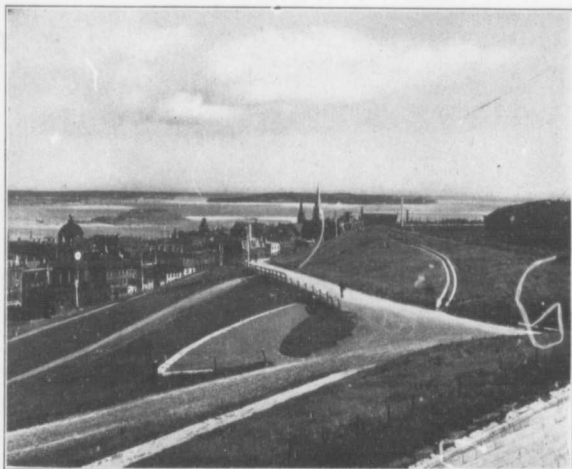
BETWEEN AND	Freder- icton	Halifax	Truro	New Glasgow	Pictou	Sydney	North Sydney	Amh'rst	Mon- cton	St. John	Quebec	Mont- real
Halifax.....	\$14 45	.....	\$ 3 00	\$ 5 00	\$ 5 65	\$12 60	\$11 60	\$ 6 60	\$ 8 85	\$11 55	\$23 25	\$27 70
Truro.....	12 75	\$ 3 00	.....	2 05	2 65	9 60	9 60	3 65	5 95	9 45	21 60	26 80
New Glasgow.....	13 70	5 00	2 05	.....	80	8 35	7 90	5 70	8 00	11 00	22 65	27 60
Pictou.....	14 20	5 65	2 65	80	.....	9 10	8 70	6 25	8 50	11 45	23 05	27 60
Sydney.....	19 80	12 00	9 60	8 35	9 10	.....	90	12 55	13 55	16 40	27 75	32 85
North Sydney.....	19 55	11 60	9 60	7 90	8 70	90	.....	12 25	13 20	16 10	27 75	32 55
Amherst.....	9 75	6 60	3 65	5 70	6 25	12 55	12 25	.....	2 35	6 60	19 35	24 15
Moncton.....	7 45	8 85	5 95	8 00	8 50	13 55	13 20	2 35	.....	4 25	17 65	22 50
St. John.....	11 50	11 55	9 45	11 00	11 45	16 40	16 10	6 60	4 25	.....	17 65	22 50
Fredericton.....	.....	14 45	12 75	13 70	14 20	19 80	19 55	9 75	7 45	11 50	18 70	22 30
Quebec.....	.....	18 70	23 25	21 60	22 65	23 05	27 75	27 75	19 35	17 65	17 65	.....
Montreal.....	.....	22 30	27 70	26 80	27 60	27 60	32 85	32 55	24 15	22 50	22 50	7 35

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910.

Montreal.....	22 30	27 70	26 89	27 60	27 00	32 85	32 55	32 15	33 20	17 60	17 65	7 35
Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910.												

## HALIFAX.

Halifax, the capital of Nova Scotia, with splendid summer climate, ideal situation, noble harbour, and beautiful surroundings, has, for many years, been in great favour as a place of summer sojourn. The city occupies a commanding position on a rocky peninsula and was for long years the chief British military and naval station in America. Now it is garrisoned by Canadian troops and is no longer a rendezvous for war fleets, although it has been selected as the site for the Naval Academy to be established



Halifax from the Citadel

by the Canadian Government in accordance with the Canadian naval plans. The sea is before it robbed of all its terrors, appearing only as a thing of beauty. The water on the west is the Northwest Arm, a stretch of about three miles in length and a quarter of a mile in width. To the south and east is the harbor, which narrows as it reaches the upper end of the city and expands into Bedford Basin, with its ten square miles of safe anchorage. The Basin terminates at a distance of nine miles from the city, and is navigable for the whole distance. The city proper is on the eastern slope of the isthmus and rises from the water to a height of two hundred and fifty-six feet at the



Citadel. On the eastern side of the harbor is the town of Dartmouth. In the harbor and commanding all parts of it is the strongly fortified George's Island, while at the entrance, three miles below, is McNab's Island, which effectually guards the passage from the sea. The harbor is one of the finest in the world—a haven in which a thousand ships may rest secure, and yet but a little way removed from the broad ocean highway which unites the eastern and western worlds.

Citadel Hill, 250 feet above the level of the harbor, is the crowning height of Halifax as seen from the water. On it are fortifications begun by the Duke of Kent, over a century ago, altered and improved for a time to keep pace with the advances in the science of warfare, but now regarded as obsolete. There is a thoroughly modern system of fortifications in and around Halifax, however, the islands and prominent points of the shore being fully equipped for purposes of defence with the latest armament of quick firing and disappearing guns.

An excellent view of the city and its surroundings may be had from the Citadel. It commands land and water for many miles. The Arm, the Basin, the harbor with its islands, the sea with its ships, the distant hills and forests, the city with its busy streets—all are present to the eye in a beautiful and varied panorama. Dartmouth, across the harbor, is seen to fine advantage, while on the waters around the city are ships of all the nations of the earth. No amount of elaborate word-painting would do justice to the view on a fine summer day. It must be seen, and once seen it will not be forgotten.

Halifax is an English city in a very pronounced degree—the most English on the continent, nor is this strange when it is considered that it has been so long a garrison town and naval port, that its commercial relations with the Mother Country have been very extensive, and that the family ties between the people of England and those of Halifax are very numerous.

The attractions for visitors are so many, in and around Halifax, that one must look to the local guides for more complete information. The fortifications of McNab's and George's Islands, as well as the various forts around the shore, are all worthy of a visit. There are many beautiful drives, which can be varied according to the time at disposal. A favorite one is down the Point Pleasant road and up the Northwest Arm. The Arm is a particularly attractive place, especially when the drive is continued past Melville Island and as far as the Dingle. From the Arm one

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may drive out on the Prospect Road and around Herring Cove. The view of the ocean from the hills is of an enchanting nature. Another drive is around Bedford Basin coming home by way of Dartmouth; or it may be extended to Waverley and Portobello before starting for home, the distance being in all twenty-seven miles. Indeed, speaking generally, all around Halifax are bays, coves, islands and lakes, anyone of which is worthy of a visit.

In the city itself there is much to interest a stranger, there being many public buildings and institutions worthy of attention. Among these are the historic Government Building, with its legislative hall and the provincial library, the Dominion Buildings,



Public Gardens, Halifax, N.S.

several historic churches, handsome modern churches, and all kinds of public institutions—some of which bear glowing tribute to the charity and philanthropy of the people. The Public Gardens belonging to the city will be found a most pleasant retreat, with their trees and flowers, fountains, lakes, and cool and shady walks. Here one may enjoy the fragrance of nature in all its glory, while the eye is feasting on nature's beauties. These gardens, in proportion to their size, have no superior in the cities of America. Their area is about fourteen acres, and every yard of the cultivated

ground bears evidence of the best of taste in design and execution. Point Pleasant Park is another exceedingly beautiful place, with its drives and pathways and the sea close at hand.

One should have a sail on Bedford Basin, that fair expanse of water, broad, deep, blue and beautiful. Here it is that yachts and boats of all kinds are to be found taking advantage of so fair a cruising ground, spreading their sails before the breezes which come in from the Atlantic. It was on the shore of this Basin that the Duke of Kent had his residence, and the remains of the music pavilion still stand on a height which overlooks the water. The "Prince's Lodge," as it is called, may be visited during the drive to



Bedford Basin, near Halifax

Bedford. It was a famous place in its day, however, and the memory of the King's grandfather will long continue to be held in honor by the Halifax people.

Visitors to Halifax wishing to view the many points of interest, and the outlying beauty spots, will do well to apply to the Secretary of the Board of Trade, whose office is at the corner of Hollis and Duke Streets, near the ticket office of the Intercolonial Railway. They can obtain from him much desirable information.

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able information.

There is a fine electric railway service, and in other respects, including the hotels, the city with all its historic associations is as progressive in commercial spirit as any on the Continent.

The marine railway and dry dock are among the objects of interest, and when one begins to go around the harbor he finds more than enough to engage his attention. Halifax is a very live seaport. It has communication with all parts of the world by steamer and sailing vessel. Hither come the ocean steamers with mails and passengers, and numbers of others which make this a port of call on their way to and from other places. A large trade is carried on with Europe, the United States and the West Indies,



Surf at Cow Bay

and from here also the fair Bermudas may be visited. Steamers arrive and depart at all hours, and the harbor is never dull. Sea-fishing may be enjoyed very near the city. All sorts of fish and wild fowl are for sale when in season in the city. Indeed, the Halifax fish market is one of the sights and nowhere can there be seen a greater variety of the finest fish of the sea.

To the eastward is somewhat wild country, on the shores of which fishing is extensively carried on. Numerous arms of the sea admirably suit the occupation of its people. Back from

the shore the country abounds in heavy forests and is abundantly watered with lakes. This is the great country for moose, which are found within easy distance of the settlements. Here is a place for sportsmen—a hunters paradise.

The town of Dartmouth is situated across the harbor from Halifax, and is easily reached by a finely equipped steam ferry. It can also be reached by the Intercolonial Railway from Windsor Junction. An attractive part of the town is the park, which comprises about sixty acres, and has a beautiful location on high ground. The views from this part of Dartmouth are extensive and varied, that from Mount Edward being an especially fine one.

It is by way of Dartmouth that Cow Bay is reached by a drive of nine miles, for six of which the salt water is in view. Cow Bay, famous for its surf bathing, has a fine beach about a mile and a half long, where the sea rolls in with a magnificent sweep.

Other places of interest in this part of the country are Seaforth, twenty miles from Dartmouth; West Chezzetcook, twenty miles, and Lawrencetown, fourteen miles. Here will be found good scenery and bathing, while all kinds of sea birds are abundant. At Cole Harbor, where there is an Indian settlement, snipe, plover, yellow-legs and curlews are plentiful. Blue-wing duck and teal are found along the lakes between Dartmouth and Waverley from September to March, while woodcock, snipe and partridge are found in various parts of this district. Good trout fishing may be had in Spider Lake, six miles from Dartmouth, and in Soldier Lake, twelve miles from the town. Grayling are caught in Waverley Lake, seven miles from Dartmouth, and the fishing is close to the highway

#### Places of Interest in and around Halifax.

The Citadel	Dartmouth Lakes
Public Gardens	Northwest Arm
Point Pleasant Park	Bedford
Provincial Buildings	George's Island
Government House	Prince's Lodge
Dockyard	Cow Bay
Marine Railway	Waverley Mines
McNab's Island	Lawrencetown

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**The South Shore.** The line of the Halifax & South Western Railway, extending from Halifax to Yarmouth, and from

Bridgewater to Port Wade, a point near Digby, on the Bay of Fundy, has made easy of access to the tourist and pleasure seeker a part of Nova Scotia possessing all of the delightful features that most appeal to those seeking rest, recreation and enjoyment amid quiet and beautiful surroundings.

Hubbard's is a delightful village, thirty-five miles west of Halifax, built on sloping hills, which almost encircle a lagoon-like stretch of water. Over these hills and through the mouth of the Cove the broad expanse of St. Margaret's Bay is open to view. A quarter of a mile back of the village are the park-like woods on the borders of Lake Lawlor, belonging to the proprietor of the Gainsborough Hotel. On this property log cabins have been erected for summer visitors who wish to live the simple life amid the "murmuring pines and the hemlocks." Thus at Hubbard's the tourist has the advantages of seaside, lake and forest.

Driving, boating, bathing, sailing and fishing in both salt water and fresh, are some of the amusements to be enjoyed, with splendid opportunities for all of them.

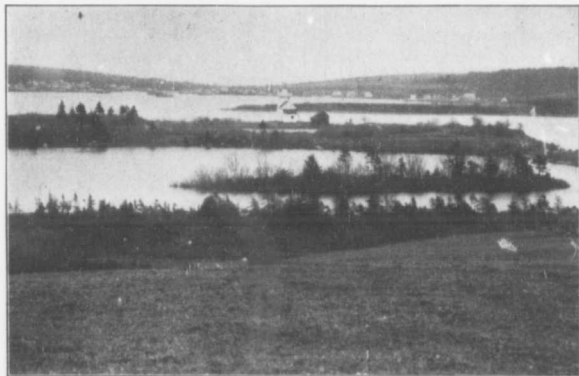
Chester, 51 miles from Halifax, has for many years been popular as a watering place, many Halifax people and several wealthy Americans having summer homes there. Chester is a charmingly picturesque village on the shores of Mahone Bay, which sheltered by its natural barriers from the billows of the Atlantic, affords grand opportunities for boating and salt water bathing. The water is of an agreeable temperature in the summer months, and is wonderfully clear and buoyant. No more ideal conditions for boating or yachting could be found anywhere. Near Chester is fine trout fishing, and in the proper season good shooting. One does not have to go very far after the big game season opens to secure a lordly moose. The summer weather is delightfully fine and extreme heat is something unknown.

Lunenburg, seventy-seven miles from Halifax, is the second oldest town in the Province of Nova Scotia, being settled principally by Germans in 1753. Since that time it has progressed steadily until to-day it is regarded as one of the most wealthy and beautiful towns on the South Shore. Nature has been prodigal with her gifts and whether it is approached by land or water, Lunenburg presents a charming and attractive appearance. The population is about 4,000, and for industry and thrift its inhabitants cannot be excelled. Handsome residences, in nearly all cases owned

by their occupants, line the streets, and large and commodious buildings, together with well stocked stores, warehouses and wharves, attest to the good standing of its business men and the prosperity of its citizens.

Lunenburg is but three hours' ride from Halifax, and the trip will well repay the tourist in search of scenic beauty.

The principal industry of this thriving town is its fishing and shipping, the value of which represents close to a million dollars annually. There are hundreds of vessels engaged in this lucrative business, furnishing employment to a large number of men whose success has earned to Lunenburg the title, "Gloucester of Canada." The West India trade, which has grown steadily for upwards of fifty years, represents a large amount of capital.



La Have River

Mahone is only a quarter of an hour's ride from Lunenburg. It is beautifully situated at the head of Mahone Bay, and is a favorite resort for the summer visitor.

Next in point of interest and within an hour's ride is Bridgewater at the head of the LaHave River, celebrated for its magnificent scenery, and frequently referred to as the "Rhine of Nova Scotia." Lumbering is the chief industry here. Handsome residences add much to its appearance, and the advantages which accrue from its location tend to make it a town with a particularly bright future.

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Medway, Liverpool, Lockport, Shelburne and Barrington are flourishing towns, well situated and attractive to summer tourists.

Yarmouth was visited by Norsemen five centuries before Columbus discovered America. Near the town are two historic stones bearing runic records of the visitors, who came to the peninsula by way of Greenland. It was also visited by Champlain in 1604. The first English settlers arrived from Cape Cod in 1761. Many of them were of Mayflower stock. To-day there are thirty-five miles of streets, electric cars and other modern improvements. Yachting, golfing, tennis and automobile clubs have been long established and fellow sportsmen are welcomed.

The surroundings boast of many places of historic and scenic interest, and the summer tourist will find good hotels and generous treatment.

**The Land of Evangeline.** At Halifax trains may be taken by the Dominion Atlantic route for Windsor and points in the Annapolis Valley, the Land of Evangeline. Beyond Windsor lies Grand Pré, the great marsh-meadow of former days. The Acadians had about 2,100 acres of it under cultivation when they had their home here, and this area is constantly increasing. Few traces of the French village are to be found. It has vanished from the earth, but the road taken by the exiles as they sadly made their way to the King's ships may still be traced.

#### HALIFAX, N.S., AND RETURN.

##### Route No. 120.

From Montreal .....	\$27.70	From Campbellton .....	\$18.00
Quebec .....	26.15	Chatham .....	14.85
Levis .....	26.05	Newcastle .....	14.60
Riv. du Loup .....	24.25	Fredericton .....	17.80
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	St. John	
Intercolonial Ry. ....	"	starting point	

#### HALIFAX, N.S., AND RETURN.

##### Route No. 121.

From St. John .....	\$13.50	(\$10.50 continuous passage each way)	
Intercolonial Ry. ....	To	Halifax	
Dominion Atl. Ry. and			
steamer .....	"	St. John	

#### HALIFAX, N.S., AND RETURN.

##### Route No. 122.

From *Montreal .....	\$33.30	From Fredericton .....	\$20.25
Quebec .....	29.10	Newcastle .....	16.80
Levis .....	29.00	Chatham .....	17.05
Riv. du Loup .....	27.25	Moncton .....	13.20
Campbellton .....	21.55	Amherst .....	13.20
Intercolonial Ry. ....	To	Halifax	
Dominion Atl. Ry. and			
steamer .....	"	St. John	
Intercolonial Ry. ....	"	starting point	

\*See Route No. 123.



# HALIFAX, N. S., AND RETURN.

## Route No. 123.

\$3.75 higher than via Route 122 \* from Montreal \$3.90 higher.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Intercolonial Ry. ....	"	starting point

\*See Route No. 122.

# HALIFAX, N. S., AND RETURN.

## Route No. 124.

From Montreal .....	\$40.05	From Campbellton .....	\$28.80
Quebec .....	34.10	Newcastle .....	28.80
Levis .....	34.00	Chatham .....	29.40
Riv. du Loup .....	28.80	Moncton .....	28.80

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson
		Bridge
Temiscouata Ry .....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 125.

20 cents higher than via Route No. 124.

Same fare as via Route No. 124, if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Edmundston, via McAdam
		Jet.
Temiscouata Ry .....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 126.

\$3.75 higher than via Route No. 124.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson
		Bridge
Temiscouata Ry .....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 127.

\$3.95 higher than via Route No. 124.

\$3.75 higher than via Route No. 124, if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Edmundston, via McAdam
		Jet.
Temiscouata Ry .....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 128.

50 cents lower than via Route No. 124.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 129.

\$3.25 higher than via Route No. 124.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 130.

From Montreal .....	\$37.30	From Campbellton .....	\$29.15
Quebec .....	33.30	Newcastle .....	29.15
Levis .....	33.20	Chatham .....	29.75
Riv. du Loup .....	29.15		

Intercolonial Ry. ....	To	Halifax
Intercolonial Ry. ....	"	St. John
Canadian Pacific Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 131.

20 cents higher than via Route No. 130.

Same fare as via Route No. 130, if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Halifax
Intercolonial Ry. ....	"	St. John
Canadian Pacific Ry. ....	"	Edmundston, via McAdam Jct.
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 132.

50 cents lower than via Route No. 130.

Intercolonial Ry. ....	To	Halifax
Intercolonial Ry. ....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ....	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 133.

From Montreal .....	\$36.90	From Campbellton .....	\$36.90
Quebec .....	36.90	Newcastle .....	36.90
Levis .....	36.90	Fredericton .....	41.85
Riv. du Loup .....	36.90	Chatham .....	37.50
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" St. John	
Canadian Pacific Ry....		" Montreal	
Intercolonial Ry. ....		" Levis	
Ferry .....		" Quebec	
Intercolonial Ry. ....		" starting point	

# HALIFAX, N. S., AND RETURN.

## Route No. 134.

From Montreal .....	\$36.90	From Campbellton .....	\$36.90
Quebec .....	36.90	Newcastle .....	36.90
Levis .....	36.90	Fredericton .....	41.60
Riv. du Loup .....	36.90	Chatham .....	37.50
Intercolonial Ry. ....		To Halifax	
Dominion Atl. Ry. and		" St. John	
steamer .....		" Montreal	
Canadian Pacific Ry....		" Levis	
Intercolonial Ry. ....		" Quebec and return	
Ferry .....		" starting point	
Intercolonial Ry. ....			

# HALIFAX, N. S., AND RETURN.

## Route No. 135

\$5.35 higher than via Route No. 134.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry.		Yarmouth
Dominion Atl. Ry. and	"	St. John
steamer .....	"	Montreal
Canadian Pacific Ry....	"	Levis
Intercolonial Ry. ....	"	Quebec and return
Ferry .....	"	starting point
Intercolonial Ry. ....	"	

# HALIFAX, N. S., AND RETURN.

## Route No. 136.

From Montreal ...	*\$38.45	\$38.90	From Campbellton ..	*\$38.45	\$38.90
Quebec .....	\$38.45	38.90	Newcastle ....	\$38.45	38.90
Levis .....	\$38.45	38.90	Chatham ....	\$39.05	39.50
Riv. du Loup..	\$38.45	38.90	Fredericton ...	\$43.05	43.50

\* Continuous passage Halifax to Portland.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and	"	St. John
steamer .....	"	Vanceboro
Canadian Pacific Ry....	"	Portland, Me.
Maine Central R.R. ....	"	Montreal
Grand Trunk Ry. ....	"	starting point
Intercolonial Ry. ....	"	

# HALIFAX, N. S., AND RETURN.

## Route No. 137.

Same fare as via Route No. 136.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and	"	St. John
steamer .....	"	Vanceboro
Canadian Pacific Ry....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Maine Central Ry. ....	"	Newport, Vt.
Boston & Maine R.R....	"	Montreal
Canadian Pacific Ry....	"	starting point
Intercolonial Ry. ....	"	

# HALIFAX, N. S., AND RETURN.

## Route No. 138.

\*\$4.00 higher than fares in Route No. 136 prefixed (\*) if continuous passage St. John to Portland.

\$5.05 higher than fares in 2nd column, Route No. 136.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 139.

\*\$4.00 higher than fares in Route No. 136 prefixed (\*) if continuous passage St. John to Portland.

\$5.05 higher than fares in 2nd column, Route No. 136.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 140

From Montreal .....	\$34.95	From Campbellton .....	\$34.95
Quebec .....	34.95	Newcastle .....	34.95
Levis .....	34.95	Chatham .....	35.55
Riv. du Loup .....	34.95	Fredericton .....	39.55

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Eastern S.S. Co. ....	"	Portland, Me.
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 141.

Same fare as via Route No. 140.

Intercolonial Ry. ....	To	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Eastern S.S. Co. ....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 142.

\$5.00 higher than via Route No. 140.

Intercolonial Ry. ....	To	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Eastern S.S. Co. ....	"	Portland, Me.
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# HALIFAX, N. S., AND RETURN.

## Route No. 143.

\$5.00 higher than via Route No. 140.	
Intercolonial Ry. ....	To Halifax
Halifax & Sou. West. Ry. ....	" Yarmouth
Dominion Atl. Ry. and	
steamer .....	" St. John
Eastern S.S. Co. ....	" Portland, Me.
Maine Central Ry. ....	" Lunenburg, Vt.
Boston & Maine R.R. ....	" Newport, Vt.
Canadian Pacific Ry. ....	" Montreal
Intercolonial Ry. ....	" starting point

## Route No. 144.

# HALIFAX, N. S., AND RETURN.

From Montreal .....	\$32.35	From Fredericton .....	\$18.30
Quebec .....	28.00	St. John .....	15.30
Levis .....	27.90	Amherst .....	9.15
Riv. du Loup .....	24.15	Truro .....	8.30
Campbellton .....	18.45	Pictou .....	10.80
Newcastle .....	14.85	New Glasgow .....	10.25
Chatham .....	15.05	Sydney .....	17.45
Moncton .....	11.25	No. Sydney .....	17.45
Intercolonial Ry. ....		To Halifax	
Dominion Atlantic Ry. ....		" Kingsport	
Dom. Atlantic Steamer. ....		" Parrsboro	
C. Ry. & Coal Co. ....		" Springhill Jct.	
Intercolonial Ry. ....		" starting point	

## Route No. 145.

# HALIFAX, N. S., AND RETURN.

From Montreal .....	\$33.95	From Fredericton .....	\$20.00
Quebec .....	29.60	Newcastle .....	16.45
Levis .....	29.50	St. John .....	17.00
Riv. du Loup .....	26.45	Chatham .....	16.75
Campbellton .....	20.20	Moncton .....	12.95
Intercolonial Ry. ....		To Halifax	
Intercolonial Ry. ....		" Pictou	
Ch'town Steam Nav. Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
Ch'town Steam Nav. Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" starting point	

## Route No. 146.

# HALIFAX, N. S., AND RETURN.

From Montreal .....	\$38.85	From Campbellton .....	\$29.00
Quebec .....	35.60	Newcastle .....	24.20
Levis .....	35.50	Chatham .....	24.50
Riv. du Loup .....	34.60	Fredericton .....	23.90
Intercolonial Ry. ....		To Fredericton	
Intercolonial Ry. ....		" St. John	
Intercolonial Ry. ....		" Halifax	
Intercolonial Ry. ....		" Pictou	
C. S. Navigation Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
C. S. Navigation Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" starting point	

## Route No. 147.

# HALIFAX, N. S., AND RETURN.

From Montreal .....	\$36.05	From Chatham .....	\$20.60
Quebec .....	31.85	Newcastle .....	20.35
Levis .....	31.75	Moncton .....	16.75
Riv. du Loup .....	30.80	St. John .....	16.75
Campbellton .....	25.10	Amherst .....	18.65
Fredericton .....	23.80		
Intercolonial Ry. ....		To St. John	
Dominion Atl. Ry. and			
steamer .....		" Halifax	
Intercolonial Ry. ....		" Pictou	
C. S. Navigation Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
C. S. Navigation Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" starting point	

# HALIFAX, N. S., AND RETURN.

## Route No. 148.

\$4.30 higher than via Route No. 147 from Montreal.

\$3.75 higher than via Route No. 147 from all other points

Intercolonial Ry. ....	To	St. John
Dominion Atl. Ry. and steamer .....	"	Yarmouth
Halifax & Sou. West. Ry.	"	Halifax
Intercolonial Ry. ....	"	Pictou
C. S. Navigation Co. ....	"	Charlottetown
P. E. Island Ry. ....	"	Summerside
C. S. Navigation Co. ....	"	Pt. du Chene
Intercolonial Ry. ....	"	starting point

## ANTIGONISH.

Antigonish has frequently been described as one of the prettiest villages in the eastern section of Nova Scotia. It is beyond doubt an attractive place. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys, and the brooks are as clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninian's Cathedral is a fine edifice, built of stone and erected at great expense. At the mouth of the harbor, a few



Near Antigonish, N.S.

miles from the village, there is a good smooth sand beach suitable for bathing. Here summer cottages have been built. Antigonish is a good starting out place for anglers, as to the south of it are lakes and streams which furnish excellent sport.

In approaching Antigonish by the railway, after leaving Barney River, the road runs through a canyon, extending for a number of miles, and which is part of the beautiful Piedmont Valley. Far away and near at hand rise tree-clad hills, on which the sunshine gives a glory to the varying hues of summer foliage, to show in vivid contrast with the shadows cast in the vales beneath. Near Antigonish is Sugar Loaf Mountain with a height of 750 feet—from which is a view of sea and land that includes even the shore of Cape Breton. Only a few miles from Antigonish is Gaspereaux Lake, which is 500 feet above the water in the harbor, so it will be seen that there is no lack of hills, with all kinds of scenery, in this part of the world.

### THE STRAIT OF CANSO.

The Strait of Canso is the great canal which nature has placed between the ocean and the Gulf of St. Lawrence, by which not only is distance shortened, but the perils of the sea are in many cases reduced to a minimum. Fourteen miles or so in length, and about a mile in width, its strong currents assert its claim to be part of the great sea beyond, while the thousands of sail passing and repassing year after year tell of its importance to the trade of the whole Atlantic coast.

**Mulgrave** has not only an hotel but a number of private houses where excellent accommodation can be had by those who wish to remain for a time or make this the centre from which to visit some of the places along the Strait. The roads are good and there is fair fishing in the vicinity.

Port Hawkesbury and Port Hastings, on the other side of the Strait, are also good places for those in search of rest and quiet, with plenty of sea breeze, a good view of the waters east and west, and every chance for boating, driving or wheeling. Good accommodation is to be found at both places.

Steamers leave Mulgrave on certain days of each week for Guysboro and Canso, on the Nova Scotia shore to the southward, and for Arichat on the Cape Breton side.

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The distance from Mulgrave to Guysboro by water is about twenty-five miles, and it is an exceedingly pleasant trip on a summer day. Guysboro, situated at the head of Chedabucto Bay, is delightfully quiet and restful, and the surroundings are full of beauty. The harbor is one to excite admiration, while there are unlimited opportunities for boating, bathing and fishing. The ascent of the river for about ten miles is picturesque and fascinating.

No one need lack for fishing in this part of the world, and there is a great variety of it. In the salt water are mackerel, cod, haddock, perch and smelt. Sea trout are plentiful in the rivers which empty



Mulgrave, N.S.

into the bay, and brook trout and salmon may be caught in all the rivers in this part of the province.

Geese and duck are found everywhere along these shores, part-ridge abound in the woods, and the country to the rear of Guysboro is famed as a resort of moose.

Chedabucto Bay is about twenty-five miles long and varies from four to ten miles in width. It is famed for the abundance of mackerel caught in its waters.



Canso has many attractions for those who love the sea. The situation of the village is charming and there is no lack of facilities for boating, bathing and all kinds of fishing. The sea is the farm of the people and boats are their chief means of conveyance, though teams are easily procured for those who wish to drive around the country. Canso is in touch with every part of the world through being the cable station for both the Western Union and Commercial Cable companies. It has good accommodation for tourists, and many American visitors have for years enjoyed a summer vacation there.

Arichat is a restful place, with good boating, bathing, salt and fresh water fishing, and good roads for driving. It is the chief port of Isle Madame, which is separated from the main island of Cape Breton by Lennox Passage.

In going from Mulgrave to the Bras d'Or by steamer the route taken is along the Strait of Canso and through Lennox Passage to St. Peter's, where the canal gives access to the famed inland sea.

At the northern end of the canal the journey may be continued to Sydney by steamer or the Cape Breton division of the Intercolonial Railway taken at Iona for Sydney, Mulgrave or any intermediate place. There is good bathing at St. Peter's, and, as a matter of course, there is every facility for boating, both in the bay and the inlet at the other end of the canal. Excellent trout fishing may be found in the vicinity. The roads in this part of the country are excellent. St. Peter's Inlet is studded with islands clad in verdure, and there are times when the scene is unusually beautiful, even for a land in which beauty is everywhere.

The section of Cape Breton from Hastings to Port Hood, Mabou and Broad Cove, has recently been made more convenient of access by the opening of the Inverness Railway and Coal Co., connecting with the Intercolonial Railway at Point Tupper.

A steamer also runs from Mulgrave to Port Hood, a distance of twenty-six miles, on regular days of each week. Port Hood is near the entrance to the bay, and from there the journey may be continued to Mabou, Broad Cove, Margaree Harbor and Cheticamp, beyond which there is little on the north coast to interest the tourist, unless he is anxious to have a bracing cruise around Cape St. Lawrence and Cape North to see the grandest scenery in Cape Breton.

Port Hood is a place not much known to tourists, but a stay here may be made very enjoyable to those who want rest and

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quiet, and every chance for boating, bathing and fishing. The hotels are good, and private board can be secured when desired. There are good boats and skilful boatmen here, and excursions may be made around the shores and to the islands.

Mabou is very beautifully located on the riverside, a few miles from the harbor. The rivers which empty into the harbor afford excellent trout fishing. A number of other rivers within easy distance also furnish fine sport. The scenery in this vicinity is everywhere attractive, and there is no limit to the excursions which may be taken by carriage or boat. Mabou has good bathing places, and the accommodation for visitors is very satisfactory both at the hotels and at private houses. Broad Cove is an indentation of the



Salmon Pool, Margaree River, C.B.

coast about twelve miles long and two miles deep. At Inverness there are coal mines which are now being vigorously worked.

Margaree Village is a quiet place, with good farms in the neighborhood and good sea fisheries along the shore. The great fame of the Margaree district, however, arises from the wonderful salmon and trout fishing found on the river and in the other waters of the interior. The fishing grounds are usually reached by taking

the Intercolonial Railway to Orangedale Station, twenty-nine miles from Point Tupper, and going to the interior by way of Wycocomagh, or by driving from Baddeck. In this way fishing may be had at various points along the route, but the best pools are thirty-seven miles from Orangedale and eight miles from Margaree Harbor.

Cheticamp is well situated for boating and bathing. There is a gradually sloping sand beach, three miles long, with not a rock along its entire length. Good accommodation can be secured and vacant houses can be rented for the whole or a portion of the season. A conspicuous object, seen for many miles away in approaching Cheticamp by water, is the Catholic church, a new and handsome structure which will hold about 4,000 people. There is good trout and salmon fishing, but not to the same extent as at Margaree. Of salt water fishing there is a great variety, for this is one of the great fishing districts of the Gulf.

#### CAPE BRETON AND THE BEAUTIFUL BRAS D'OR.

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands, while there are numbers of peninsulas out of which even more islands could be made, were there any occasion for the work. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm as the paradise of the summer tourist.

It has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel.

Commencing at Point Tupper, in the first half of the journey little is seen of the people of the country. The country itself, however, begins to give glimpses of its beauty at such places as Seal and Orange Coves, McKinnon's Harbor, and the various inlets of Denys River. Then comes the famed Bras d'Or.

Who can describe the beauties of this strange ocean lake, this imprisoned sea which divides an island in twain? For about fifty miles its waters are sheltered from the ocean of which it forms a part, and in this length it expands into bays, inlets and romantic havens, with islands, peninsulas and broken lines of coast—all combining to form a scene of rare beauty, surpassing the power of pen to describe. At every turn new features claim wonder and admiration. Here a cluster of fairy isles, here some meandering stream,

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and here some narrow strait leading into a broad and peaceful bay. High above tower the mountains with their ancient forests, while at times bold cliffs crowned with verdure rise majestically towards the clouds. Nothing is common, nothing tame; all is fitted to fill the mind with emotions of keenest pleasure. Every variety of landscape meets the eye of the delighted stranger, and it is because of this variety that the eye never wearies and the senses are never palled.

Orangedale, twenty-nine miles from Point Tupper, is the point on the railway from which Whycocomagh is reached by a drive of seven miles, and teams are in waiting on the arrival of express



Baddeck, C.B.

trains. Orangedale is at the head of one of the numerous little arms of the Bras d'Or which are found in this part of the journey. Whycocomagh is situated on the basin forming the termination of St. Patrick's Channel, which has its mouth for more than twenty miles to the eastward, beyond Baddeck. To go from this part of the railway to Whycocomagh wholly by water would mean a journey of about forty miles, but a few miles east of Orangedale is an islet which extends so as to leave only half a mile of land to cross in order to reach Whycocomagh Basin.

The drive from Orangedale is an attractive one, the latter portion of it being around the shore of the basin. Whycomomagh Village is in a location which leaves little to be desired by tourists, and the surroundings both on land and water are full of beauty. The summer climate here, as indeed in all this part of Cape Breton, is well nigh perfect. The bathing around the shores, which are well shaded by trees in many places, is very inviting. Boating in the Basin is equally alluring and is absolutely safe. There has never been a drowning accident.

Iona is the starting point for those who wish to diverge from the line of railway and go to Baddeck, that beautiful village on the shores of the Great Bras d'Or, so much in favor as a summer resort on account of its ideal location and gorgeous climate. Before reaching Baddeck, however, it is fitting that some of the beauties by the way be mentioned.

From the wharf close to the railway station a trim little steamer connects with the through expresses between Sydney and Halifax and the sail of twelve miles over the shining waters of the Bras d'Or is something to awaken in the breast of the tourist sensations of pleasure that are a fitting preparation for the delights which are to follow. After leaving Iona and emerging from the Narrows a broader expanse of water unfolds to the vision, flanked by verdant hills, dotted here and there by the pretty hamlets of the villagers. The vast area of shining water is indeed an ocean by-way and many small vessels are passed, their white sails glistening in the bright sunlight lending additional life to the beautiful picture. Moola-saalchkt, or Big Harbor, is passed, and three miles beyond is the giant headland known as Watchabuketckt, on the left, and Bien Bhreagh on the right, the latter being the property and summer home of Dr. A. Graham Bell, the inventor of the telephone. It is in truth, a magnificent estate, and besides Dr. Bell's lordly mansion, there are homes also of his assistant men of science, and his workmen, for Dr. Bell, while summering, is not idle. On the contrary, a spacious and completely equipped laboratory and some commodious workshops are among the buildings that are seen here and there among the verdant foliage of the lordly mountain. Dr. Bell, as is well known, is devoting much time and study to the problem of aerial navigation, and here some remarkable experiments are being made.

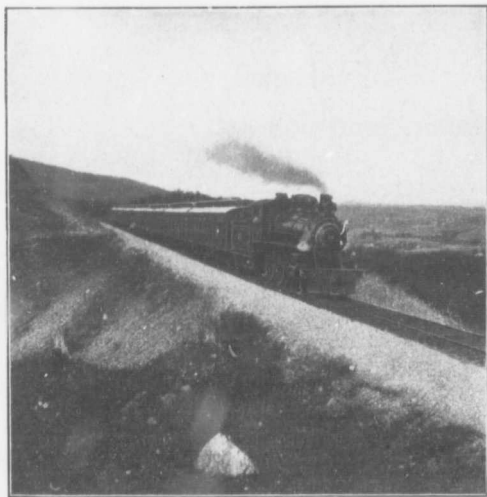
Baddeck has a population of some fifteen hundred people, and there are several fine stores on its one business street. There are

two excellent hotels, the proprietors of which seem to have mastered to a greater degree than is generally met with, the accomplishment of properly catering to summer tourists. One need not look for all the luxuries of the modern summer hotel in Cape Breton. That, it is to be hoped, is a development of the future. In Baddeck, however, the traveller will find extremely comfortable accommodation, and excellent meals at a price which is really very reasonable. Besides the hotels, there are several houses where private board can be obtained. Indeed, there are several of these that approach the standard known as "fashionable."

The halfway point between the Strait of Canso and Sydney is Grand Narrows. It is a central point as regards travel to some choice spots on the Bras d'Or, and has a well-equipped hotel. At Grand Narrows the hitherto wide expanse of water, with a width of twelve, fifteen and eighteen miles from shore to shore, is left behind as the journey is continued to the eastward, and the Bras d'Or changes from a broad basin to make its way through a passage less than a mile in width, the name of which is Barra Strait. Grand Narrows is a pretty place, with many opportunities for the tourist to find summer recreation. The climate in all this part of the country is delightful. It is hardly necessary to say that opportunities for good bathing and safe boating are found everywhere in this diversified region of land and water, while there is an abundance of fishing. Trout are caught with the fly from the Bras d'Or as close to the hotel as the railway-bridge, and what is more singular, fine fat codfish sometimes rise to the fly in the autumn and are easily taken. Fresh codfish may be had here every day in the year, if the trouble is taken to catch them. Salmon are netted in front of the wharf, and smelts are also abundant. The mackerel in the Bras d'Or are very large and fat. Here, too, are extra large lobsters and oysters.

The view from the top of Grand Narrows Mountain, about 1,000 feet above the water, is a very extensive one. It takes in the great lake up to St. Peter's, West Bay, Malagawaatchkt, Baddeck, the Little Bras d'Or for thirty miles and a portion of East Bay. In it are included the Whycocomagh Mountains, River Denys Mountains and the higher mountains to the north and west. One of the most attractive of the drives is that around Narrows Head and Piper Cove, taking the highway leading east from Grand Narrows and making an almost circular drive of seven or eight miles. Then, as for game, the sportsman may find all the partridge he seeks in the woods, and thousands of plover, black duck, curlew and other

sea fowl at all the inlets along the shore for many a mile along the line of railway. The railway bridge which crosses Barra Strait at Grand Narrows is a handsome as well as substantial structure, with a length of 1,697 feet. It is the link which connects the eastern and western divisions of the road. The railway journey permits of some extended and beautiful views along the little Bras d'Or between Grand Narrows and Sydney. Especially is this the case in the vicinity of Long Island, where some fine stretches of water and picturesque bits of landscape are seen.



An Intercolonial Express

# Round Trip Summer Excursion Fares to Seaside and Fishing Resorts.

FROM	To								
	Anti- gonish	Mulgrave	Grand Narrows Iona	Baddeck	Glace Bay	Louis- bourg	Sydney	No. Sydney	St. John's N. F.
Halifax.....	\$ 7 05	\$ 8 80	\$10 05	\$10 90	\$12 75	\$13 80	\$12 00	\$11 60	\$35 60
Truro.....	4 05	5 85	8 20	9 05	10 35	11 40	9 60	9 60	33 60
New Glasgow.....	2 05	3 80	6 25	7 10	9 10	10 15	8 35	7 90	31 90
Pictou.....	2 80	4 60	6 95	7 80	9 85	10 90	9 10	8 70	32 70
Sydney.....	6 30	4 60	2 20	3 05	.....	.....	.....	0 90	24 90
No Sydney.....	6 00	4 10	1 85	2 70	1 65	2 70	0 90	.....	.....
Amherst.....	7 70	9 45	10 65	11 50	13 30	14 35	12 55	12 25	36 25
Moncton.....	9 45	10 55	12 70	15 55	14 30	15 35	13 55	13 20	37 20
St. John.....	12 70	12 70	14 55	15 40	17 15	18 20	16 40	16 10	40 10
Fredericton.....	15 40	16 25	18 15	19 00	20 55	21 60	19 80	19 55	43 55
Quebec.....	24 10	25 35	27 15	28 00	28 50	29 55	27 75	27 75	51 75
Montreal.....	28 45	29 65	31 35	32 20	33 60	34 65	32 85	32 55	56 55

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910.



## THE SYDNEYS.

Under the term of The Sydneys, are included Sydney, North Sydney and Sydney Mines, but apart from their names one has but little relation to the other except in a business sense, for the first two are five miles apart by water and seventeen miles by rail. Sydney Mines is a closer connection of North Sydney as it is just beyond its confines and linked to it by a trolley line.

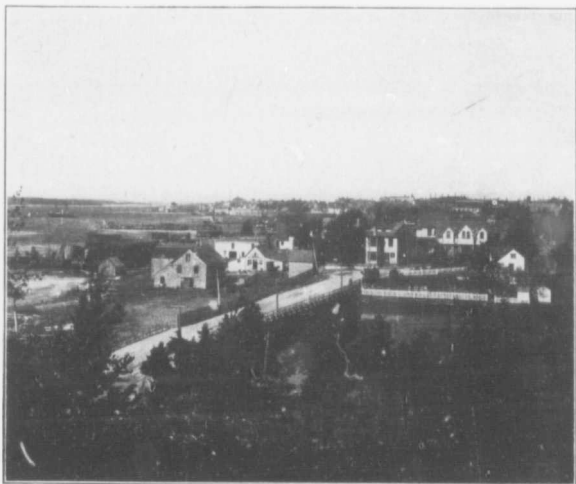
To understand their location one must know something of Sydney harbor, one of the largest and finest in America, deep, safe and easy of access, and effectively protected from the fury of storms which sometimes rage in the Atlantic without. It is nearly two miles wide at the mouth, and after extending for four miles it divides into two arms each reaching several miles further inland. Sydney Mines and North Sydney are situated on the north side of the harbor below the division, while Sydney is on the South Arm.

Sydney is now a city of about 14,000 people. Its "growing time" began with the commencement of operations by the Dominion Iron & Steel Co., and with the development of that vast industry the city has kept pace. The operations of the Steel Company are on a very large scale. The works form practically a whole town of themselves, with blast furnaces, stock yard, offices, open hearth ovens, blooming mill, rail mill, plate mill, machine shops, foundry, shacks, store rooms, a well equipped hospital, and a system of railway. Beyond the works are the homes of some of the officials and hundreds of the workmen. Sydney has other important industries as well, and has attained an important position commercially.

North Sydney is the shipping and commercial port and is likely to remain first on the marine list. Vessels of almost every type and nationality may be found at the wharves and there is trade with all parts of the world. The town has shared to a large extent in the growth of Sydney and its prosperity is reflected in the fine appearance of the residential district. Some large and important industries give employment to many skilled operatives and these with the adjacent coal mines are the mainstay of the town.

Sydney Mines is now reached by the Intercolonial Railway and is also connected with North Sydney by trolley line. The extensive operations of the Nova Scotia Steel & Coal Co. have been productive of great prosperity, and the town is steadily growing.

So much for The Sydneys industrially and commercially. For the summer visitor on pleasure bent there are many other features. The summer climate is delightful. The vast harbor provides opportunities for yachting, motor boating, canoeing, bathing and fishing. Outside the harbor is the broad Atlantic with its bounding billows and opportunities for deep sea fishing. Near The Sydneys are many trout streams and lakes, and a multitude of most desirable places of excursion. There is good hotel accommodation and it is possible for the tourist wishing it, to make his headquarters in the city and make daily excursions to the various points of interest returning the same evening.



Sydney

The historic ruins of Louisburg, where the English and French struggled for supremacy on this Continent, may be reached by the Sydney & Louisburg Railway.

On the way the thriving colliery towns of Dominion, Bridgeport and Glace Bay are passed. These may also be reached by trolley line from Sydney. Near Glace Bay are the steel towers of the Marconi Wireless Station. At Glace Bay as well as at Mira—a little further along the coast, excellent beaches where bathing

may be enjoyed will be found. There is also fine fishing in this vicinity, particularly at Mira, which bids fair to become famous for its tuna fishing. Some rare sport is enjoyed by those who are venturesome enough to fish for these "piscatorial athletes," for the tuna is generally credited with being one of the most powerful fish and to land one with a hook and line is indeed an achievement that might justify a lot of corroborative detail in a fish story. Even when harpooned they are capable of putting up a vigorous fight for several hours.

The Mira River which empties into the bay, after a flow of about twenty-seven miles, has many charms that appeal strongly



Surf at Glace Bay

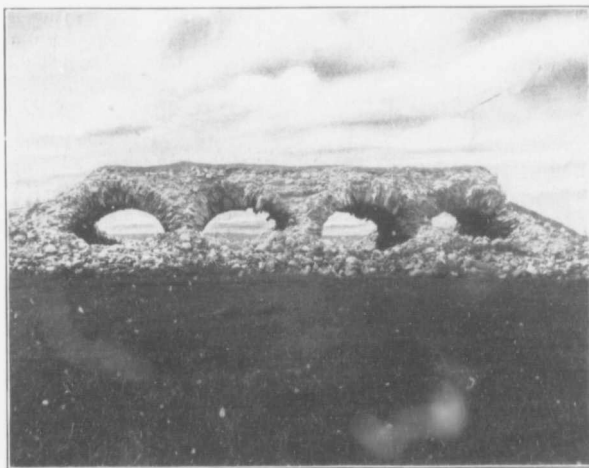
to the summer visitor. It is navigable for about twenty miles for light draught steamers and an ideal river for motor boats or canoes. The narrow mouth of the river is perhaps disappointing, but this passed, the river broadens in some places to a width of two miles, dotted here and there with verdure clad and wooded islands.

About fifteen miles up is Sangaree Island, which divides the river in twain and from which its course seems to run in almost every direction. At Sangaree there is a comfortable hotel. The scenery is simply entrancing. The broad river is interspersed with

picturesque islands which offer inviting opportunities for camping. Some excellent fishing can be had here, and it is even better further up stream, where several lakes convenient to the main water-way are well stocked with large and gamey trout.

**Louisbourg.** The fortifications of Louisbourg are reached by a drive of four miles or so from the station of the same name, but when a boat can be obtained a better way is to go by water. The village itself has little to interest the stranger. The chief interest for visitors is in the ruins.

Desolate enough are the fortifications of Louisbourg to-day,



Ruins of Fort Louisbourg

and only to be traced by the aid of a plan and a description of the place as it was. For twenty-five years the French labored upon it, and had expended upwards of thirty million of livres, or nearly six million dollars, in completing its defences. It was called the Dunkirk of America. Garrisoned by veterans of France, and with powerful batteries commanding every point, it bristled with most potent pride of war.

The achievement of the capture of Louisbourg by the New England forces under Pepperell, aided by Warren, has been com-

memorated by the erection of a monument by the Society of Colonial Wars on a commanding position amid the ruins. The monument was formally dedicated on the 150th anniversary of the capture in 1895.

The capture by Pepperell in 1745 was the first but not the final conquest. Restored to France by the peace of Aix la Chapelle, Louisbourg was again the stronghold of France on the Atlantic Coast, and French veterans held Cape Breton, the key to the Gulf of St. Lawrence. The brief truce was soon broken, and then came the armies of England, and Wolfe sought and won his first laurels in the new world. Louisbourg fell once more and the knell of its glory was rung. The conquest of Canada achieved, the edict went forth that Louisbourg should be destroyed. The work of demolition was begun. The solid buildings, formed of stone brought from France, were torn to pieces; the walls were torn down, and the batteries rendered useless for all time. It took two years to complete the destruction, and then the once proud city was a shapeless ruin.

#### SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

##### Route No. 149.

From Montreal .....	\$32.85	From Campbellton .....	\$23.10
Quebec .....	30.65	Newcastle .....	19.20
Levis .....	30.55	Chatham .....	19.45
Riv. du Loup .....	28.80	Fredericton .....	22.65
Intercolonial Ry. ....		To St. John .....	
Intercolonial Ry. ....		" Sydney or North Sydney	
Intercolonial Ry. ....		" starting point .....	

#### SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

##### Route No. 150.

From Montreal .....	\$35.70	From Campbellton .....	\$25.95
Quebec .....	33.50	Newcastle .....	22.05
Levis .....	33.40	Chatham .....	22.30
Riv. du Loup .....	31.65	Fredericton .....	25.50
Intercolonial Ry. ....		To St. John .....	
Intercolonial Ry. ....		" Halifax .....	
Intercolonial Ry. ....		" Sydney or North Sydney	
Intercolonial Ry. ....		" starting point .....	

#### SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

##### Route No. 151.

From Montreal .....	\$38.10	From Campbellton .....	\$27.00
Quebec .....	35.80	Newcastle .....	22.50
Levis .....	35.70	Chatham .....	22.80
Riv. du Loup .....	32.70	Fredericton .....	22.20
Intercolonial Ry. ....		To Fredericton .....	
Canadian Pacific Ry. ...		" St. John .....	
Intercolonial Ry. ....		" Sydney or North Sydney	
Intercolonial Ry. ....		" starting point .....	

#### SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

##### Route No. 152.

50 cents lower than via Route No. 151.

Intercolonial Ry. ....	To Fredericton .....
Star Line Steamer .....	" St. John .....
Intercolonial Ry. ....	" Sydney or North Sydney
Intercolonial Ry. ....	" starting point .....

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 153.

From Montreal .....	\$40.95	From Campbellton .....	\$29.85
Quebec .....	38.65	Newcastle .....	25.35
Levis .....	38.55	Chatham .....	25.65
Riv. du Loup .....	35.55	Fredericton .....	25.05
Intercolonial Ry. ....	To	Fredericton	
Canadian Pacific Ry. ...	"	St. John	
Intercolonial Ry. ....	"	Halifax	
Intercolonial Ry. ....	"	Sydney or North Sydney	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 154.

50 cents lower than via Route No. 153			
Intercolonial Ry. ....	To	Fredericton	
Star Line Steamer.....	"	St. John	
Intercolonial Ry. ....	"	Halifax	
Intercolonial Ry. ....	"	Sydney or North Sydney	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 155.

From Montreal .....	\$42.45	From Levis .....	\$37.70
Quebec .....	37.80	Chatham .....	34.25
Riv. du Loup .....	33.65	Newcastle .....	33.65
Campbellton .....	33.65		
Intercolonial Ry. ....	To	Sydney or North Sydney	
Intercolonial Ry. ....	"	St. John	
Canadian Pacific Ry. ...	"	Fredericton	
Canadian Pacific Ry. ...	"	Edmundston, via Gibson	
		Bridge	
Temiscouata Ry. ....	"	Riv. du Loup	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 156.

50 cents lower than via Route No. 155.			
Intercolonial Ry. ....	To	Sydney or North Sydney	
Intercolonial Ry. ....	"	St. John	
Star Line Steamer.....	"	Fredericton	
Canadian Pacific Ry. ...	"	Edmundston, via Gibson	
		Bridge	
Temiscouata Ry. ....	"	Riv. du Loup	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 157.

20 cents higher than via Route No. 155.  
Same fare as via Route No. 155 if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Sydney or North Sydney	
Intercolonial Ry. ....	"	St. John	
Canadian Pacific Ry. ...	"	Fredericton	
	"	Edmundston, via McAdam	
		Jct.	
Temiscouata Ry. ....	"	Riv. du Loup	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 158.

From Montreal .....	\$49.20	From Levis .....	\$43.15
Quebec .....	43.25	Newcastle .....	37.95
Riv. du Loup .....	37.95	Chatham .....	38.55
Campbellton .....	37.95		
Intercolonial Ry. ....	To	Sydney or North Sydney	
Intercolonial Ry. ....	"	Halifax	
Dominion Atl. Ry. and	"	St. John	
steamer .....	"	Fredericton	
Canadian Pacific Ry. ...	"	Edmundston, via Gibson	
Canadian Pacific Ry. ...	"	Bridge	
Temiscouata Ry. ....	"	Riv. du Loup	
Intercolonial Ry. ....	"	starting point	

**SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

**Route No. 159.**

20 cents higher than via Route No. 158.

Same fare as via Route No. 158 if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ...	"	Edmundston, via McAdam Jct.
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

**SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

**Route No. 160.**

50 cents lower than via Route No. 158.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ...	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

**Route No. 161.**

\$3.75 higher than via Route No. 158.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ...	"	Fredericton
Canadian Pacific Ry. ...	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

**SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

**Route No. 162.**

\$3.95 higher than via Route No. 158.

\$3.75 higher than via Route No. 158 if continuous passage St. John to Edmundston.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Canadian Pacific Ry. ...	"	Edmundston, via McAdam Junction
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

**SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

**Route No. 163.**

\$3.25 higher than via Route No. 158

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and steamer .....	"	St. John
Star Line Steamer .....	"	Fredericton
Canadian Pacific Ry. ...	"	Edmundston, via Gibson Bridge
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 164.**

From Montreal .....	\$46.05	From Riv. du Loup .....	\$46.05
Quebec .....	46.05	Campbellton .....	46.05
Levis .....	46.05	Fredericton .....	50.95
Chatham .....	46.65	Moncton .....	46.05
Newcastle .....	46.05		
Intercolonial Ry. ....		To Sydney or No. Sydney	
Intercolonial Ry. ....		" Halifax	
Dominion Atl. Ry. and		" St. John	
steamer .....		" Montreal	
Canadian Pacific Ry. ...		" starting point	
Intercolonial Ry. ....			

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 165.**

\$5.35 higher than via Route No. 154.

Intercolonial Ry. ....	To Sydney or No. Sydney
Intercolonial Ry. ....	" Halifax
Halifax & Sou. West. Ry.	" Yarmouth
Dominion Atl. Ry. and	" St. John
steamer .....	" Montreal
Canadian Pacific Ry. ...	" starting point
Intercolonial Ry. ....	

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 166.**

From Montreal .....	*\$41.70	\$43.20	From Campbellton ..	*\$41.70	\$43.20
Quebec .....	*41.70	43.20	Newcastle ....	*41.70	43.20
Levis .....	*41.70	43.20	Chatham .....	*42.30	43.80
Riv. du Loup. ....	*41.70	43.20	Fredericton ..	*46.60	47.80
* Continuous passage St. John to Portland.					
Intercolonial Ry. ....	To Sydney or No. Sydney				
Intercolonial Ry. ....	" St. John				
Canadian Pacific Ry. ...	" Vanceboro				
Maine Central Ry. ....	" Portland, Me.				
Grand Trunk Ry. ....	" Montreal				
Intercolonial Ry. ....	" starting point				

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 167**

Same fare as via Route No. 166.

Intercolonial Ry. ....	To Sydney or No. Sydney
Intercolonial Ry. ....	" St. John
Canadian Pacific Ry. ...	" Vanceboro
Maine Central Ry. ....	" Portland, Me.
Maine Central Ry. ....	" Lunenburg, Vt.
Boston & Maine R.R. ....	" Newport, Vt.
Canadian Pacific Ry. ...	" Montreal
Intercolonial Ry. ....	" starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 168.**

From Montreal .....	\$39.20	From Campbellton .....	\$39.20
Quebec .....	39.20	Newcastle .....	39.20
Levis .....	39.20	Chatham .....	39.80
Riv. du Loup .....	39.20	Fredericton .....	44.10
Intercolonial Ry. ....	To Sydney or No. Sydney		
Intercolonial Ry. ....	" St. John		
Eastern S.S. Co. ....	" Portland, Me.		
Grand Trunk Ry. ....	" Montreal		
Intercolonial Ry. ....	" starting point		



# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 169.**

Same fare as via Route No. 168.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	St. John
Eastern S.S. Co. ....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 170.**

From Montreal .....	*\$47.10	\$48.05	From Campbellton ..	*\$47.10	\$48.05
Quebec .....	*47.10	48.05	Newcastle ....	*47.10	48.05
Levis .....	*47.10	48.05	Chatham .....	*47.70	48.65
Riv. du Loup. ....	*47.10	48.05	Fredericton ..	*51.70	52.65

\* Continuous passage Halifax to Portland.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland, Me.
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 171.**

Same fare as via Route No. 170.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 172.**

\$4.50 higher than fares in Route No. 170 prefixed (\*), if continuous passage St. John to Portland.

\$5.05 higher than fares in 2nd column, Route No. 163.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland, Me.
Grand Trunk Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 173.**

\$4.50 higher than fares in Route No. 170 prefixed (\*), if continuous passage St. John to Portland.

\$5.05 higher than fares in 2nd column, Route No. 170.

Intercolonial Ry. ....	To	Sydney or No. Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry. ....	"	Yarmouth
Dominion Atl. Ry. and		
steamer .....	"	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Newport, Vt.
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	starting point

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 174.

From Montreal .....	\$44.10	From Campbellton .....	\$44.10
Quebec .....	44.10	Newcastle .....	44.10
Levis .....	44.10	Chatham .....	44.70
Riv. du Loup .....	44.10	Fredericton .....	48.70
Intercolonial Ry. ....	To	Sydney or No. Sydney	
Intercolonial Ry. ....	"	Halifax	
Dominion Atl. Ry. and			
steamer .....	"	St. John	
Eastern S.S. Co. ....	"	Portland, Me.	
Grand Trunk Ry. ....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 175.

Same fare as via Route No. 174.

Intercolonial Ry. ....	To	Sydney or No. Sydney	
Intercolonial Ry. ....	"	Halifax	
Dominion Atl. Ry. and			
steamer .....	"	St. John	
Eastern S.S. Co. ....	"	Portland, Me.	
Maine Central Ry. ....	"	Lunenburg, Vt.	
Boston & Maine R.R. ....	"	Newport, Vt.	
Canadian Pacific Ry. ....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 176.

\$5.00 higher than via Route No. 174.

Intercolonial Ry. ....	"	Sydney or North Sydney	
Intercolonial Ry. ....	"	Halifax	
Halifax & Sou. West. Ry.	"	Yarmouth	
Dominion Atl. Ry. and			
steamer .....	"	St. John	
Eastern S.S. Co. ....	"	Portland, Me.	
Grand Trunk Ry. ....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 177.

\$5.00 higher than via Route No. 174.

Intercolonial Ry. ....	To	Sydney or No. Sydney	
Intercolonial Ry. ....	"	Halifax	
Halifax & Sou. West. Ry.	"	Yarmouth	
Dominion Atl. Ry. and			
steamer .....	"	St. John	
Eastern S.S. Co. ....	"	Portland, Me.	
Maine Central Ry. ....	"	Lunenburg, Vt.	
Boston & Maine R.R. ....	"	Newport, Vt.	
Canadian Pacific Ry. ....	"	Montreal	
Intercolonial Ry. ....	"	starting point	

# SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.

## Route No. 178.

From Montreal .....	\$40.75	From Chatham .....	\$23.30
Quebec .....	35.75	Fredericton .....	26.75
Levis .....	35.65	St. John .....	23.50
Riv. du Loup .....	32.65	Moncton .....	20.30
Campbellton .....	26.95	Amherst .....	19.90
Newcastle .....	23.05		
Intercolonial Ry. ....	To	Halifax	
Intercolonial Ry. ....	"	Sydney or North Sydney	
Intercolonial Ry. ....	"	Pictou	
C. S. Navigation Co. ....	"	Charlottetown	
P. E. Island Ry. ....	"	Summerside	
C. S. Navigation Co. ....	"	Pt. du Chene	
Intercolonial Ry. ....	"	starting point	

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 179.**

From Montreal .....	\$37.90	From Fredericton .....	\$23.90
Quebec .....	32.90	St. John .....	20.65
Levis .....	32.80	Moncton .....	17.95
Riv. du Loup .....	29.80	Amherst .....	17.65
Campbellton .....	24.10	Truro .....	17.65
Newcastle .....	24.20	Halifax .....	19.90
Chatham .....	20.45		
Intercolonial Ry. ....		To Sydney or North Sydney	
Intercolonial Ry. ....		" Pictou	
C. S. Navigation Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
C. S. Navigation Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" starting point	

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 180.**

From Montreal .....	\$43.15	From Campbellton .....	\$31.60
Quebec .....	40.85	Newcastle .....	26.80
Levis .....	40.75	Chatham .....	27.10
Riv. du Loup .....	37.75	Fredericton .....	26.50
Intercolonial Ry. ....		To Fredericton	
Canadian Pacific Ry. ...		" St. John	
Intercolonial Ry. ....		" Sydney or North Sydney	
Intercolonial Ry. ....		" Pictou	
C. S. Navigation Co. ....		" Charlottetown	
P. E. Island Ry. ....		" Summerside	
C. S. Navigation Co. ....		" Pt. du Chene	
Intercolonial Ry. ....		" starting point	

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 181.**

50 cents lower than via Route No. 180.

Intercolonial Ry. ....	To Fredericton	
Star Line Steamer.....	" St. John	
Intercolonial Ry. ....	" Sydney or North Sydney	
Intercolonial Ry. ....	" Pictou	
C. S. Navigation Co. ....	" Charlottetown	
P. E. Island Ry. ....	" Summerside	
C. S. Navigation Co. ....	" Pt. du Chene	
Intercolonial Ry. ....	" starting point	

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 182.**

From Montreal .....	\$44.00	From Chatham .....	\$28.55
Quebec .....	39.80	Fredericton .....	31.75
Levis .....	39.70	Moncton .....	24.70
Riv. du Loup .....	38.75	St. John .....	24.70
Campbellton .....	33.05	Amherst .....	26.60
Newcastle .....	28.30		
Intercolonial Ry. ....	To Pt. du Chene		
C. S. Navigation Co. ....	" Summerside		
P. E. Island Ry. ....	" Charlottetown		
C. S. Navigation Co. ....	" Pictou		
Intercolonial Ry. ....	" Sydney or No. Sydney		
Intercolonial Ry. ....	" Halifax		
Dominion Atl. Ry. and steamer .....	" St. John		
Intercolonial Ry. ....	" starting point		

# **SYDNEY, C. B., OR NORTH SYDNEY, C. B., AND RETURN.**

## **Route No. 183.**

\$4.30 higher than via Route No. 182 from Montreal.

\$3.75 higher than via Route No. 182 from other points.

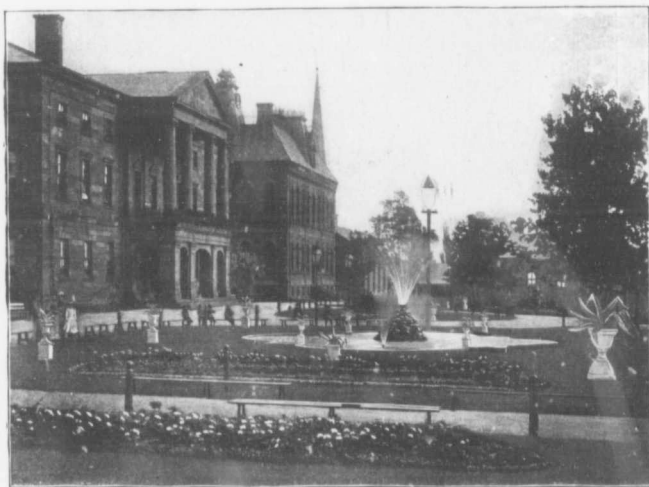
Intercolonial Ry. ....	To	Pt. du Chene
C. S. Navigation Co. ....	"	Summerside
P. E. Island Ry. ....	"	Charlottetown
C. S. Navigation Co. ....	"	Pictou
Intercolonial Ry. ....	"	Sydney or North Sydney
Intercolonial Ry. ....	"	Halifax
Halifax & Sou. West. Ry.	"	Yarmouth
Dominion Atl. Ry. and	"	
steamer .....	"	St. John
Intercolonial Ry. ....	"	starting point



Louisbourg Monument, Erected by the Society of Colonial Wars

## PRINCE EDWARD ISLAND.

Prince Edward Island is reached in summer either from Point du Chene, N.B., or Pictou, N.S., on the fast and finely equipped steamers of the Charlottetown Steam Navigation Company. Going by the first-named route the landing is made at Summerside, and Charlottetown is reached by a journey of forty-nine miles on the Prince Edward Island Railway, which stretches from Souris in the east to Tignish in the west.



Queen Square, Charlottetown, P.E.I.

The run across the Strait of Northumberland on a fine day is a most enjoyable trip. There are times when the water is as calm as that of a placid lake. As the island shore is approached the red of the earth and the bright green of the verdure show a most picturesque effect as a background to the smooth stretch of water, in which is mirrored the glory of the sunlight from the western sky. Under such conditions the first impressions of Prince Edward Island must always be such as will long be remembered.

Summerside is the landing place by this route, and is prettily situated, with much to commend it to the tourist. From a hill in the rear of Summerside is a glorious prospect of the country and of the waters to the north and south. Looking one way, Bedeque Bay is seen, with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance. In the other direction is Richmond Bay with its seven islands, and beyond it the Atlantic, while the irregular lines of shore and the islands that dot the water make a fitting foreground for a truly entrancing picture.

Leaving Pictou the trip is direct to Charlottetown, the distance being 52 miles. There is a daily (except Sunday) service on each route.

Charlottetown, the capital and the commercial centre of the



Safe Bathing for the Children, P.E.I.

island, has a population of over 12,000. It has a good harbor, and when seen from the water the city makes an especially fine appearance. A closer acquaintance with the city confirms the good impression formed of it. Charlottetown is an exceedingly attractive place. It is well laid out, and the streets are of a generous width. There are a number of handsome public buildings, and much taste is shown in the private residences and their surroundings. Several of the churches are fine specimens of architecture, and the new Roman Catholic Cathedral is one of the finest structures south of the City of Quebec. Queen Square, while in the business part of the city, is a place with many attractions, being

practically a public garden, which is tastefully designed and kept in excellent order. Victoria Park, the natural beauties of which have been preserved, is convenient to the city, and is reached by a beautiful driveway, which skirts a portion of the harbor, passing Government House and Old Port Edward. At this end of the city are some excellent bathing places, and the water is of an agreeable temperature throughout the summer.

For points which lie along the shore, away from the railway, good teams are always obtainable, and some of the summer hotels supply their own teams during the season.

Several well known summer resorts are to be found on the



Country Drive, P.E.I.

north shore of the island, within easy distance of Charlottetown; Hampton, Stanhope, Brackley Beach, Rustico, Malpeque, Tracadie Beach and Cliff House being amongst the number. There is excellent surf bathing and deep sea fishing in the vicinity.

Souris and Georgetown, also, are idyllic resting-places. The former, perched on a high bluff, has a glorious prospect seaward, and it is yearly becoming more esteemed as a summer resort. Within a few miles of Souris is Bay Fortune (famous for its sea trout), one of the beauty spots of the Island and the summer home of

several well-known American actors. Quiet, somnolent Georgetown—there is something in its atmosphere that woos the weary to rest—is one of the most convenient of outing-places; and its superb harbor offers every facility for boating and bathing.

The Murray Harbor Branch, from Charlottetown to Murray Harbor, has opened up a fine agricultural district, and one that has many additional charms for the tourist. Leaving Charlottetown, the branch line crosses the Hillsborough River by means of a new steel bridge about three-quarters of a mile long. The line follows the southern shore of the island, extending to the south-eastern point, the terminus being at Murray Harbor. Travellers are thus enabled to reach many points on the island which were previously difficult of access. The scenery along the route is delightful, and Murray Harbor is believed to have a great future as a summer resort, the opportunities for boating and bathing being excellent.

Much more than has been told of Prince Edward Island in this brief sketch will be found by the visitor who explores the land for himself. It is a fair and flourishing country, with pure air and a most healthful climate, where people of varied tastes can find recreation and rest. It is a delightful part of Canada that no tourist can afford to miss.



In the Garden of the Gulf—Prince Edward Island



# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 184.

From Montreal .....	\$32.20	From Moncton .....	\$10.10
Quebec .....	27.65	Amherst .....	9.70
Levis .....	27.65	Truro .....	9.70
Riv. du Loup .....	24.05	Halifax .....	12.55
Campbellton .....	18.25	Pictou .....	9.70
Fredericton .....	17.15	New Glasgow .....	9.85
Newcastle .....	13.60	Sydney .....	17.65
Chatham .....	13.90	No. Sydney .....	17.35
St. John .....	14.15		
Intercolonial Ry. ....		To Pt. du Chene .....	
Ch'town Steam Nav. Co..		" Summerside .....	
P. E. Island Ry. ....		" Charlottetown .....	
Ch'town Steam Nav. Co..		" Pictou .....	
Intercolonial Ry. ....		" starting point .....	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 185.

From Montreal .....	\$32.20	From Fredericton .....	\$21.05
Quebec .....	27.85	Amherst .....	14.15
Levis .....	27.75	Truro .....	14.15
Riv. du Loup .....	26.85	Halifax .....	17.00
Campbellton .....	21.30	Pictou .....	14.15
Newcastle .....	17.65	New Glasgow .....	14.30
Chatham .....	17.95	Sydney .....	20.65
St. John .....	14.15	No. Sydney .....	20.35
Intercolonial Ry. ....		To St. John .....	
Intercolonial Ry. ....		" Pt. du Chene .....	
Ch'town Steam Nav. Co..		" Summerside .....	
P. E. Island Ry. ....		" Charlottetown .....	
Ch'town Steam Nav. Co..		" Pictou .....	
Intercolonial Ry. ....		" starting point .....	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 186.

From Pictou .....	\$12.55	From Sydney .....	\$19.90
New Glasgow .....	12.70	No. Sydney .....	19.55
Intercolonial Ry. ....		To Halifax .....	
Intercolonial Ry. ....		" Pt. du Chene .....	
Ch'town Steam Nav. Co..		" Summerside .....	
P. E. Island Ry. ....		" Charlottetown .....	
Ch'town Steam Nav. Co..		" Pictou .....	
Intercolonial Ry. ....		" starting point .....	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 187.

From Montreal .....	\$33.95	From Campbellton .....	\$24.15
Quebec .....	30.70	Fredericton .....	23.90
Levis .....	30.60	Newcastle .....	20.50
Riv. du Loup .....	29.70	Chatham .....	20.80
Intercolonial Ry. ....		To Pt. du Chene .....	
Ch'town Steam Nav. Co..		" Summerside .....	
P. E. Island Ry. ....		" Charlottetown .....	
Ch'town Steam Nav. Co..		" Pictou .....	
Intercolonial Ry. ....		" Halifax .....	
Intercolonial Ry. ....		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 188.

From Montreal .....	\$37.10	From Campbellton .....	\$26.15
Quebec .....	32.75	Newcastle .....	21.35
Levis .....	32.65	Chatham .....	21.65
Riv. du Loup .....	31.75	Fredericton .....	21.05
Intercolonial Ry. ....		To Fredericton .....	
Intercolonial Ry. ....		" St. John .....	
Intercolonial Ry. ....		" Pictou .....	
Ch'town Steam Nav. Co..		" Charlottetown .....	
P. E. Island Ry. ....		" Summerside .....	
Ch'town Steam Nav. Co..		" Pt. du Chene .....	
Intercolonial Ry. ....		" starting point .....	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 189.

From Montreal .....	\$37.45	From Campbellton .....	\$23.55
Quebec .....	33.10	Newcastle .....	18.75
Levis .....	33.00	Fredericton .....	18.45
Riv. du Loup .....	30.60	Chatham .....	19.05
Intercolonial Ry. ....	To	Fredericton	
Canadian Pacific Ry....	"	St. John	
Intercolonial Ry. ....	"	Pictou	
Ch'town Steam Nav. Co..	"	Charlottetown	
P. E. Island Ry. ....	"	Pt. du Chene	
Ch'town Steam Nav. Co.	"	Summerside	
Intercolonial Ry. ....	"	starting point	

# CHARLOTTETOWN, P. E. I., AND RETURN.

## Route No. 190.

50 cents lower than via Route No. 189.

Intercolonial Ry. ....	To	Fredericton
Star Line Steamer.....	"	St. John
Intercolonial Ry. ....	"	Pictou
Ch'town Steam Nav. Co..	"	Charlottetown
P. E. Island Ry. ....	"	Summerside
Ch'town Steam Nav. Co..	"	Pt. du Chene
Intercolonial Ry. ....	"	starting point



In the Garden of the Gulf—Prince Edward Island

## NEWFOUNDLAND.

Newfoundland has been called the Norway of the New World, and some admirers claim that it will in time become to America what Norway and the Scottish Highlands are to European countries. It was a prevailing idea some years ago that the island was continually shrouded in gloomy mists of sea fog, and that its interior was a region of dismal swamps, repulsive rocks and stunted forest growth. That was before the country was opened up by the railway of the Reid-Newfoundland Co. and before the steamer



Newfoundland Caribou

connections with the Intercolonial Railway were such as they are to-day. These erroneous ideas are being gradually dispelled and now each year sees an increasing number of visitors from the outside world—tourists, travellers, health-seekers and sportsmen.

To the tourist and lover of the picturesque the island undoubtedly presents great attractions. The coast scenery of the Bay of Islands has been described as the finest in North America. Many tourists enthusiastically tell of the glories of the Humber Arm and the picturesque Codroy Valley, but these are declared to be

eclipsed by the sylvan charms of either the Upper or Lower Humber, Sandy Lake River, and many other lakes and streams in the interior.

For the sportsman there are attractions that annually lure to the colony many big game hunters and anglers from points far and near. The vast interior of the island containing lakes innumerable and intersected with many streams and rivers, is a game preserve rich both in its boundless expanse and in the quality and quantity of its game. There are hundreds of square miles of territory as yet wholly unexplored where the foot of white man has never trod. Over the vast barrens roam countless thousands of magnificent caribou, the largest and best of their species to be found anywhere in the world. There are lakes and streams that have never been rippled by the fly of the angler, in addition to the many that have been tried and have not been found wanting. The Atlantic salmon, the grandest of all game fish, abound in the rivers of Newfoundland and Labrador. In the lakes and streams trout of tremendous size also disport themselves and rise voraciously to the fly.

In marked contrast to other places more easily reached, there are no leased waters. The rivers and lakes are open to those who visit the island during the proper season and fish according to regulation, with rod, hook and line. None-residents are required to pay a rod fee of \$10. The license fee for hunting big game is \$50 and the shooting begins on August 1st and lasts until January 31st, with the exception of a close period of twenty days from the first of October when the animals are migrating in such vast numbers that to kill them then would indeed be poor sport. Grouse, ptarmigan and partridge are abundant, and in the deeper recesses black bears are frequently found.

Newfoundland can be reached from the mainland by the Inter-colonial route via North Sydney and Port aux Basques. It is only six hours sail between these ports by the S.S. Bruce, and details of the train service of the Reid-Newfoundland Co. railway can be obtained at the principal ticket agencies in Canada and the United States.

### THE MAGDALEN ISLANDS.

Among the strange nooks and corners of the world seldom visited by travellers is the Magdalen Island group. Yet there are over 6,000 persons living on this archipelago of the Gulf of St. Lawrence, depending almost wholly on the fisheries for support, thriving in the good seasons, and sometimes patiently facing destitution and even actual famine in the bad. For the Magdalens though not a long journey from Pictou, N.S., or Souris, Prince Edward Island, during the summer months, are utterly unap-



Bird Rock, Magdalen Islands

proachable in the winter when the gulf ice surrounds them in heavy masses through which no vessel could hope to force a passage. In the summer the Magdalens are fair to the tourist who can appreciate the bolder beauties of nature, even when far removed from civilization and its attendant luxuries. There are no hotels, but very excellent board may be secured at several of the houses. As for things of interest they are not lacking on these out of the way islands, for they are fraught with stories of human

effort and endeavor and weird tales of "ships that pass in the night."

The Magdalens are most conveniently reached by the steamer which departs from Pictou, N.S., calling at Georgetown and Souris, P.E.I. One may remain on the steamer and make the tour of the waters among the principal islands, taking advantage of the opportunity to go ashore at the points where stops are made to deliver mails and freight. But to see the Islands themselves and learn something of those who inhabit them, the tourist should remain until the steamer calls again on the following week. Many have done this and found the experience enjoyable, for the summer climate is bracing and invigorating and there is really much to arouse the interest in this very isolated portion of the Canadian Dominion.

Space does not permit of a more extended description of the Magdalens in this book. More complete information concerning them will be found in the Intercolonial Railway publication "Forest, Stream and Seashore."



Landing at Bird Rock

## Tours to Points off the Line of Intercolonial Railway.

### Route No. 191. OTTAWA, ONT., AND RETURN.

From Quebec .....	\$12.00	From Amherst .....	\$29.15
Levis .....	11.50	Truro .....	31.80
Riv. du Loup .....	16.25	Halifax .....	32.70
Campbellton .....	21.80	Pictou .....	32.60
Newcastle .....	25.65	New Glasgow .....	32.60
Chatham .....	26.30	Sydney .....	37.85
Fredericton .....	27.30	No. Sydney .....	37.55
Moncton .....	27.50		
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
Intercolonial Ry. ....		" starting point .....	

### Route No. 192. OTTAWA, ONT., AND RETURN.

85 cents higher than via Route No. 191.		To Montreal .....	
Intercolonial Ry. ....		" Ottawa .....	
G. T. Ry. or C. P. Ry. .		" Cornwall .....	
N. Y. & Ottawa Ry. . .		" Montreal .....	
Rich. & Ont. Nav. Co. .		" starting point .....	
Intercolonial Ry. ....			

### Route No. 193. OTTAWA, ONT., AND RETURN.

85 cents higher than via Route No. 191.		To Montreal .....	
Intercolonial Ry. ....		" Ottawa .....	
G. T. Ry. or C. P. Ry. .		" Coteau .....	
Grand Trunk Ry. ....		" Montreal .....	
Rich. & Ont. Nav. Co. .		" starting point .....	
Intercolonial Ry. ....			

### Route No. 194. OTTAWA, ONT., AND RETURN.

\$6.60 higher than via Route No. 191.		To Montreal .....	
Intercolonial Ry. ....		" Kingston .....	
G. T. Ry. or R. & O. .		" Ottawa .....	
Nav. Co. ....		" Montreal .....	
Rideau Lakes Nav. Co. .		" starting point .....	
G. T. Ry. C. P. Ry. or			
O. R. Nav. Co. ....			
Intercolonial Ry. ....			

### ● Route No. 195. OTTAWA, ONT., AND RETURN.

From Amherst .....	\$29.15	From New Glasgow .....	\$32.60
Truro .....	31.80	Sydney .....	37.85
Halifax .....	32.70	No. Sydney .....	37.55
Pictou .....	32.60		
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
Intercolonial Ry. ....		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

### ● Route No. 196. OTTAWA, ONT., AND RETURN.

From St. John .....	\$32.75	From Halifax .....	\$37.95
Moncton .....	32.75	Pictou .....	37.85
Chatham .....	33.35	New Glasgow .....	37.85
Amherst .....	34.40	Sydney .....	43.10
Truro .....	37.05	No. Sydney .....	42.80
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
Intercolonial Ry. ....		" Fredericton .....	
Canadian Pacific Ry. .		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

If by Star Line Steamer from Fredericton to St. John, 50 cents less.

Upon payment of the following additional amounts Routes prefixed thus (●) may be changed to read via either of the following routes, between Montreal and Ottawa, viz:—

If by Routes Nos. 192 or 193, 85 cents additional.  
If by Route No. 194, \$6.60 additional.

# OTTAWA, ONT., AND RETURN.

## ● Route No. 197.

From Campbellton .....	\$36.40	From Halifax .....	\$42.30
Newcastle .....	36.40	Pictou .....	42.20
Chatham .....	37.00	New Glasgow .....	42.20
Moncton .....	36.40	Sydney .....	47.45
Amherst .....	38.60	No. Sydney .....	47.15
Truro .....	41.40		
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
Intercolonial Ry. ....		" Riv. du Loup .....	
Temiscouata Ry. ....		" Edmundston .....	
Canadian Pacific Ry. .		" Fredericton (via Gibson Bridge) .....	
Canadian Pacific Ry. .		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

If by Star Line Steamer, Fredericton to St. John, 50 cents less.

# OTTAWA, ONT., AND RETURN.

## ● Route No. 198.

From Campbellton .....	\$45.05	From Truro .....	\$45.05
Newcastle .....	45.05	Pictou .....	47.55
Chatham .....	45.65	New Glasgow .....	47.00
Moncton .....	45.05	Sydney .....	54.20
Amherst .....	45.05	No. Sydney .....	54.20
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
Intercolonial Ry. ....		" Riv. du Loup .....	
Temiscouata Ry. ....		" Edmundston .....	
Canadian Pacific Ry. .		" Fredericton (via Gibson Bridge) .....	
Canadian Pacific Ry. .		" St. John .....	
Dom. Atl. Steamer .....		" Digby .....	
Dom. Atl. Ry. ....		" Halifax .....	
Intercolonial Ry. ....		" starting point .....	

If by Star Line Steamer from Fredericton to St. John, 50 cents less.

# OTTAWA, ONT., AND RETURN.

## ● Route No. 199.

\$3.75 higher than via Route No. 198.

Same route as No. 198, except from St. John to Halifax, as follows,  
viz.:-

Dom. Atl. Steamer .....	To Digby .....
Dom. Atl. Ry. ....	" Yarmouth .....
Halifax & S. West. Ry. .	" Halifax .....

# OTTAWA, ONT., AND RETURN.

## ● Route No. 200.

From Riv. du Loup .....	\$25.80	From Amherst .....	\$39.10
Campbellton .....	31.75	Truro .....	41.75
Newcastle .....	35.60	Halifax .....	42.65
Chatham .....	36.25	New Glasgow .....	42.55
Fredericton .....	37.25	Pictou .....	42.55
Moncton .....	37.45	Sydney .....	47.80
St. John .....	37.45	No. Sydney .....	47.50
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Ottawa .....	
Ottawa Riv. Nav. Co. .		" Montreal .....	
I. C. Ry. to Levis and Ferry, .....		" Quebec .....	
Or Rich. & Ont. N. Co. .		" Chicoutimi .....	
Q. & L. St. J. Ry. ....		" Murray Bay .....	
Rich. & Ont. Nav. Co. .		" Riv. Ouelle Wharf .....	
D.G.S. " Champlain" ..		" starting point .....	
Intercolonial Ry. ....			

Upon payment of the following additional amounts Routes prefixed thus (●) may be changed to read via either of the following routes, between Montreal and Ottawa, viz.:-

If by Routes Nos. 192 or 193, 85 cents additional.

If by Route No. 194, \$6.60 additional.



# OTTAWA, ONT., AND RETURN.

## ● Route No. 201.

From Riv. du Loup .....	\$19.80	From Amherst .....	\$33.10
Campbellton .....	25.75	Truro .....	35.75
Newcastle .....	29.60	Halifax .....	36.65
Chatham .....	30.25	New Glasgow .....	36.55
Fredericton .....	31.25	Pictou .....	36.55
Moncton .....	31.45	Sydney .....	41.80
St. John .....	31.45	No. Sydney .....	41.50
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. ..		" Ottawa .....	
Ottawa Riv. Nav. Co. ...		" Montreal .....	
I. C. Ry., Levis and } Ferry .....		" Quebec .....	
Or Rich. & Ont. N. Co. }		" Murray Bay .....	
Rich. & Ont. Nav. Co. }		" Riv. Ouelle Wharf .....	
D.G.S. " Champlain " ..		" starting point .....	
Intercolonial Ry. ....			

# OTTAWA, ONT., AND RETURN.

## ● Route No. 202.

From Quebec .....	\$23.60	From St. John .....	\$33.60
Levis .....	33.60	Amherst .....	35.80
Riv. du Loup .....	33.60	Truro .....	39.25
Campbellton .....	33.60	Halifax .....	41.90
Newcastle .....	33.60	Pictou .....	41.70
Chatham .....	34.20	New Glasgow .....	41.20
Fredericton .....	37.90	Sydney .....	46.50
Moncton .....	33.60	No. Sydney .....	46.15
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. ..		" Ottawa .....	
Ottawa Riv. Nav. Co. ...		" Montreal .....	
Canadian Pacific Ry. ..		" St. John .....	
Intercolonial Ry. ....		" starting point .....	

# OTTAWA, ONT., AND RETURN.

## ● Route No. 203.

From Quebec .....	\$41.90	From Amherst .....	\$41.90
Levis .....	41.90	Moncton .....	41.90
Riv. du Loup .....	41.90	Truro .....	41.90
Campbellton .....	41.90	Pictou .....	44.40
Newcastle .....	41.90	New Glasgow .....	43.85
Chatham .....	42.50	Sydney .....	51.05
Fredericton .....	46.50	No. Sydney .....	51.05
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. ..		" Ottawa .....	
O. R. Nav. Co. or rail. ..		" Montreal .....	
Canadian Pacific Ry. ..		" St. John .....	
Dom. Atl. Steamer .....		" Digby .....	
Dom. Atl. Ry. ....		" Halifax .....	
Intercolonial Ry. ....		" starting point .....	

# OTTAWA, ONT., AND RETURN.

## ● Route No. 204.

\$5.35 higher than via Route No. 203.

Same Route as No. 203, except from St. John to Halifax, as follows:

Dom. Atl. Steamer .....	To Digby .....
Dom. Atl. Ry. ....	" Yarmouth .....
Halifax & So. West Ry. ..	" Halifax .....

Upon payment of the following additional amounts Routes prefixed thus (●) may be changed to read via either of the following routes, between Montreal and Ottawa, viz.:-

- If by Routes Nos. 192 or 193, 85 cents additional.
- If by Route No. 194, \$6.60 additional.

# OTTAWA, ONT., AND RETURN.

## ● Route No. 205.

From Quebec .....	*\$33.80	\$35.30	From St. John .....	*\$33.80	\$35.30
Levis .....	*33.80	35.30	Amherst .....	*36.00	37.50
Riv. du Loup .....	*33.80	35.30	Truro .....	*39.45	40.95
Campbellton .....	*33.80	35.30	Halifax .....	*42.20	43.70
Newcastle .....	*33.80	35.30	Pictou .....	*41.90	43.40
Chatham .....	*34.40	35.90	New Glasgow .....	*41.40	42.90
Moncton .....	*33.80	35.30	Sydney .....	*46.70	48.20
Fredericton .....	*38.70	39.90	No. Sydney .....	*46.35	47.85

\* Continuous passage Portland to starting point.

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. .	"	Ottawa
Ottawa Riv. Nav. Co. .	"	Montreal
Grand Trunk Ry. ....	"	Portland, Me.
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. .	"	St. John
Intercolonial Ry. ....	"	starting point

# OTTAWA, ONT., AND RETURN.

## ● Route No. 206.

Same fares as via Route No. 205.

Same Route as No. 205, except from Montreal to Portland, as follows:

Canadian Pacific Ry. .	To	Newport, Vt.
Boston & Maine R.R. .	"	Lunenburg, Vt.
Maine Central R.R. ....	"	Portland, Me.

# OTTAWA, ONT., AND RETURN.

## ● Route No. 207.

From Quebec .....	31.30	From St. John .....	\$31.30
Levis .....	31.30	Amherst .....	33.50
Riv. du Loup .....	31.30	Truro .....	36.95
Campbellton .....	31.30	Halifax .....	39.70
Newcastle .....	31.30	Pictou .....	39.40
Chatham .....	31.90	New Glasgow .....	38.90
Fredericton .....	36.20	Sydney .....	44.20
Moncton .....	31.30	No. Sydney .....	43.85
Intercolonial Ry. ....		To Montreal	
G. T. Ry. or C. P. Ry. .		" Ottawa	
Ottawa Riv. Nav. Co. .		" Montreal	
Grand Trunk Ry. ....		" Portland, Me.	
Eastern S.S. Co. ....		" St. John	
Intercolonial Ry. ....		" starting point	

# OTTAWA, ONT., AND RETURN.

## Route No. 208.

Same fare as via Route No. 207.

Same Route as No. 207, except from Montreal to Portland, as follows:

Canadian Pacific Ry. .	To	Newport, Vt.
Boston & Maine R.R. .	"	Lunenburg, Vt.
Maine Central R.R. ....	"	Portland, Me.

# TORONTO, ONT., AND RETURN.

## Route No. 209.

From Quebec .....	\$23.70	From St. John .....	\$39.20
Levis .....	23.70	Amherst .....	40.85
Riv. du Loup .....	27.95	Truro .....	43.50
Campbellton .....	33.50	Halifax .....	44.40
Newcastle .....	37.35	Pictou .....	44.30
Chatham .....	38.00	New Glasgow .....	44.30
Fredericton .....	39.00	Sydney .....	49.55
Moncton .....	39.20	No. Sydney .....	49.25
Intercolonial Ry. ....	To	Montreal	
G. T. Ry. or C. P. Ry. .	"	Toronto	
Returning same route used going.			

Upon payment of the following additional amounts Routes prefixed thus (●) may be changed to read via either of the following routes, between Montreal and Ottawa, viz.:

- If by Routes Nos. 192 or 193, 85 cents additional.
- If by Route No. 194, \$6.60 additional.

# **TORONTO, ONT., AND RETURN.**

## **Route No. 210.**

From Quebec .....	\$24.60	From St. John .....	\$40.10
Levis .....	24.60	Amherst .....	41.75
Riv. du Loup .....	28.85	Truro .....	44.40
Campbellton .....	34.40	Halifax .....	45.30
Newcastle .....	38.25	Pictou .....	45.20
Chatham .....	38.90	New Glasgow .....	45.20
Fredericton .....	39.90	Sydney .....	50.45
Moncton .....	40.10	No. Sydney .....	50.15
Intercolonial Ry. ....		To Montreal .....	
G. T. Ry. or C. P. Ry. .		" Toronto .....	
Rail or R. & O. N. Co. .		" Montreal .....	
Intercolonial Ry. ....		" starting point .....	

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# **TORONTO, ONT., AND RETURN.**

## **Route No. 211.**

Same fare as via Route No. 210.			
Intercolonial Ry. ....	To	Montreal	
Grand Trunk Ry. ....	"	Toronto	
G. T. Ry. or R. & O. }	"	Kingston	
Nav. Co. ....	"	Prescott or Brockville	
G. T. Ry. or R. & O. }	"		
Nav. Co. ....	"	Montreal	
G. T. Ry. or R. & O. }	"	starting point	
Nav. Co. ....	"		
Intercolonial Ry. ....	"		

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# **TORONTO, ONT., AND RETURN.**

## **Route No. 212.**

From St. John .....	\$45.35	From Halifax .....	\$50.55
Moncton .....	45.35	Pictou .....	50.45
Chatham .....	45.95	New Glasgow .....	50.45
Amherst .....	47.00	Sydney .....	55.70
Truro .....	49.65	No. Sydney .....	55.40
Intercolonial Ry. ....	To	Montreal	
G. T. Ry. or C. P. Ry. .	"	Toronto	
Rail or R. & O. N. Co. .	"	Montreal	
Intercolonial Ry. ....	"	Fredericton	
Canadian Pacific Ry. .	"	St. John	
Intercolonial Ry. ....	"	starting point	

If by Star Line steamer, Fredericton to St. John, 50 cents less.

Route  
From

# **TORONTO, ONT. (ONE WAY.)**

## **Route No. 213.**

From Quebec .....	\$14.50	From St. John .....	\$24.30
Levis .....	14.50	Amherst .....	25.75
Riv. du Loup .....	17.50	Truro .....	27.85
Campbellton .....	21.20	Halifax .....	28.45
Newcastle .....	23.75	Pictou .....	28.40
Chatham .....	24.20	New Glasgow .....	28.40
Fredericton .....	23.90	Sydney .....	31.90
Moncton .....	24.30	No. Sydney .....	31.70
Intercolonial Ry. ....	To	Montreal	
G. T. Ry. or C. P. Ry. .	"	Toronto	
Rich. & Ont. Nav. Co. }	"		

# **TORONTO, ONT., AND RETURN TO MONTREAL.**

## **Route No. 214.**

From Quebec .....	\$22.10	From St. John .....	*\$30.50	\$31.90
Levis .....	22.10	Amherst .....	*31.95	33.35
Riv. du Loup .....	25.10	Truro .....	*34.25	35.45
Campbellton .....	28.80	Halifax .....	*35.50	36.05
Newcastle .....	*30.50	Pictou .....	*35.85	36.00
Chatham .....	*30.90	New Glasgow .....	*35.55	36.00
Fredericton .....	*31.20	Sydney .....	*39.00	39.50
Moncton .....	*30.50	No. Sydney .....	*38.85	39.30

\* Continuous passage starting point to Toronto. (Going.)

Intercolonial Ry. ....	To	Montreal	
G. T. Ry. or C. P. Ry. .	"	Toronto	
G. T. Ry. or C. P. Ry. .	"	Montreal	
Rich. & Ont. Nav. Co. }	"		

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# TORONTO, ONT., AND RETURN.

## Route No. 215.

From Campbellton	*\$47.60	\$49.00	From Truro	.....*	\$53.25	\$54.00
Newcastle	....	*47.60	Halifax	.....		54.90
Chatham	....	*48.20	Pictou	.....		54.80
Moncton	....	*47.60	New Glasgow..			54.80
St. John	....	*47.60	Sydney	.....		59.05
Amherst	....	*49.80	No. Sydney	...		59.75

\* Continuous passage starting point to Toronto and St. John to starting point.

Intercolonial Ry.	.....	To	Montreal
G. T. Ry. or C. P. Ry.	...	"	Toronto
Rail or R. & O. N. Co.	...	"	Montreal
Intercolonial Ry.	.....	"	Riv. du Loup
Temiscouata Ry.	.....	"	Edmundston
Canadian Pacific Ry.	...	"	Fredericton (via Gibson Bridge)
Canadian Pacific Ry.	...	"	St. John
Intercolonial Ry.	.....	"	starting point

If by Star Line steamer from Fredericton to St. John, 50 cents less.

# TORONTO, ONT., AND RETURN.

## Route No. 216.

From Quebec	.....*	\$44.80	\$46.20	From St. John	.....*	\$44.80	\$46.20
Levis	....	*44.80	46.20	Amherst	....	*47.00	48.40
Riv. du Loup	....	*44.80	46.20	Truro	....	*50.45	51.85
Campbellton	...	*44.80	46.20	Halifax	.....	*53.20	54.50
Newcastle	....	*44.80	46.20	Pictou	.....	*52.90	54.30
Chatham	....	*45.40	46.80	New Glasgow..		*52.40	53.80
Fredericton	...	*49.70	50.50	Sydney	.....	*57.70	59.10
Moncton	....	*44.80	46.20	No. Sydney...		*57.35	58.75

Intercolonial Ry.	.....	To	Montreal
G. T. Ry. or C. P. Ry.	...	"	Toronto
G. T. Ry., C. P. Ry. or		"	
Rich. & Ont. Nav. Co.	...	"	Montreal
Canadian Pacific Ry.	...	"	St. John
Intercolonial Ry.	.....	"	starting point

\* Continuous passage starting point to Toronto going.

# TORONTO, ONT., AND RETURN.

## Route No. 217.

From Quebec	.....*	\$45.00	†\$46.40	\$46.50	\$47.90
Levis	....	*45.00	†46.40	\$46.50	47.90
Riv. du Loup	....	*45.00	†46.40	\$46.50	47.90
Campbellton	....	*45.00	†46.40	\$46.50	47.90
Newcastle	....	*45.00	†46.40	\$46.50	47.90
Chatham	....	*45.60	†47.00	\$47.10	48.60
Moncton	....	*45.00	†46.40	\$46.50	47.90
Fredericton	....	*49.90	†51.30	\$51.40	52.50
St. John	....	*45.00	†46.40	\$46.50	47.90
Amherst	....	*47.20	†48.60	\$48.70	50.10
Truro	....	*50.65	†52.05	\$52.15	53.55
Halifax	....	*53.40	†54.80	\$54.90	56.30
Pictou	....	*53.10	†54.50	\$54.60	56.00
New Glasgow	....	*52.60	†54.00	\$54.10	55.50
Sydney	....	*57.90	†59.30	\$59.40	60.80
No. Sydney	....	*57.55	†58.95	\$59.05	60.45

Intercolonial Ry.	.....	To	Montreal
G. T. Ry. or C. P. Ry.	...	"	Toronto
G. T. Ry., C. P. Ry. or		"	
Rich. & Ont. Nav. Co.	...	"	Montreal
Grand Trunk Ry.	....	"	Portland, Me.
Maine Central Ry.	....	"	Vanceboro
Canadian Pacific Ry.	...	"	St. John
Intercolonial Ry.	.....	"	starting point

\* Continuous passage starting point to Toronto and Portland to starting point.

† Continuous passage Portland to starting point.

‡ Continuous passage starting point to Toronto.

# **TORONTO, ONT., AND RETURN.**

## **Route No. 218.**

Same fare as via Route No. 217.

Same Route as No. 217, except between Montreal and Portland,

as follows:—

Canadian Pacific Ry. . .	To	Newport, Vt.
Boston & Maine R.R. . .	"	Lunenburg, Vt.
Maine Central R.R. . . .	"	Portland, Me.

# **TORONTO, ONT., AND RETURN.**

## **Route No. 219.**

From Quebec . . . . .	*\$42.50	\$43.90	From St. John . . . . .	*\$42.50	\$43.90
Levis . . . . .	*42.50	43.90	Amherst . . . . .	*44.70	46.10
Riv. du Loup . . . . .	*42.50	43.90	Truro . . . . .	*48.15	49.55
Campbellton . . . . .	*42.50	43.90	Halifax . . . . .	*50.90	52.30
Newcastle . . . . .	*42.50	43.90	Pictou . . . . .	*50.60	52.00
Chatham . . . . .	*43.10	44.50	New Glasgow . . . . .	*50.10	51.50
Fredericton . . . . .	*47.40	48.80	Sydney . . . . .	*55.40	56.80
Moncton . . . . .	*42.50	43.90	No. Sydney . . . . .	* 55.05	56.45
Intercolonial Ry. . . . .	To	Montreal			
G. T. Ry. or C. P. Ry. . .	"	Toronto			
G. T. Ry. C. P. Ry. or I					
Rich. & Ont. Nav. Co. I	"	Montreal			
Grand Trunk Ry. . . . .	"	Portland			
Eastern S. S. Co. . . . .	"	St. John			
Intercolonial Ry. . . . .	"	starting point			

\* Continuous passage starting point to Toronto, and from Portland to starting point.

# **TORONTO, ONT., AND RETURN.**

## **Route No. 220.**

Same fare as via Route No. 219.

Same Route as No. 219, except between Montreal and Portland, as

follows:—

Canadian Pacific Ry. . .	To	Newport, Vt.
Boston & Maine R.R. . .	"	Lunenburg, Vt.
Maine Central R.R. . . .	"	Portland

# **NIAGARA FALLS, ONT., AND RETURN.**

## **Route No. 221**

From Quebec . . . . .	\$24.60	From St. John . . . . .	\$40.10
Levis . . . . .	24.60	Amherst . . . . .	41.75
Riv. du Loup . . . . .	28.85	Truro . . . . .	44.40
Campbellton . . . . .	34.40	Halifax . . . . .	45.80
Newcastle . . . . .	35.25	Pictou . . . . .	45.20
Chatham . . . . .	38.90	New Glasgow . . . . .	45.20
Fredericton . . . . .	39.90	Sydney . . . . .	50.45
Moncton . . . . .	40.10	No. Sydney . . . . .	50.15
Intercolonial Ry. . . . .	To	Montreal	
Grand Trunk Ry. . . . .	"	Niagara Falls	

Returning via same route used going.

# **NIAGARA FALLS, ONT., AND RETURN.**

## **Route No. 222.**

Same fares as via Route No. 221.

Intercolonial Ry. . . . .	To	Montreal
Canadian Pacific Ry. . . .	"	Hamilton
Tor. Ham. & Buffalo Ry.	"	Welland
Michigan Central R. R. . .	"	Niagara Falls

Returning via same route used going.

# **NIAGARA FALLS, ONT., AND RETURN.**

## **Route No. 223.**

Same fares as via Route No. 221.

Intercolonial Ry. . . . .	To	Montreal
G. T. Ry. or C. P. Ry. . . .	"	Toronto
Niagara River Line. . . . .	"	Niagara-on-the-Lake
Michigan Central R. R. . . .	"	Niagara Falls

Returning via same route used going.

# **NIAGARA FALLS, ONT., AND RETURN.**

## **Route No. 224.**

Same fares as via Route No. 221.

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. . .	"	Toronto
Niagara River Line. . . .	"	Queenstown
International Ry. (Elec.)	"	Niagara Falls

Returning via same route used going.

# **NIAGARA FALLS, N.Y., AND RETURN.**

## **Route No. 225.**

Same fares as via Route No. 221.

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. . .	"	Toronto
Niagara River Line. . . .	"	Lewiston
N.Y.C. & H.R. Rd. or }	"	
Niagara Gorge Rd. }	"	Niagara Falls

Returning via same route used going.

# **NIAGARA FALLS, ONT., AND RETURN.**

## **‡ Route No. 226.**

From Quebec .....	\$24.60	From St. John .....	\$46.10
Levis .....	24.60	Truro .....	44.40
Riv. du Loup .....	28.85	Amherst .....	41.75
Campbellton .....	34.40	Halifax .....	45.30
Newcastle .....	38.25	Pictou .....	45.20
Chatham .....	38.90	New Glasgow .....	45.20
Fredericton .....	39.90	Sydney .....	50.45
Moncton .....	40.10	No. Sydney .....	50.15

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. . .	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
Grand Trunk Ry. ....	"	Toronto
G. T. Ry., C. P. Ry. or }	"	
Rich. & Ont. Nav. Co. }	"	Montreal
Intercolonial Ry. ....	"	starting point

# **NIAGARA FALLS, N.Y., AND RETURN.**

## **‡ Route No. 227.**

Same fares as via Route No. 226.

Same Route as No. 226, except from Toronto to Niagara Falls and return, as follows:—

Canadian Pacific Ry. ....	To	Hamilton
T. H. & B. Ry. ....	"	Welland
Michigan Central R. R. . .	"	Niagara Falls

Return same route to Toronto.

# **NIAGARA FALLS, ONT., AND RETURN.**

## **‡ Route No. 228.**

From St. John .....	\$45.35	From Halifax .....	\$50.55
Moncton .....	45.35	Pictou .....	50.45
Chatham .....	45.95	New Glasgow .....	50.45
Amherst .....	47.00	Sydney .....	55.70
Truro .....	49.65	No. Sydney .....	55.40

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. . .	"	Toronto
G. T. Ry. ....	"	Niagara Falls and return
G. T. Ry., C. P. Ry. or }	"	
Rich. & Ont. Nav. Co. }	"	Montreal
Intercolonial Ry. ....	"	Fredericton
Canadian Pacific Ry. ....	"	St. John
Intercolonial Ry. ....	"	starting point

If by Star Line steamer, Fredericton to St. John, 50 cents less.

‡ Refer to page No. 123 for optional rail and water routes between Toronto and Niagara Falls without extra charge.

# **NIAGARA FALLS, ONT., AND RETURN.**

## ‡ Route No. 229.

Same fares as via Route No. 228.

Same Route as No. 228, except between Toronto and Niagara Falls, as follows:—

Canadian Pacific Ry....	To	Hamilton
T. H. & B. Ry.....	"	Welland
Michigan Central R. R..	"	Niagara Falls

Return same route to Toronto.

# **NIAGARA FALLS, ONT., AND RETURN.**

## ‡ Route No. 230.

From Campbellton ..*	\$48.25	\$49.00	From Truro .....	\$54.00
Newcastle .....	43.25	49.00	Halifax .....	54.90
Chatham .....	43.85	49.60	Pictou .....	54.80
St. John .....	48.25	49.00	New Glasgow .....	54.80
Moncton .....	48.25	49.00	Sydney .....	60.05
Amherst .....	50.45	51.20	No. Sydney .....	59.75

\* Continuous passage from starting point to Niagara Falls (going).

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry....	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
Grand Trunk Ry. ....	"	Toronto
G. T. Ry., C. P. Ry. or	"	Montreal
Rich. & Ont. Nav. Co. }	"	Riv. du Loup
Intercolonial Ry. ....	"	Edmundston
Temiscouata Ry. ....	"	Fredericton (via Gibson
Canadian Pacific Ry....	"	Bridge)
Canadian Pacific Ry....	"	St. John
Intercolonial Ry. ....	"	starting point

If by Star Line steamer from Fredericton to St. John, 50 cents less.

# **NIAGARA FALLS, ONT., AND RETURN.**

## ‡ Route No. 231.

Same fares as via Route No. 230.

Same Route as No. 230, except from Toronto to Niagara Falls and return, as follows:—

Canadian Pacific Ry....	To	Hamilton
T. H. & B. Ry.....	"	Welland
Michigan Central R. R..	"	Niagara Falls

Return same route to Toronto.

# **NIAGARA FALLS, ONT. (ONE WAY.)**

## Route No. 232.

From Quebec .....	\$15.15	From St. John .....	\$24.95
Levis .....	15.15	Amherst .....	26.40
Riv. du Loup .....	18.15	Truro .....	28.50
Campbellton .....	21.85	Halifax .....	29.10
Newcastle .....	24.40	Pictou .....	29.05
Chatham .....	24.85	New Glasgow .....	29.05
Fredericton .....	24.55	Sydney .....	32.55
Moncton .....	24.95	No. Sydney .....	32.35

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or }	"	Toronto
Rich. & Ont. Nav. Co. }	"	Niagara Falls
Grand Trunk Ry. ....	"	Niagara Falls

‡ Refer to page No. 123 for optional rail and water routes between Toronto and Niagara Falls without extra charge.

# **NIAGARA FALLS, ONT. (ONE WAY.)**

## **Route No. 233.**

Same fares as via Route No. 232.

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co.)	"	Toronto
Canadian Pacific Ry. ....	"	Hamilton
T. H. & B. Ry. ....	"	Welland
Michigan Central R. R..	"	Niagara Falls

# **NIAGARA FALLS, ONT. (ONE WAY.)**

## **Route No. 234.**

Same fares as via Route No. 232.

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co.)	"	Toronto
Niagara River Line. ....	"	Niagara-on-the-Lake
Michigan Central R. R..	"	Niagara Falls

# **NIAGARA FALLS, ONT., AND RETURN.**

## **Route No. 235.**

Same fares as via Route No. 232.

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co.)	"	Toronto
Niagara River Line. ....	"	Queenstown
International Ry. (Elec.)	"	Niagara Falls

# **NIAGARA FALLS, N.Y. (ONE WAY.)**

## **Route No. 236.**

Same fares as via Route No. 232.

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co.)	"	Toronto
Niagara River Line. ....	"	Lewiston
N.Y.C. & H.R. Rd. or		
Niagara Gorge Rd..	"	Niagara Falls

# **NIAGARA FALLS, ONT., AND RETURN.**

## **† Route No. 237.**

From Quebec . . . . *	\$45.45	\$46.20	From St. John . . . . *	\$45.45	\$46.20
Lewis . . . . .	45.45	46.20	Amherst . . . . .	47.65	49.40
Riv. du Loup . . . . *	45.45	46.20	Truro . . . . .	51.10	51.85
Campbellton . . . . *	45.45	46.20	Halifax . . . . .	53.85	54.50
Newcastle . . . . .	45.45	46.20	Pictou . . . . .	53.55	54.30
Chatham . . . . .	46.05	46.80	New Glasgow . . . . *	53.05	53.80
Fredericton . . . . *	50.35	50.50	Sydney . . . . .	58.35	59.10
Moncton . . . . .	45.45	46.20	No. Sydney . . . . *	58.00	58.75

\* Continuous passage starting point to Niagara Falls (going).

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. . .		
Grand Trunk Ry. ....	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co.)	"	Toronto
Canadian Pacific Ry. ....	"	Montreal
Intercolonial Ry. ....	"	St. John
	"	starting point

# **NIAGARA FALLS, ONT., AND RETURN.**

## **† Route No. 238.**

Same fares as via Route No. 237.

Same Route as via No. 237, except between Toronto and Niagara

Falls, as follows:—

Canadian Pacific Ry. ....	To	Hamilton
T. H. & B. Ry. ....	"	Welland
Michigan Central R. R..	"	Niagara Falls

Return same route to Toronto.

† Refer to page No. 123 for optional rail and water routes between Toronto and Niagara Falls without extra charge.



‡ Route No. 239.

NIAGARA FALLS AND RETURN.

From Quebec .....	\$46.65	\$46.40	\$47.15	\$47.90
Levis .....	46.65	46.40	47.15	47.90
Campbellton .....	46.65	46.40	47.15	47.90
Newcastle .....	46.65	46.40	47.15	47.90
Chatham .....	46.25	47.00	47.75	48.50
Moncton .....	46.65	46.40	47.15	47.90
Fredericton .....	59.55	51.30	52.05	52.50
St. John .....	45.65	46.40	47.15	47.90
Amherst .....	47.85	48.60	49.35	50.10
Truro .....	51.30	52.05	52.80	53.55
Halifax .....	54.05	54.80	55.55	56.30
Pictou .....	53.75	54.50	55.25	56.00
New Glasgow .....	53.25	54.00	54.75	55.50
Sydney .....	58.55	59.30	60.05	60.80
No. Sydney .....	58.20	58.95	59.70	60.45

\* Continuous passage starting point to Niagara Falls, and Portland to

starting point.

† Continuous passage Portland to starting point.

‡ Continuous passage starting point to Niagara Falls (going).

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. ....	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
Grand Trunk Ry. ....	"	Toronto
G. T. Ry., C. P. Ry. or	"	Montreal
Rich. & Ont. Nav. Co. }	"	Portland
Grand Trunk Ry. ....	"	St. John
Maine Central R.R. ....	"	Vanceboro
Canadian Pacific Ry. ....	"	starting point
Intercolonial Ry. ....	"	starting point

‡ Route No. 240, NIAGARA FALLS, ONT., AND RETURN.

Same fares as via Route No. 239.

Same Route as No. 239, except between Toronto and Niagara Falls,

as follows:—

Canadian Pacific Ry. ....	To	Hamilton
T. H. & B. Ry. ....	"	Welland
Michigan Central R. R. ....	"	Niagara Falls
Return same route to Toronto.		

‡ Route No. 241, NIAGARA FALLS, ONT., AND RETURN.

Same fares as via Route No. 239.

Same Routes as Nos. 239 or 240 except from Montreal to Portland, as

follows:—

Canadian Pacific Ry. ....	To	Newport, Vt.
Maine Central R.R. ....	"	Lunenburg, Vt.
Boston & Maine R.R. ....	"	Portland

‡ Route No. 242, NIAGARA FALLS, ONT., AND RETURN.

From Quebec .....	\$43.15	\$43.90	From St. John .....	\$43.15	\$43.90
Levis .....	43.15	43.90	Amherst .....	45.35	46.10
Riv. du Loup .....	43.15	43.90	Truro .....	48.80	49.55
Campbellton .....	43.15	43.90	Halifax .....	51.55	52.30
Newcastle .....	43.15	43.90	Pictou .....	51.25	52.00
Chatham .....	43.75	44.50	New Glasgow .....	50.75	51.50
Fredericton .....	48.05	48.80	Sydney .....	56.05	56.80
Moncton .....	43.15	43.90	No. Sydney .....	55.70	56.45

\* Continuous passage starting point to Niagara Falls, and from St.

John to starting point.

Intercolonial Ry. ....	To	Montreal
G. T. Ry. or C. P. Ry. ....	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
Grand Trunk Ry. ....	"	Toronto
G. T. Ry., C. P. Ry. or	"	Montreal
R. & O. Nav. Co. }	"	Portland
Grand Trunk Ry. ....	"	St. John
Eastern S.S. Co. ....	"	starting point
Intercolonial Ry. ....	"	starting point

‡ Refer to page No. 123 for optional rail and water routes between Toronto and Niagara Falls without extra charge.

# **NIAGARA FALLS, ONT., AND RETURN.**

## ‡ Route No. 243.

Same fares as via Route No. 242.

Same Route as No. 242, except between Toronto and Niagara Falls, as follows:—

Canadian Pacific Ry....	To	Hamilton
T. H. & B. Ry.....	"	Welland
Michigan Central R. R..	"	Niagara Falls

Return same route to Toronto.

# **NIAGARA FALLS, ONT., AND RETURN.**

## ‡ Route No. 244

Same fares as via Route No. 242.

Same Route as Nos. 242 or 243, except from Montreal to Portland, as follows:—

Canadian Pacific Ry....	To	Newport, Vt.
Maine Central R.R.....	"	Lunenburg, Vt.
Boston & Maine R.R....	"	Portland

‡ See optional rail and water route below.

# **OPTIONAL RAIL AND WATER ROUTES BETWEEN TORONTO AND NIAGARA FALLS.**

‡ Tours prefixed thus (‡) may be varied as follows, between the above points.

Going via any of the following routes, returning via same or any of the other following routes, viz:—

(a) Grand Trunk Ry....	To	Niagara Falls
(b) Canadian Pac. Ry..	"	Hamilton
T. H. & B. Ry....	"	Welland
Michigan Cen. R.R..	"	Niagara Falls
(c) Niagara River Line.	"	Niagara-on-the-lake
Michigan Cen. R.R..	"	Niagara Falls
(d) Niagara River Line.	"	Queenstown
Interna. Ry. (Elec.)	"	Niagara Falls
(e) Niagara River Line.	"	Lewiston
N.Y.C. & H.R. R.R. }	"	Niagara Falls
or Nia. Gorge Rd. }	"	

Exception.—Fares marked thus \* or ‡, apply via Rail only going—but any of the above routes may be used returning.

# **NIAGARA FALLS, N.Y., AND RETURN.**

## Route No. 245.

From Quebec .....	*\$47.45	\$49.45	From St John .....	*\$47.45	\$49.45
Levis .....	* 47.45	49.45	Amherst .....	* 49.65	51.65
Riv. du Loup .....	* 47.45	49.45	Truro .....	* 53.10	55.10
Campbellton .....	* 47.45	49.45	Halifax .....	* 55.85	57.85
Newcastle .....	* 47.45	49.45	Pictou .....	* 55.55	57.55
Chatham .....	* 48.05	50.05	New Glasgow .....	* 55.05	57.05
Fredericton .....	* 52.35	54.35	Sydney .....	* 60.35	62.35
Moncton .....	* 47.45	49.45	No. Sydney .....	* 60.00	62.00

\* Continuous passage Boston to St. John.

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or	"	
R. & O. Nav. Co.. }	"	Toronto
Grand Trunk Ry.....	"	Niagara Falls
N. Y. C. & H. R. R.R....	"	New York
N. Y., N. H. & H. R.R....	"	Boston
Boston & Maine R.R....	"	Portland
Maine Central R.R.....	"	Vanceboro
Canadian Pacific Ry. ..	"	St. John
Intercolonial Ry. ....	"	starting point

If by Day Line Steamers on Hudson River,  
Albany To New York .....\$1.10 less.

If by People's Line Steamers on Hudson River,  
Albany To New York .....\$1.60 less.

If by Fall River or Providence Line Steamers,  
New York To Boston .....75 cts. less

If by Eastern Steamship Co.'s Steamers,  
Boston To St. John .....\$3.50 less than fares

prefixed thus (\*).

# **NIAGARA FALLS, N.Y., AND RETURN.**

## **Route No. 246.**

Same fares as via Route No. 245.

Same Route as No. 245, except from Toronto to Niagara Falls, as follows:—

(a) Canadian Pac. Ry..	To	Hamilton
T. H. & B. Ry....	"	Welland
Michigan Cen. R.R..	"	Niagara Falls
or		
(b) Niagara River Line.	To	Lewiston
N.Y.C. & H.R. R.R. }		
or "Great Gorge		
Route.....	"	Niagara Falls

## **NIAGARA FALLS, N.Y., THENCE TO NEW YORK, N.Y. (ONE WAY.)**

### **Route No. 247.**

From Quebec .....	\$24.40	From Amherst .....	*\$31.20	\$35.65
Riv. du Loup.....	27.40	Truro .....	* 33.50	37.75
Campbellton .....	*\$29.75	Halifax .....	* 34.75	38.35
Newcastle ..	* 29.75	Pictou .....	* 35.10	38.30
Chatham .....	* 30.15	New Glasgow.*	34.75	38.30
Fredericton ..	* 30.45	Sydney .....	* 38.25	41.80
Moncton .....	* 29.75	No. Sydney ...*	38.10	41.60
St. John .....	* 29.75			

\* Continuous passage, starting point to Niagara Falls—"All Rail."

Intercolonial Ry. ....	To	Montreal
G. T. Ry., C. P. Ry. or		
Rich. & Ont. Nav. Co. }	"	Toronto
Grand Trunk Ry. ....	"	Niagara Falls
N. Y. C. & H. R. R.R....	"	New York

If by Day Line Steamers on Hudson River,  
Albany To New York .....\$1.10 less.

If by People's Line Steamers on Hudson River,  
Albany To New York .....\$1.60 less.

# **NIAGARA FALLS, N.Y., AND RETURN.**

## **Route No. 248.**

Same fares as via Route No. 247.

Same Route as No. 247, except from Toronto to Niagara Falls, as follows:—

(a) Canadian Pac. Ry..	To	Hamilton
T. H. & B. Ry....	"	Welland
Michigan Central R.R..	"	Niagara Falls
or		
(b) Niagara River Line	To	Lewiston
N.Y.C. & H.R. R.R. }		
or "Great Gorge		
Route.....	"	Niagara Falls

## **Route No. 249.**

### **BOSTON, MASS., AND RETURN.**

From Quebec .....	\$18.00	From Amherst .....	\$37.35
Levis .....	18.00	Truro .....	39.60
Riv. du Loup .....	23.20	Halifax .....	41.25
Campbellton .....	30.15	Pictou .....	41.05
Newcastle .....	33.00	New Glasgow .....	40.65
Chatham .....	33.45	Sydney .....	45.75
Fredericton .....	36.70	No. Sydney .....	45.75
Moncton and St. John.	35.65		

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	St. Johns, Que.
Central Vermont R.R..	"	White River Jet.
Boston & Maine R.R..	"	Boston

Return same route as used going.

## **Route No. 250.**

### **BOSTON, MASS., AND RETURN.**

Same fares as via Route No. 249.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	St. Johns, Que.
Central Vermont R.R..	"	Windsor, Vt.
Boston & Maine R.R..	"	Boston

Return same route as used going.

# **BOSTON, MASS., AND RETURN.**

## **Route No. 251.**

Same fares as via Route No. 249.

Intercolonial Ry. ....	T	Montreal
Canadian Pacific Ry. .	"	Newport
Boston & Maine R.R....	"	Boston
Return same route as used going.		

# **BOSTON, MASS., AND RETURN.**

## **Route No. 252.**

Same fares as via Route No. 249.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry....	"	Newport
Boston & Maine R.R....	"	Lunenburg
Maine Central R.R.....	"	Portland
Boston & Maine R.R....	"	Boston
Return same route as used going.		

# **BOSTON, MASS., AND RETURN.**

## **Route No. 253**

Same fares as via Route No. 249.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry.....	"	Portland
Boston & Maine R.R....	"	Boston
Return same route as used going.		

# **BOSTON, MASS., AND RETURN.**

## **Route No. 254.**

From Quebec .....	\$20.10	From Amherst .....	\$39.45
Levis .....	20.10	Truro .....	41.70
Riv. du Loup .....	25.30	Halifax .....	43.35
Campbellton .....	32.25	Pictou .....	43.15
Newcastle .....	35.10	New Glasgow .....	42.75
Chatham .....	35.55	Sydney .....	47.85
Fredericton .....	38.80	No. Sydney .....	47.85
Moncton and St. John.	37.75		

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry.....	"	Portland
Boston & Maine R.R....	"	Boston
Boston & Maine R.R....	"	White River Jet.
Central Vermont R.R...	"	St. Johns, Que.
Grand Trunk Ry.....	"	Montreal
Intercolonial Ry. ....	"	starting point

# **BOSTON, MASS., AND RETURN.**

## **Route No. 255.**

Same fares as via Route No. 254

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry.....	"	Groveton
Boston & Maine R.R....	"	Fabyan
Boston & Maine R.R....	"	Boston

Returning same as Routes Nos. 249, 250, or 251.

# **BOSTON, MASS., AND RETURN.**

## **Route No. 256.**

Same fares as via Route No. 254

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. .	"	Newport
Boston & Maine R.R....	"	Lunenburg
Maine Central Ry. ....	"	Portland or Intervale Jet.
Boston & Maine R.R....	"	Boston
Boston & Maine R.R....	"	Newport
Canadian Pacific Ry. .	"	Montreal
Intercolonial Ry. ....	"	starting point

# **BOSTON, MASS., AND RETURN.**

## **Route No. 257.**

Same fares as via Route No. 254

Intercolonial Ry. ....	To	Levis
Quebec Central Ry. ....	"	Sherbrooke
Boston & Maine R.R....	"	Lunenburg
Maine Central Ry. ....	"	Portland
Boston & Maine R.R....	"	Boston

Returning same as Routes Nos. 249, 250, or 251.

# **BOSTON, MASS., AND RETURN.**

## **Route No. 258.**

30 cents lower than via Route No. 254

Going via Routes Nos.

252 or 253 .....	To	Portland
Eastern S.S. Co. ....	"	Boston
Returning via Routes Nos.		
249, 250, or 251 .....	"	starting point

# **BOSTON, MASS. (ONE WAY.)**

## **Route No. 259.**

From Quebec ... ..	\$10.05	From St. John .....	\$21.80
Levis .....	10.05	Amherst .....	22.95
Riv. du Loup .....	13.50	Truro .....	24.45
Campbellton .....	18.15	Halifax .....	25.55
Newcastle .....	20.05	Pictou .....	25.40
Chatham .....	20.35	New Glasgow .....	25.15
Fredericton .....	22.50	Sydney .....	25.55
Moncton .....	21.80	No. Sydney .....	23.55

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	St. Johns, Que.
Central Vermont R.R....	"	White River Jet.
Boston & Maine R.R....	"	Boston

# **BOSTON, MASS. (ONE WAY.)**

## **Route No. 260.**

Same fares as via Route No. 259.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	St. Johns, Que.
Central Vermont R.R....	"	Windsor, Vt.
Boston & Maine R.R....	"	Boston

# **BOSTON, MASS. (ONE WAY.)**

## **Route No. 261.**

Same fares as via Route No. 259.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ..	"	Newport
Boston & Maine R.R....	"	Boston

# **BOSTON, MASS. (ONE WAY.)**

## **Route No. 262.**

Same fares as via Route No. 259.

Intercolonial Ry. ....	To	Montreal
Canadian Pacific Ry. ..	"	Newport
Boston & Maine R.R....	"	Lunenburg
Maine Central Ry. ....	"	Portland
Boston & Maine R.R....	"	Boston

# BOSTON, MASS., (ONE WAY).

## Route No. 263.

Same fares as via Route No. 259.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Portland
Boston & Maine R.R....	"	Boston

# BOSTON, MASS., AND RETURN.

## Route No. 264.

From Quebec .....*	\$30.30	\$32.30	From St. John .....*	\$30.30	\$32.30
Levis .....*	30.30	32.30	Amherst .....*	32.50	34.50
Riv. du Loup.*	30.30	32.30	Truro .....*	35.95	37.95
Campbellton ..*	30.30	32.30	Halifax .....*	38.70	40.70
Newcastle ....*	30.30	32.30	Pictou .....*	38.40	40.40
Chatham .....*	30.90	32.90	New Glasgow...*	37.90	39.90
Fredericton ...*	35.20	37.20	Sydney .....*	43.20	45.20
Moncton .....*	30.30	32.30	No. Sydney ...*	42.85	44.85

\* Continuous passage Boston to St. John returning.

Choice of Routes Nos. 259, 260, 261, 262, or 263 .....	To	Boston
Boston & Maine R.R....	"	Portland
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ..	"	St. John
Intercolonial Ry. ....	"	starting point

If by Eastern Steamship Co., Boston to St. John, \$3.50 less than fares prefixed (\*)

# BOSTON, MASS., AND RETURN.

## Route No. 265.

From Quebec .....*	\$31.60	\$33.60	From Levis .....*	\$31.60	\$33.60
From Riv. du Loup ....	*\$31.60	\$33.60			

Choice of Routes Nos. 259, 260, 261, 262, or 263 .....	To	Boston
Boston & Maine R.R....	"	Portland
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ..	"	St. John
Canadian Pacific Ry. ..	"	Fredericton
Canadian Pacific Ry. ..	"	Edmundston
Temiscouata Ry. ....	"	Riv. du Loup
Intercolonial Ry. ....	"	starting point

\* Continuous passage Boston to St. John.

If by the Star Line between St. John and Fredericton, 50 cts. less

# BOSTON, MASS., AND RETURN.

## Route No. 266.

From Fredericton.....	*\$33.00	\$35.00
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\* Continuous passage Boston to St. John.

Choice of Routes Nos. 259, 260, 261, 262, or 263 .....	To	Boston
Boston & Maine R.R....	"	Portland
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ..	"	St. John
Canadian Pacific Ry. ..	"	Fredericton

**Route No. 267. BOSTON, MASS., AND RETURN.**

From Montreal .....	*\$36.00	\$38.00	From Moncton .....	* 17.55	19.55
Quebec .....	* 31.25	33.25	Amherst .....	* 19.75	21.75
Levis .....	* 31.15	33.15	Truro .....	* 23.50	25.50
Riv. du Loup .....	* 30.25	32.25	Halifax .....	* 24.50	26.50
Campbellton .....	* 24.70	26.70	Pictou .....	* 24.10	26.10
Newcastle .....	* 21.10	23.10	New Glasgow .....	* 23.95	25.95
Chatham .....	* 21.40	23.40	Sydney .....	* 29.10	31.10
Fredericton .....	* 24.45	26.45	No. Sydney .....	* 28.80	30.80

\* Continuous passage St. John to Boston (going).

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ..	"	Vanceboro
Maine Central Ry. ....	"	Portland
Boston & Maine R.R. ....	"	Boston
Eastern S.S. Co. ....	"	St. John
Intercolonial Ry. ....	"	starting point

**Route No. 268. BOSTON, MASS., AND RETURN.**

From Montreal .....	*\$43.70	\$45.70	From St. John .....	*\$23.45	\$25.45
Quebec .....	* 39.35	41.35	Amherst .....	* 23.45	25.45
Levis .....	* 39.25	41.25	Truro .....	* 23.45	25.45
Riv. du Loup .....	* 37.50	39.50	Halifax .....	* 23.45	25.45
Campbellton .....	* 31.80	33.80	Pictou .....	* 25.95	27.95
Newcastle .....	* 27.05	29.05	New Glasgow .....	* 25.40	27.40
Chatham .....	* 27.30	29.30	Sydney .....	* 32.50	34.50
Fredericton .....	* 30.50	32.50	No. Sydney .....	* 32.60	34.60
Moncton .....	* 23.45	25.45			

\* Continuous passage St. John to Boston (going).

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ..	"	Vanceboro
Maine Central Ry. ....	"	Portland
Boston & Maine R.R. ....	"	Boston
Plant Line Steamer ....	"	Halifax
Intercolonial Ry. ....	"	starting point

**Route No. 269. BOSTON, MASS., AND RETURN.**

\$1.00 higher than via Route No. 268

Same as Route No. 268 to Boston.

Dom. Atl. S.S. Line .....	To	Yarmouth
Dom. Atl. Ry. or	"	
H. & S. W. Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

**Route No. 270. BOSTON, MASS., AND RETURN.**

\$3.25 higher than via Route No. 268.

Same as Route No. 268 to Boston.

Eastern S.S. Co. ....	To	St. John
Dom. Atl. Steamer .....	"	Digby
Dom. Atl. Ry. ....	"	Halifax
Intercolonial Ry. ....	"	starting point

**Route No. 271. BOSTON, MASS., AND RETURN.**

From Halifax .....	*\$21.00	\$25.45	From St. John .....	\$25.45
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\* Continuous passage Halifax to Boston (going).

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central Ry. ....	"	Portland
Boston & Maine R.R. ....	"	Boston
Plant Line Steamer ....	"	Halifax
Intercolonial Ry. ....	"	starting point

If by

D. A. S.S. Line, Boston..	To	Yarmouth
Dom. Atl. Ry. or .....	"	
H. & S. W. Ry. ....	"	Halifax \$1.00 more.

If by

Eastern S.S. Co., Boston.	To	St. John
Dom. Atl. Steamer .....	"	Digby
Dom. Atl. Ry. ....	"	Halifax, \$3 25 additional.

# NEW YORK, N.Y., AND RETURN.

## Route No. 272.

From Quebec .....	\$24.65	From Moncton .....	\$40.50
Levis .....	24.65	St. John .....	40.50
Riv du Loup .....	29.25	Truro .....	44.80
Campbellton .....	34.80	Halifax .....	45.70
Newcastle .....	38.65	Pictou .....	45.60
Chatham .....	39.30	New Glasgow .....	45.50
Fredericton .....	40.30	Sydney .....	50.85
Amherst .....	42.15	No. Sydney .....	50.55
Intercolonial Ry. ....		To Montreal .....	
Grand Trunk Ry. ....		" Rouse's Point .....	
D. & H. Co. ....		" Plattsburg or Hotel Champlain .....	
D. & H. Co. or Champlain Trans. ....		" Fort Ticonderoga .....	
Co.'s Steamer .....		" Troy or Albany .....	
D. & H. Co. ....		" New York .....	
N. Y. C. & H. R. R.R. ....			

Return same route.

# NEW YORK, N.Y., AND RETURN.

## Route No. 273.

Same fares as via Route No. 272.

Intercolonial Ry. ....	To Montreal .....
Grand Trunk Ry. ....	" St. Johns, Que. ....
Central Vermont R.R. ....	" Windsor, Vt. ....
Boston & Maine R.R. ....	" Brattleboro .....
Central Vermont R.R. ....	" South Vernon .....
Boston & Maine R.R. ....	" Springfield .....
N. Y., N. H. & H. R.R. ....	" New York .....

Return same route.

# NEW YORK, N.Y., AND RETURN.

## Route No. 274.

Fares \$1.00 lower than via Route No. 272, except from Quebec and Levis, from which points fares are 15 cts. lower.

Intercolonial Ry. ....	To Montreal .....
Grand Trunk Ry. ....	" St. Johns, Que. ....
Central Vermont R.R. ....	" Windsor .....
Boston & Maine R.R. ....	" Brattleboro .....
Central Vermont R.R. ....	" New London .....
New England Nav. Co. ....	" New York .....
(Norwich Line) .....	

Return same route.

# NEW YORK, N.Y., AND RETURN.

## Route No. 275.

Fares \$1.50 higher than via Route No. 272.

Intercolonial Ry. ....	To Montreal .....
Grand Trunk Ry. ....	" Rouse's Point .....
D. & H. Co. ....	" Plattsburg or Hotel Champlain .....
D. & H. Co. or Champlain Trans. ....	" Fort Ticonderoga .....
Co.'s Steamer .....	" Baldwin .....
D. & H. Co. ....	" Lake George .....
Lake George Steam'b't. Co. ....	" Troy or Albany .....
D. & H. Co. ....	" New York .....
N. Y. C. & H. R. R.R. ....	" Albany or Troy .....
N. Y. C. & H. R. R.R. ....	" Rouse's Point .....
D. & H. Co. ....	" Montreal .....
Grand Trunk Ry. ....	" starting point .....
Intercolonial Ry. ....	

# NEW YORK, N.Y., AND RETURN.

## Route No. 276.

Same fares as via Route No. 272.

Intercolonial Ry. ....	To Montreal .....
N. Y. C. & H. R. R.R. ....	" New York .....

Return same route.



# NEW YORK, N.Y., AND RETURN.

## Route No. 277

Same fares as via Route No. 272.

Intercolonial Ry. ....	To	Montreal
Rutland Rd. ....	"	White Creek
Boston & Maine R.R. ....	"	Troy
N. Y. C. & H. R. R.R. ....	"	New York

Return same route.

# NEW YORK, N.Y., AND RETURN.

## Route No. 278.

Same fares as via Route No. 272.

Intercolonial Ry. ....	To	Montreal
Rutland Rd. ....	"	Burlington
Champlain Trans. Co. ....	"	Fort Ticonderoga
D. & H. Co. ....	"	Troy
N. Y. C. & H. R. R.R. ....	"	New York

Return same route.

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 279.

From Quebec .....	†\$13.10	From St. John .....	*\$24.60
Levis .....	† 13.10	Amherst .....	† 26.00
Riv. du Loup .....	† 16.55	Truro .....	† 27.50
Campbellton .....	† 21.20	Halifax .....	† 28.60
Newcastle .....	† 23.10	Pictou .....	† 28.45
Chatham .....	† 23.40	New Glasgow .....	† 28.20
Fredericton .....	* 24.20	Sydney .....	† 31.60
Moncton .....	* 24.60	No Sydney .....	† 31.60

† \* See Routes Nos 284, 285 and 286.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Rouse's Point
D. & H. Co. ....	"	Plattsburg or Hotel Champlain
D. & H. Co. or Champlain Trans. Co.'s Steamer ....	"	Fort Ticonderoga
D. & H. Co. ....	"	Troy or Albany
N. Y. C. & H. R. R.R. ....	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 280.

Same fares as via Route No. 279.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	Rouse's Point
D. & H. Co. ....	"	Plattsburg or Hotel Champlain
D. & H. Co. or Champ. Trans. Co.'s Steamer .....	"	Fort Ticonderoga
D. & H. Co. ....	"	Albany
West Shore R.R. ....	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 281

Same fares as via Route No. 279.

Intercolonial Ry. ....	To	Montreal
Grand Trunk Ry. ....	"	St. Johns, Que.
Central Vermont R.R. ....	"	Windsor
Boston & Maine R.R. ....	"	Brattleboro
Central Vermont R.R. ....	"	South Vernon
Boston & Maine R.R. ....	"	Springfield
N. Y. C. & H. R. R.R. ....	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 282.

Same fares as via Route No. 279.

Intercolonial Ry. ....	To	Montreal
N. Y. C. & H. R. R.R. ....	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 283.

Same fares as via Route No. 279.

Intercolonial Ry. ....	To	Montreal
Rutland Rd. ....	"	White Creek
Boston & Maine R.R. ..	"	Troy
N. Y. C. & H. R. R.R. .	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 284.

Same as Route No. 279. To Albany

Hudson River Day Line	"	New York
Steamer .....	"	New York

50 cents lower than fares prefixed thus (†) and \$1.15 less than fares prefixed thus (\*) in Route No. 279.

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 285.

Same fares as Route No. 284.

Intercolonial Ry. ....	To	Montreal
N. Y. C. & H. R. R.R. .	"	Albany
Hudson River Day Line	"	New York
Steamer .....	"	New York

# NEW YORK, N.Y. (ONE WAY.)

## Route No. 286.

Choice of routes 284 or

285 .....	To	Albany
People's Line Steamer ..	"	New York

\$1.00 less than fares prefixed thus (†) and \$1.65 less than fares prefixed thus (\*) in Route No. 279.

# NEW YORK, N.Y., AND RETURN.

From Quebec .....	*\$37.85	\$39.85	From St. John .....	*\$37.85	\$39.85
Levis .....	* 37.85	39.85	Amherst .....	* 40.05	42.05
Riv. du Loup ..	* 37.85	39.85	Truro .....	* 42.50	45.50
Campbellton ..	* 37.85	39.85	Halifax .....	* 46.25	48.25
Newcastle .....	* 37.85	39.85	Pictou .....	* 45.95	47.95
Chatham .....	* 38.45	40.45	New Glasgow..	* 45.45	47.45
Fredericton ..	* 42.75	44.75	Sydney .....	* 50.75	52.75
Moncton .....	* 37.85	39.85	No. Sydney ..	* 50.40	52.40

\* Continuous passage Boston to St. John.

Choice of Routes Nos

279 to 284 Incl. ....	To	New York
N. Y., N. H. & H. R.R. .	"	Boston
Boston & Maine R.R. ..	"	Portland
Maine Central Ry. ....	"	Vanceboro
Canadian Pacific Ry. ....	"	St. John
Intercolonial Ry. ....	"	starting point

If by Fall River Line, New York to Boston, 75 cents less.

If by Eastern S.S. Co., Boston to St. John, \$3.50 less than fares prefixed (\*).

# NEW YORK, N.Y., AND RETURN.

From Montreal .....	*\$45.50	\$47.50	From Moncton .....	*\$27.05	\$29.05
Quebec .....	* 40.75	42.75	Amherst .....	* 29.25	31.25
Levis .....	* 40.65	42.65	Truro .....	* 32.00	34.00
Riv. du Loup ..	* 39.75	41.75	Halifax .....	* 34.00	36.00
Campbellton ..	* 34.20	36.20	Pictou .....	* 33.90	35.90
Newcastle .....	* 30.60	32.60	New Glasgow..	* 33.45	35.45
Chatham .....	* 30.90	32.90	Sydney .....	* 38.60	40.60
Fredericton ..	* 33.95	35.95	No. Sydney ..	* 38.30	40.30

\* Continuous passage St. John to Boston.

Intercolonial Ry. ....	To	St. John
Canadian Pacific Ry. ....	"	Vanceboro
Maine Central R.R. ....	"	Portland
Boston & Maine R.R. ..	"	Boston
N. Y., N. H. & H. R.R. .	"	New York
N. Y., N. H. & H. R.R. .	"	Boston
Eastern S.S. Co. ....	"	St. John
Intercolonial Ry. ....	"	starting point

Between Boston and New York via Fall River Line in one direction fare is 75 cents less, and if in both directions \$1.50 less than above.

# NEW YORK, N.Y., AND RETURN.

## Route No. 289

From Montreal .....	*\$53.20	\$55.20	From Moncton .....	*\$32.75	\$34.75
Quebec .....	* 48.85	50.85	Amherst .....	* 32.75	34.75
Levis .....	* 48.75	50.75	Truro .....	* 32.75	34.75
Riv. du Loup ..	* 47.00	49.00	Halifax .....	* 32.75	34.75
Campbellton ..	* 41.30	43.30	Pictou .....	* 35.25	37.25
Newcastle ....	* 36.55	38.55	New Glasgow..	* 34.70	36.70
Chatham .....	* 36.80	38.80	Sydney .. ....	* 41.90	43.90
Fredericton ...	* 40.00	42.00	No. Sydney ...	* 41.90	43.90

\* Continuous passage St. John to Boston.

Same Route as No. 288..	To	New York
N. Y., N. H. & H. R.R...	"	Boston
Plant Line Steamer ....	"	Halifax
Intercolonial Ry. ....	"	starting point

If by Fall River Line, New York to Boston, 75 cents less.

# NEW YORK, N.Y., AND RETURN.

## Route No. 290.

\$1.00 higher than via Route No. 289.

Same Route as No. 288..	To	New York and return to
		Boston
Dom. Atl. S.S. Line ....	"	Yarmouth
Dom. Atl. Ry. or .....	"	Halifax
Hal. & So. West Ry. ....	"	starting point
Intercolonial Ry. ....	"	

# NEW YORK, N.Y., AND RETURN.

## Route No. 291

\$2.00 higher than via Route No. 289.

Same Route as No. 288..	To	New York and return to
		Boston
Eastern S.S. Co. ....	"	St. John
D. A. Ry. & Steamer....	"	Halifax
Intercolonial Ry. ....	"	starting point

# Side Trips Over Connections

FROM	TO	VIA	One Way	Return
Albany, N.Y.	New York, N.Y.	Rail	\$3 10	\$...
"	"	Day Line	2 00	3 50
"	"	People's Line	1 50	3 00
"	Boston, Mass.	Rail	3 80	...
"	Saratoga, N.Y.	D. & H. Co.	1 20	2 35
Annapolis, N.S.	Digby, N.S.	D. A. Railway	65	1 10
Aricat	Mulgrave, N.S.	Cann. S.S. Co.	1 00	1 75
Baddeck	Whycocomagh, C.B.	Bras d'Or S.B. Co.	50	75
Boston	St. John	Air rail	8 50td.	14 50td.
"	"	"	10 50	16 00
"	"	Eastern S.S. Co.	5 00	9 00
"	Montreal, P.Q.	Direct Lines	8 65	15 30
"	Portland, Me.	E.S.S. Company	1 25	2 00
"	"	B. & M. R.R.	2 30	4 60
Charlottetown	Summerside, P.E.I.	P.E. Island Railway	1 45	2 20
"	Pictou, N.S.	Charlotte's S.N. Co.	2 00	3 00
Canso	Mulgrave, N.S.	Cann. S.S. Co.	1 00	2 00
Campbellton	Carleton, P.Q.	"	* 85	1 55
"	"	"	+1 20	2 00
"	N. Richmond, P.Q.	"	+1 65	2 75
"	Bonaventure, "	"	+1 95	3 25
"	Perce, "	"	+3 75	6 75
"	"	"	+4 00	6 70
"	Paspebiac, "	"	+2 25	4 05
"	"	"	+2 25	3 75
"	New Carlisle, "	"	+2 20	4 00
"	"	"	+2 20	3 70
"	Gaspe, "	"	+4 00	7 00
"	"	"	+5 00	8 35
Digby, N.S.	Yarmouth, N.S.	D. A. Ry.	2 05	3 35
Guysboro, N.S.	Mulgrave, N.S.	Cann. S.S. Co.	1 00	2 00
Grand Narrows	Baddeck, C.B.	S.S. Blue Hill	55	85
"	Sydney, C.B.	Bras d'Or S. B. Co.	1 50	...
Halifax	St. John, N.B.	D. A. R. and Steamer	5 75	9 00
"	Boston, Mass.	Plant S.S. Co.	7 50	13 00
"	Chester, N.S.	H. & S. W. Ry.	1 55	2 60
"	Bridgewater, N.S.	"	2 45	4 10
"	Middleton, N.S.	"	3 10	5 20
"	Annapolis, N.S.	D. A. Railway	3 95	6 60
"	Yarmouth, N.S.	Rail	6 00	10 50
Matapedia	Carleton, P.Q.	A. & L.S. Ry.	1 35	2 05
"	New Carlisle, "	"	3 00	4 50
"	New Richmond, "	"	2 05	3 10
"	Caspedia, "	"	1 90	2 85
"	Bonaventure, "	"	2 70	4 05
Montreal	Toronto, Ont.	Rail or water	10 00	17 60
"	Niagara Falls, N.Y.	Rail	10 65	17 60
"	St. John, N.B.	C.P.R.	14 30	22 50
"	"	Portland and Str.	12 00	18 50
"	Portland, Me.	Direct Lines	7 50	10 50
Middleton, N.S.	Bridgewater, N.S.	H. & S.W. Ry.	1 70	2 85
"	Lunenburg, N.S.	"	2 20	3 70
Mabou, C.B.	Pictou, N.S.	S.S. Electra	2 00	3 60
Magdalen Islands	"	S.S. Lady Sybil	3 50	6 50
New York	Boston, Mass.	Rail	4 75	...
"	"	Water and rail (Fall River Line)	4 00	...
Niagara Falls	New York, N.Y.	N.Y.C. & H. R.R.	9 25	...
North Sydney	Port aux Basques	Reid Nfld. Co.	3 10	6 15
"	Bay of Islands, Nfld.	"	7 45	14 80
"	"	Stop over	8 95	17 80
"	Bonavista, Nfld.	"	15 50	27 00
"	"	"	18 60	32 40
"	Carbonear, "	"	15 20	26 35
"	"	"	18 25	31 60

\* Via S.S. "Senlac,"

+ Via S.S. "Canada."

# Side Trips Over Connections—Continued

FROM	TO	VIA	One Way	Return
North Sydney, N.S.	Harbor Grace, Nfld.	Reid Nfld. Co.	\$15 00	\$26 00
"	" Stop over	"	18 00	31 20
"	Placentia, "	"	14 60	25 20
"	"	"	17 50	30 25
"	St. John's	"	14 00	24 00
"	"	"	16 80	28 80
Norton, N.B.	Minto	N.B. Coal & Ry. Co.	1 75	2 05
Ottawa, Ont.	Montreal, P.Q.	All rail, water or rail	† 2 50	15 00
Parrsboro, N.S.	Spring Hill Jct., N.S.	C. Ry. & Coal Co.	1 00	1 50
Parrsboro	Kinsport	D. A. R. Steamers	1 00	1 60
Pictou	Inverness, C.B.	S.S. Electra	2 50	3 75
"	Georgetown, P.E.I.	S.S. Enterprise	1 50	2 50
"	Souris, "	S.S. Lady Sybil	2 00	3 60
"	Arisaig, N.S.	S.S. Electra	2 50	1 00
"	Malignant Cove, N.S.	"	1 00	1 75
"	Georgeville, "	"	1 00	1 75
"	Cape George, "	"	1 00	1 75
"	Morristown, "	"	1 25	2 00
"	Chetaco, "	"	3 00	5 30
"	Grand Etang, "	"	3 00	5 30
"	Margate, "	"	3 00	5 00
"	Pleasant Bay, "	"	3 75	6 50
"	Montague, P.E.I.	S.S. Enterprise	1 50	2 50
"	Murray Harbor, "	"	1 25	2 00
Point du Chene, N.B.	Summerside, "	Charlottetown S.N. Co.	1 50	2 25
Port Hood, N.S.	Pictou, N.S.	S.S. Electra	2 00	3 60
"	Mulgrave, "	Cann. S.S. Co.	1 00	1 75
Quebec, Que.	Portland, Me.	All lines	8 50	12 50
"	Montreal, P.Q.	Rail and water	† 4 50	17 00
"	Lake Edward, P.Q.	Q. & L. St. J. Ry.	3 35	5 60
"	Lake St. Joseph (Hotel)	"	65	1 10
"	La Tuque, "	"	3 55	5 95
"	Roberval, "	"	5 70	9 00
"	Chicoutimi, "	"	6 00	9 00
"	Chicoutimi, "	Going Q. & L. St. J. re- turning R. & O. N. Co.		10 00
"	Tadoussac, P.Q.	R. & O. N. Co.	4 00	6 00
"	Chicoutimi, N.B.	"	4 50	8 00
Riv. du Loup	Edmundston, N.B.	"	2 70	4 50
Riv. du Loup Wharf, Q.	Escoumins, Que.	Trans-St. Laurent N.Co.	2 50	4 25
"	Murray Bay, "	"	2 00	3 50
"	St. Simeon-Plage, "	"	1 80	3 00
"	Tadoussac, "	"	1 50	2 50
St. John, N.B.	Boston, Mass.	All rail	† 8 50	† 15 50
"	"	"	10 50	16 00
"	Portland, Me.	Rail	† 7 00	† 12 00
"	"	E. S. S. Co.	4 50	8 00
"	Fredericton, N.B.	C.P. Railway	2 00	
"	"	Star Line Steamers	1 50	2 00
"	Edmundston, N.B.	C.P. Railway	7 10	10 65
"	St. Andrews, N.B.	I.C.R. & Temiscouata Ry.	† 11 15	† 16 75
"	Eastport, Me.	C.P. Railway	3 10	4 65
"	"	E. S. S. Co.	1 25	2 00
Salisbury	Hopewell	Salisbury & H. Ry.	1 35	2 05
"	Hillsboro, "	"	75	1 10
Sydney, N.S.	Louisburg, C.B.	S. & L. Ry.	1 20	1 80
"	Glace Bay, C.B.	"	50	75
"	Baddeck	Bras d'Or S. B. Co.	1 00	1 75
"	Whyoscomagh	"	1 50	2 50
"	Boularderie	"	75	1 25
"	Little Narrows	"	1 25	2 00
"	Big Bras d'Or	"	50	75
Yarmouth, N.S.	Boston, Mass.	D. A. R. Steamers	5 00	9 00
"	Annapolis, N.S.	D. A. Railway	2 65	4 35

† Basing fares only. ‡ Continuous passage only.  
When no return fare is quoted, base on single journey fare each way.

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### Round Trip Summer Excursion Fares

To points on the Prince Edward Island Railway.

FROM	TO			
	Summerside		Charlottetown	
	Via Pt. du Chene	Via Pictou	Via Pt. du Chene	Via Pictou
Halifax.....	\$11 25	\$10 85	\$13 45	\$ 8 65
Truro.....	8 35	7 85	10 55	5 65
New Glasgow.....	10 40	6 00	12 60	3 80
Pictou.....	10 95	.....	13 15	.....
North Sydney.....	15 65	13 90	17 85	11 70
Sydney.....	15 95	14 30	18 15	12 10
Amherst.....	4 80	11 45	7 00	9 25
Moncton.....	3 20	13 70	5 40	11 50
St. John.....	7 40	16 65	9 60	14 45
Fredericton.....	10 60	19 40	12 80	17 20
Quebec.....	20 55	28 25	22 75	26 05
Montreal.....	25 45	32 80	27 65	30 60

### Round Trip Summer Excursion Fares

To miscellaneous points in the Maritime Provinces and Newfoundland.

FROM	TO			
	(1) *St. John's, Nfld.	(2) Baddeck, C.B.	(3) Edmundston, N.B.	(4) Parrsboro, N.S.
Halifax.....	\$35 60	\$10 90	\$24 70	\$ 7 30
Truro.....	33 60	9 05	23 25	4 35
New Glasgow.....	31 90	7 10	24 80	6 40
Pictou.....	32 70	7 80	25 25	7 00
North Sydney.....	.....	2 70	29 90	12 95
Sydney.....	24 90	3 05	30 20	13 35
Amherst.....	36 25	11 50	20 40	2 40
Moncton.....	37 20	13 55	18 10	4 60
St. John.....	40 10	15 40	18 30	8 85
Fredericton.....	43 55	19 00	18 30	12 00
Quebec.....	51 75	28 00	9 80	21 45
Montreal.....	56 55	32 20	15 75	26 25

(1) L.C.R. to North Sydney, Steamer Bruce to Port-aux-Basques, thence Reid-Newfoundland Ry.

(2) L.C.R. to Grand Narrows, thence Steamer "Blue Hill."

(3) L.C.R. to Riviere du Loup, thence Temiscouata Railway.

(4) L.C.R. to Springhill Jct., thence Cumberland Railway.

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910

\*For stop over on Reid-Newfoundland Railway add \$4.80.

### Round Trip Summer Excursion Fares

To points on the Dominion Atlantic Railway and H. & S. W. Ry.

FROM	TO		
	†Windsor	‡Lunenburg	†Yarmouth
Truro.....	\$ 3 95	\$ 6 85	\$12 50
New Glasgow.....	6 00	8 85	14 55
Pictou.....	6 55	9 50	15 10
North Sydney.....	12 65	15 45	21 20
Sydney.....	13 00	15 85	21 55
Amherst.....	7 60	10 45	16 15
Moncton.....	9 85	12 70	18 40
St. John.....	12 85	15 40	21 40
Fredericton.....	15 50	18 30	24 05
Quebec.....	23 45	27 10	30 85
Montreal.....	27 70	31 55	35 10

† I. C. Ry. to Windsor Jct., D. A. Ry. to destination, returning same route.

‡ I. C. Ry. to Halifax, thence H. & S. W. Ry.

### Round Trip Summer Excursion Fares

To points on the Sydney and Louisburg Railway.

FROM	TO	
	Glace Bay.	Louisburg
Halifax.....	\$12 75	\$13 80
Truro.....	10 35	11 40
New Glasgow.....	9 10	10 15
Pictou.....	9 85	10 90
Amherst.....	13 30	14 35
Moncton.....	14 30	15 35
St. John.....	17 15	18 20
Fredericton.....	20 55	21 60
Quebec.....	28 50	29 55
Montreal.....	33 60	34 65

I. C. Ry. to Sydney, thence S. & L. Ry.

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910.

# Round Trip Summer Excursion Fares to Miscellaneous Points

FROM	TO					
	Toronto, Ont., Niagara Falls & Buffalo		Boston		New York	
	Ottawa	All Rail or Optional	Via St. John	Via Montreal	Via St. John	Via Montreal
Halifax.....	\$32 70	\$45 30	\$27 00	\$41 25	\$36 50	\$45 70
Truro.....	31 80	44 40	26 00	39 60	35 50	44 80
New Glasgow.....	32 60	45 20	26 45	40 65	35 95	45 60
Pictou.....	32 60	45 20	26 90	41 05	36 40	45 60
Sydney.....	37 85	50 45	31 60	45 75	41 10	50 85
North Sydney.....	37 55	50 15	31 30	45 75	40 80	50 55
Amherst.....	29 15	41 75	22 25	37 35	31 75	42 15
Moncton.....	27 50	40 10	20 05	35 65	29 55	40 50
Fredericton.....	27 30	39 90	.....	36 70	.....	40 30
St. John.....	27 50	40 10	16 00	35 65	25 50	40 50
Quebec.....	12 00	24 60	33 65	18 00	43 15	24 65

I. C. R. to Montreal, thence direct Rail lines. Return same route. Optional fares apply via Rail or R. & O. Steamers between Toronto and Montreal. Fares via St. John to Boston and New York are All Rail through. Fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1910.



# SUMMER EXCURSION FARES FROM MONTREAL

In effect June 1st to Sept. 30th, good for return up to and including October 31st, 1910.

Amherst, N.S.	\$24 15	Orangedale, C.B.	\$30 85
Bathurst, N.B.	19 05		* 21 15
Bic, P.Q.	12 45	Paspébiac, P.Q.	* 20 85
Cacouma, P.Q.	11 50		* 20 55
Campbellton, N.B.	16 80	Perce, P.Q.	* 23 55
Cap. St. Ignace, P.Q.	9 00		† 23 50
	† 18 40	Pictou, N.S.	27 60
Carleton, P.Q.	* 18 35	Point du Chene, N.B.	23 20
	† 18 80		* 22 55
Causapscal, P.Q.	15 10	Port Daniel, P.Q.	* 21 30
Chatham, N.B.	21 30		† 21 50
Charlottetown, P.E.I.	x 30 60	Pugwash, N.S.	25 90
	b 27 65	Quebec	7 35
Charlo, N.B.	17 50	Richibucto, N.B.	23 35
Dalhousie, N.B.	17 40	Rimouski, P.Q.	12 90
Dorchester, N.B.	23 40	Rivière du Loup	11 25
Escoumins, P.Q.	* 15 50	Rivière Ouelle, P.Q.	9 90
Fredericton, N.B.	22 30	Roberval, P.Q.	16 00
	* 23 00	Ste. Anne, P.Q.	9 60
Grand River, P.Q.	* 23 15		* 22 65
	* 23 80	Ste. Adelaide, P.Q.	† 23 05
Gaspé, P.Q.	† 25 15		
Grand Narrows, C.B.	31 35	Ste. Flavie, P.Q.	13 60
Halifax, N.S.	27 70	St. John, N.B.	22 50
Isle Verte, P.Q.	11 95	St. Jean Port Joli, P.Q.	9 00
Jacquet River, N.B.	18 00	St. John's, Nfld.	56 55
Kent Jct., N.B.	21 60		
L'Islet, P.Q.	9 00	For stop over privileges on	
Little Metis, P.Q.	13 90	Newfoundland Ry. add	
Matapédia, P.Q.	16 35	\$4.80.	
Montmagny, P.Q.	9 00		
Moncton, N.B.	22 50	St. Paschal, P.Q.	\$10 20
Mulgrave, N.S.	29 65	St. Simeon-Plage, P.Q.	* 14 25
Murray Bay, P.Q.	11 25	Shediac, N.B.	23 10
Murray Bay, P.Q.	* 14 75	Spring Hill Jct., N.S.	24 75
	† 20 85	Summerside, P.E.I.	25 45
New Carlisle, P.Q.	* 20 80	Sussex, N.B.	22 50
	† 20 50	Sydney, C.B.	32 85
	† 19 45	Tadoussac, P.Q.	* 13 75
New Richmond, P.Q.	† 19 55	Tatamagouche, N.S.	26 40
Newcastle, N.B.	20 65	Trois Pistoies, P.Q.	12 15
New Glasgow, N.S.	27 60		26 80
North Sydney, C.B.	32 55		

† Via Matapédia and Atlantic & Lake Superior Railway.

\* Via Matapédia and Atlantic & Lake Superior Ry. to New Carlisle, thence Atlantic, Quebec and Western Ry.

\* Via Rivière du Loup Wharf and Trans-St. Laurent Navigation Co. Rivière du Loup Transfer not included.

\* Via Campbellton and Steamer "Senlac."

† Via Campbellton and Steamer "Canada."

b Via Point du Chene.

x Via Pictou.

# SUMMER EXCURSION FARES FROM QUEBEC

In effect June 1st to Sept. 30th, and good to return up to and including October 31st, 1910.

Amherst, N.S.	\$19 35	North Sydney, C.B.	\$27 75
Bathurst, N.B.	13 75	Orangedale, C.B.	26 55
Bic, P.Q.	7 65		* 16 60
Cacouna, P.Q.	5 40	Paspébiac, P.Q.	* 16 20
Campbellton, N.B.	12 15		* 15 90
Cap St. Ignace, P.Q.	2 05	Perce, P.Q.	* 18 90
Cap a-l'Aigle	5 00		† 18 85
Carleton, P.Q.	† 13 85	Pictou, N.S.	23 05
	* 13 70	Point du Chene, N.B.	18 30
	† 14 15		* 18 00
Causapscal, P.Q.	10 45	Port Daniel, P.Q.	* 16 65
Charlottetown, P.E.I.	⊕ 26 05		† 16 85
	b 22 75	Pugwash, N.S.	21 15
Charlo, N.B.	12 15	Richibucto, N.B.	17 75
Chatham, N.B.	15 45	Rimouski, P.Q.	8 10
Dalhousie, N.B.	12 15	Riviere Ouelle, P.Q.	3 60
Dorchester, N.B.	18 60	Riviere du Loup, P.Q.	5 20
Escoumins, P.Q.	⊕ 9 25	Ste. Adelaide, P.Q.	* 18 00
Fredericton, N.B.	18 70		† 18 40
Gaspe, P.Q.	* 19 15	Ste. Anne, P.Q.	3 40
	† 20 50	Ste. Flavie, P.Q.	8 95
Grand Narrows, C.B.	27 15	St. Jean Port Joli, P.Q.	2 70
Grand River, P.Q.	* 18 35	St. John, N.B.	17 65
	† 18 50	St. John's, Nfld.	51 75
Halifax, N.S.	23 25		
Isle Verte, P.Q.	5 95	For stop-over privileges on	
Jacquet River, N.B.	12 70	Reid - Newfoundland Ry.	
Kent Jct., N.B.	16 00	add \$4.80.	
L'Islet, P.Q.	2 25		
Little Metis, P.Q.	9 00		
Matapedia, P.Q.	11 80	St. Paschal, P.Q.	* 4 05
Moncton, N.B.	17 65	St. Simeon-Plage, P.Q.	* 8 20
Montmagny, P.Q.	1 75		x 28 75
Montreal.	7 35	Souris, P.E.I.	b 25 00
Mulgrave, N.S.	25 25	Summerside, P.E.I.	b 26 55
Murray Bay, P.Q.	5 00	Sussex, N.B.	17 65
Murray Bay, P.Q.	⊕ 8 50	Shediac, N.B.	18 25
	† 16 30	Spring Hill Jct., N.S.	19 95
New Carlisle, P.Q.	* 16 15	Sydney, C.B.	27 75
	† 15 85	Tadoussac, P.Q.	* 7 70
Newcastle, N.B.	15 00	Tatamagouche, N.S.	21 60
New Glasgow, N.S.	22 65	Trois Pistoles, P.Q.	6 45
	† 14 90	Truro, N.S.	21 60
New Richmond, P.Q.	† 14 90		

† Via Matapedia and Atlantic & Lake Superior Railway.

\* Via Matapedia and Atlantic & Lake Superior Ry. to New Carlisle, thence Atlantic, Quebec and Western Ry.

⊕ Via Riviere du Loup Wharf and Trans-St. Laurent Navigation Co. Riviere du Loup Transfer not included.

\* Via Campbellton and Steamer "Senlac."

† Via Campbellton and Steamer "Canada."

b Via Point du Chene.

x Via Pictou.

# Hotels

Located at Points on the Intercolonial Railway and Prince Edward Island Railway Quoted in the Preceding Pages.

These Hotel Rates are not guaranteed, but are compiled from the latest information in the possession of the Railway.

**Customs Examination of Baggage.**—Passengers from Canadian points to points in the United States and vice versa should attend personally to the examination of their baggage by the Customs Officer when crossing the boundary. United States Customs Officers are at St. John, N.B., and at Montreal, Quebec, and Levis, Que., to examine baggage destined to the United States. Passengers via these points are recommended to have their baggage examined at either place and avoid examination at the International boundary.

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>ALBERTON, P.E.I.</b>			
Wisner .....	F. Armour	\$ 1 50	\$ 5 00 up
<b>AMHERST, N.S.</b>			
Terrace .....	W. G. Calhoun	2 00	Special
Amherst .....	Gorman Bros	2 00	
<b>BATHURST, N.B.</b>			
Robertson House .....	Geo. Robertson	1 50	7 00
Sweeny .....	W. Sweeny	1 50	5 00
White .....	H. White	1 50	5 00
Leger .....	J. P. Leger	1 50	5 00
Power .....	M. Power	1 00	5 00
Landry .....	J. Landry	1 00	3 00
<b>BADDECK, C.B.</b>			
Bras d'Or House .....	Alexander Anderson	1 50 to 2 00	7 00 to 10 00
Telegraph House .....	Dunlop Bros.	1 50 to 2 00	7 00 to 10 00
<b>BOIESTOWN, N.B.</b>			
Duffy's Hotel .....	J. Duffy	1 25	8 00
Farm Houses .....	Everett Green	1 00	4 00
(5 miles) .....	L. G. Allen	1 00	4 00
(do) .....	J. S. Fairley	1 00	4 00
(5 miles) .....	Mrs. Alex. Macmillan		4 00
(do) .....	A. B. Holt		4 00
(do) .....	Alex Moore		4 00
<b>BIC, P.Q.</b>			
Canada Hotel .....	Michael Pineault	1 50	5 00 to 8 50
Hattie Bay House .....	Joseph Lavoie	1 00	5 00
Boarding House .....	M. L. Pineau	1 00	5 00
Bic Hotel .....	Aug. Burns	1 00	5 00
Boarding House .....	Ernest Reaux	1 00	5 00
<b>CACOUNA, P.Q.</b>			
Mansion House .....	A. Lucas	1 50	
Dufferin Hotel .....	J. M. Pollock	1 50	5 00 to 7 00
Belanger's Hotel .....	J. Belanger		6 00
Thos. Dube's Hotel .....			5 00 to 6 00
Geo. Michaud's Hotel .....			5 00 to 6 00
Various boarding houses at about \$6.00 per week.			

		Rates	
Place and Hotel	Name of Proprietor		
		Per Day	Per Week
<b>CAMPBELLTON, N.B.</b>			
Minto.....	T. J. Gorman	\$ 2 00 up	Special
Waverley.....	J. Dambois	1 50 to 2 00	\$ 9 00
Campbellton.....	F. Belanger	1 25 to 1 50	5 00
Strathcona.....	W. Riddell	1 50 to 2 00	7 00
Intercolonial Hotel.....	Z. Landry	1 25	.....
Albion Hotel.....	J. Boudreau	1 25 to 2 00	.....
Arlington.....	J. McIntyre	2 00 up	.....
<b>CAP ST. IGNACE, P.Q.</b>			
Cap St. Ignace.....	A. Caron	1 50	5 00
E. A. Guimont.....		1 50	5 00
<b>CAUSAPSCAL, P.Q.</b>			
Blais.....	A. Blais	2 00	.....
Bertrand House.....		2 00	.....
<b>CHARLO, N.B.</b>			
Bay Shore House.....	Mrs. R. Henderson	1 25	6 00 to 7 00
<b>CHATHAM, N.B.</b>			
Touraine.....	P. Archer	2 00 to 3 00	As arranged
Bowers.....	R. Flanagan	1 50	" "
Adams.....	J. C. White	1 50 to 2 50	" "
River View.....	J. Savoy	1 25	5 00
Canada.....	J. Johnston	1 50	6 00
Albert House.....	A. Man	1 50 to 2 00	6 00
<b>CHARLOTTETOWN, P.E.I.</b>			
Victoria.....	R. H. Sterns	2 50 up	Special
Queen.....	do	2 00 up	10 00 up
Revere.....	P. S. Brown	1 50	5 00 to 10 00
Cliff (at Stanhope).....	J. J. Davies	2 50	14 00
(16 miles from Charlottetown.)			
Mutch (at Stanhope).....	F. Mutch	1 50	5 00 to 8 00
(16 miles from Charlottetown.)			
Pleasant View (at Hampton).....	M. Smith	1 50	6 00 up
(20 miles from Charlottetown.)			
Shaw's (at Brackley Beach).....	R. Shaw	1 50	6 00 up
(13 miles from Charlottetown.)			
<b>DALHOUSIE, N.B.</b>			
"Inch Arran" Hotel, for rates, etc., apply to John A. Dean, "Inch Arran." Dalhousie, N.B.			
Murphy's.....	Thos. Murphy	2 00	7 00 to 9 00
Baker's.....	W. J. Baker	1 50	6 00
Quebec.....	E. R. Gaudet	1 50	3 50 to 5 00
<b>DORCHESTER, N.B.</b>			
Windsor.....	W. F. Tait	1 00 to 3 00	Special
<b>DOAKTOWN, N.B.</b>			
Aberdeen Hotel.....		1 25	7 00 to 8 00
Murray House.....	Wm. Murray	.....	4 00 to 5 00
<b>FREDERICTON, N.B.</b>			
Barker House.....	T. V. Monahan	2 00 to 3 00	Special
Queen Hotel.....	J. J. McCaffrey	2 00 to 3 00	Rate per week same as per day
Windsor Hall.....	A. E. Everett	2 00	Special
York Hotel.....	J. Richards	1 00 to 1 50	Special
Long's Hotel.....	P. D. McKenzie	1 00 to 1 25	5 00 to 6 00
Waverley Hotel.....	Johnson & Deware	1 00 to 1 50	.....
Lorne Hotel.....	T. G. Feeney	1 00	.....
City Hotel.....	Bert Lint	1 00	.....

		Rates	
Place and Hotel	Name of Proprietor	Per Day	Per Week
<b>GASPE, P.Q.</b>			
Baker's.....	J. Baker	\$1 50 to 2 00	Special
Boarding House.....	Mrs. Dumaresq	1 50 to 2 00	"
Morin's.....	I. Morin	1 00	"
<b>GRAND NARROWS, C.B.</b>			
Grand Narrows.....	McDougal & McNeil	1 50 to 2 00	\$10 to 13
<b>HALIFAX, N.S.</b>			
Halifax Hotel.....	E. L. McDonald, Mgr.	3 00 up	Special
Queen Hotel.....	J. T. Fairbanks	2 00 to 2 50 up	"
King Edward Hotel.....	Wm. Wilson	2 00 to 2 50	"
New Acadia Hotel.....	D. Doody	1 50 to 2 00	7 00 to 10 00
Carlton House.....	F. W. Bowes	1 50 to 2 50	8 00 to 14 00
Elmwood House.....	Harry C. Preedy	1 50 to 2 00	7 00 to 12 00
Hillside Hall.....	J. Barnes	1 50 to 2 00	8 00 to 12 00
Revere.....	E. Rolston	1 50 to 2 00	Special
Prince George.....	M. Doherty	1 50	By agreem't
Royal.....	Jas. W. Saltario	1 50	7 50 up
Birchdale (North West Arm).....	F. W. Bowes	2 50 to 3 00	12 00 to 20 00
		Special	for families
<b>INDIANTOWN, N.B.</b>			
Farm House.....	Frank Jardine	1 25	7 00 to 8 00
<b>ISLE VERTE, P.Q.</b>			
Hotel Caron.....	A. Caron	1 50	4 00
Hotel Thibault.....	J. Thibault	1 50	4 00
Boarding House.....	Mrs. Belles Belisle	1 50	4 00
Hotel Desjardins.....	T. Desjardins	1 50	4 00
<b>JACQUET RIVER, N.B.</b>			
Bay View.....	Paul Doyle	1 50	5 00 to 10 00
Llandir.....	J. D. McKay	1 50	5 00 to 8 00
<b>KENT JCT., N.B.</b>			
Walsh House.....	J. Walsh	1 00	4 00
<b>LITTLE METIS, P.Q.</b>			
Turriff Hall.....	V. L. Turriff	1 50	6 00 to 8 00
Seaside House.....	John Astle	2 00	10 00
Cascade House.....	S. Macnider & Co.	2 00 to 2 50	10 00 to 12 00
Boule Rock.....	W. Astle	2 00	9 00 to 12 00
Green Hill House.....	W. Tuckey	1 50	7 00
Gagne's.....	T. Gagne	1 00	4 50
Good View.....	D. Tuggey	1 00	7 00
Roy.....	N. Roy	1 00	3 50
Marman.....	P. Marman	1 50	8 00
Leggatt's Point House.....	Mrs. Robertson	1 00	7 00 to 8 00
(At Leggatt's Point 8 miles from Little Metis Station)			
(At Leggatt's Point 9 miles from St. Octave Station)			
<b>L'ISLET, P.Q.</b>			
St. Lawrence.....	J. Leclerc	1 50	5 00
<b>MATAPEDIA, P.Q.</b>			
Ferguson.....	Mrs. R. A. Ferguson	1 50	.....
Restigouche.....		1 50	.....

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>MURRAY BAY, P.Q.</b>			
Manoir Richelieu.....	H. M. Paterson	\$ 4 00 to 5 00	\$ 15 to 28
Chateau Murray.....	J. A. Warren	2 50 to 3 00	12 to 15
Warren House.....	Mrs. X. Warren	1 50 to 2 00	6 00 to 8 00
Murray Bay Hotel.....	A. Lapointe	1 50	6 00 to 8 00
Lorne House.....	Mrs. Chanard	1 50 to 2 00	7 50 to 10
Boarding House.....	J. Gagnon	1 50	8 00
" ".....	E. Gagne	1 00	5 50 to 6 00
" ".....	E. Harvey	1 00	6 00
" ".....	C. McLean	1 00 to 1 25	7 00
" ".....	Mrs. J. B. Gervais	1 00 to 1 25	5 50 to 6 00
" ".....	D. Desbiers	1 00	.....
Charlevoix (Ste. Irene).....	Freres Auclair	.....	.....
<b>MONCTON, N.B.</b>			
American.....	Mrs. M. Wallace	2 00 and up	As arr'ngd
Brunswick.....	G. McSweeney	2 00 and up	"
Minto.....	P. Gallagher	1 50 to 2 00	"
Windsor.....	Wm. McMullen	1 50	"
<b>MULGRAVE, N.S.</b>			
Seaside.....	P. A. Grant	1 50	7 00
Murray House.....	D. Murray	1 50	7 00
Central House.....	Mrs. J. C. Mann	1 00	6 00
<b>MONTMAGNY, P.Q.</b>			
Central Hotel.....	L. A. Bernier	1 00	5 00
Gamache.....	Wm. Gamache	1 50	7 00
Cote.....	Mrs. F. Cote	1 50	5 00 to 7 00
<b>MONTREAL, P.Q.</b>			
Windsor.....	W. S. Weldon, Mgr.	Eur. 2 00 up	Special
Queen's.....	D. Raymond	Am. 2 50 to 4 00	.....
St. Lawrence Hall.....	J. Higgins	Eur. 1 00 up	.....
Place Viger.....	Canadian Pacific Ry.	Am. 4 00 up	.....
Bath.....	James Devlin	2 00 to 2 50	12 to 15
St. James.....	F. Bouillon	Eur. 1 00	.....
" ".....	"	Am. 2 00	.....
Albion.....	D. Parker	2 00 to 2 50	.....
Grand Union.....	F. J. Murray	2 00 to 3 00	.....
Stanley.....	Godin & Hamelin	Eur. 1 00 up	.....
Carlslake.....	Geo. Carlslake	" 1 00 up	.....
Savoy.....	Howard & Guile	" 1 00 up	.....
Grand Hotel.....	Wilfrid Corbeil	Am. 1 25 to 1 50	.....
Russell.....	E. C. Perkins	" 2 00 to 3 00	.....
The Welland.....	Geo. E. Fuller	Am. 2 00 up	12 to 15
La Corona.....	A. McLean	Eur. 1 50 up	.....
Hotel Riendeau.....	A. Tanguay	Am. 1 50 to 2 00	.....
<b>NEWCASTLE, N.B.</b>			
Miramichi.....	.....	2 00 to 2 50	Special
Commercial.....	.....	1 00	4 00
Union.....	.....	1 00	6 00
<b>NEW GLASGOW, N.S.</b>			
Vendome.....	D. McDermid	2 00	9 00 to 12 00
Norfolk.....	H. Murray	2 00 to 2 50	As arr'ng'd
Windsor.....	Mrs. F. H. Parker	1 00 to 2 00	5 00 to 8 00

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>NORTH SYDNEY, C.B.</b>			
Belmont .....	J. J. Pallen	\$ 2 00	Special
Vendome .....	H. H. McKenzie	2 00	.....
Albert .....	Mrs. Williams	2 00	\$5 00 to 6 00
Queen .....	J. Batterson	1 50	5 00 to 6 00
Avalon .....	J. Campbell	1 25	5 00 to 6 00
<b>ORANGEDALE, C.B.</b>			
Bay View .....	T. Mitchell	1 50	Special
Commercial .....	A. McIntyre	1 50	"
<b>PICTOU, N.S.</b>			
Wallace .....	G. F. Wallace & Son	2 00	14 00
Stanley .....	J. T. Hugh	1 25	7 00
Aberdeen .....	Mrs. Heighton	1 00	4 00
Royal .....	D. McKenzie	1 00	4 00
<b>POINT DU CHENE, N.B.</b>			
Point du Chene .....	John McDonald	1 50	5 00
Depot House .....	James Grattan	1 25	4 00
Zephyr House .....	Thomas McGrath	1 00	4 00
<b>PUGWASH, N.S.</b>			
Acadia Hotel .....	Chapman Bros	1 50	6 00
Minto Hotel .....	W. P. Stevens	1 25	5 00
<b>QUEBEC, P.Q.</b>			
Chateau Frontenac .....	Canadian Pacific Ry.	4 00 to 10 00	Special
St. Louis .....	P. K. Hunt	3 00 up	.....
Victoria .....	H. Fontaine	2 50 up	.....
Blanchard .....	J. Clouthier	1 50 up	.....
Neptune Inn .....	J. T. Lavallee	1 50 up	.....
Clarendon .....	J. T. Begin	2 50 up	.....
Kent House .....	J. W. Baker	3 00 to 4 00	.....
Mountain Hill House .....	J. Drapeau	1 50 up	.....
<b>RIVIERE DU LOUP, P.Q.</b>			
Bellevue .....	Z. S. Aubut	2 00	10 00
Chateau Grandville .....	Jos. Tetu	2 00	12 00
Commercial .....	L. Fortin	2 00	9 50
Fraserville .....	J. DesLauriers	2 00	9 50
Maison Blanche .....	M. Roy	1 25	6 00
Park Hotel .....	Alphonse D'Amour	1 00	6 00
Vendome .....	Bernard & Freres	1 50	7 00
Victoria .....	Emile Gagnon	2 00	12 00
L'Ophir .....	E. Charette & Cie	2 00	12 00
<b>RIMOUSKI, P.Q.</b>			
Rimouski .....	F. St. Laurent	1 25	6 00
Lenghan Hotel .....	Louis Lenghan	1 00 to 1 50	2 00 to 6 00
St. Germain .....	Tetu & Frere	1 50	.....
Frontenac Hotel .....	E. Haule	1 50	.....
<b>RIVIERE OUELLE, P.Q.</b>			
Chamberland .....	A. Chamberland	1 50	Special
Plourde .....	E. Plourde	1 50	Special
Meunier .....	A. Meunier	1 00	Special
Commercial .....	J. A. Lebel	1 00	Special
<b>RIVIERE OUELLE WHARF</b>			
Laurentine House .....	Albert Donaldson	2 00 up	Special

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>ROTHESAY, N.B.</b>			
Bellevue	D. A. Pugsley	\$ 2 00	\$7 00 to 9 00
Kennedy's	J. Kennedy	1 50 to 2 00	5 00 to 7 00
<b>SYDNEY, C.B.</b>			
Sydney	A. C. Ross	3 00 to 4 00	As arranged
Minto	R. McKenzie	1 50	"
Queen	M. McKenzie	1 50	"
Victoria	L. McDonald	1 50	"
Alfonse	A. Vassallo	1 50	"
Grand	P. McLellan	1 50 to 2 50	"
Savoy	D. McKay	1 50	"
<b>ST. JOHN, N.B.</b>			
Royal	Raymond & Doherty	3 00 up	"
Dufferin	Foster, Bond & Co	3 00 up	"
Victoria	D. W. McCormick	2 50 to 3 00	"
Edward	J. D. Driscoll	1 50 to 2 50	"
Grand Union	W. H. McQuade	1 50 to 2 00	"
Park	E. Hawes	2 00 to 2 50	As arranged
Carvill Hall	Mrs. G. Morrisson	2 00	10 00 to 12 00
Clifton House	H. E. Green	2 00 to 3 00	"
<b>ST. JEAN PORT JOLI, P.Q.</b>			
Pelletier	J. Pelletier	1 50	Special
Caron	F. Caron	1 50	"
Fortin	P. Fortin	1 50 to 2 00	"
Legere	Mrs. Delima Legere	1 50	"
<b>STE. FLAVIE, P.Q.</b>			
Victoria	L. P. Pelletier	1 00	7 00
Belle View	M. E. Morissette	1 00	7 00
Beaulieu	Geo. Beaulieu	1 00	6 00
Langlois	D. Langlois	1 00	6 00
Mount Joli	D. Favoie	1 25	8 00
<b>ST. PASCAL, P.Q.</b>			
Victoria	P. Ouellete	1 50	10 00
Roy	Leon Roy	1 00	7 00
Richard	N. Richard	0 75	6 50
Commercial	W. Hudson	1 00	6 00
<b>STE. ANNE, P.Q.</b>			
Michaud	G. A. Michaud	1 00	5 00
<b>SUMMERSIDE, P.E.I.</b>			
Clifton House	Miss Mawley	2 50	Special
Queen	F. Perry	1 50	"
Mawley House		1 50	"
<b>SUSSEX, N.B.</b>			
Depot	Mrs. A. McLean	2 00	5 00 to 8 00
Royal Hotel	Albert Brown	1 00	3 00 to 4 00
Central	J. McFarlane	1 00	3 50
<b>SPRING HILL JCT., N.S.</b>			
Lorne	H. A. McKenzie	1 50	4 50
<b>SHEDIAC, N.B.</b>			
Weldon House	J. D. Weldon	1 50	5 00 to 7 00
Hotel Terrace	P. F. Melanson	1 00	3 00 to 4 00
Royal	P. D. Leger	1 00	3 00 to 4 00
<b>SOURIS, P.E.I.</b>			
Sea View	A. C. Cox	2 00 to 2 50	Special
McInnis House		1 50	"



Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>TATAMAGOUCHE, N.S.</b>			
Stirling .....	T. McLellen	\$ 1 50	\$ 4 00
<b>TRURO, N.S.</b>			
Learmont .....	A. H. Learmont	2 00	.....
Stanley .....	John Stevens	2 00	.....
Victoria .....	N. Lee	1 50	.....
Grand Central .....	Mrs. White	1 25	.....
Jubilee .....	Mrs. Madden	1 25	.....
Cavel Hall .....	M. McDonald	1 50	.....
<b>TIGNISH, P.E.I.</b>			
Bellevue .....	J. A. Hackett	2 00	7 00 up



In the Garden of the Gulf—Prince Edward Island

# HOTELS Located at Points Along the Line of the Halifax and South Western Railway



This information is not guaranteed, but if compiled from the latest information available.

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>BRIDGEWATER</b>			
Clark's.....	F. W. Clark	\$ 2 75	\$10 00
Fairview.....	W. E. H. Awalt	2 00	10 00
Eureka.....	Mrs. Foshey	1 00	7 00
Belmont.....	T. Berringer	1 50	Agreement
<b>BARRINGTON,</b>			
Barrington House.....	S. B. Coffin	1 50	7 00
<b>BRIDGETOWN</b>			
St. James.....	N. R. Neily	2 00	7 00
Grand Central.....	D. J. Patrick	2 00	7 00
<b>BELLEVILLE</b>			
Belleville.....	J. B. Potier	1 00	5 00
<b>CHESTER</b>			
Hackmatack Inn.....	E. W. Allen	3 00	Agreement
Lovett House.....	L. C. Manning	2 00	"
Columbia.....	E. N. Robinson	2 00	"
<b>CHESTER BASIN</b>			
Bayview.....	M. S. Boylan	1 50	7 00
Groveside.....	C. H. Mills	1 00	5 00
<b>CALEDONIA</b>			
The Alton.....	B. Kempton	1 50	7 00
Commercial House.....	W. H. Johnson	1 50	4 00
<b>FRENCH VILLAGE</b>			
Dundella, P.O. Address.....	N. Nugley	1 50	7 00
Seabright Seabright, N.S.....	A. W. Hubley	1 50	5 to 8
<b>HUBBARD'S</b>			
Gainsborough.....	A. W. Shatford	1 50 to 2 00	8 00 to 12 00
Dauphinee.....	H. L. Dauphinee	1 25 to 1 50	6 50
<b>INGRAM PORT</b>			
Black Point House.....	A. N. Hubley	1 00	6 00
<b>LUNENBURG</b>			
King's.....	J. W. King	2 00	10 50
Central House.....	E. Neugbler	1 50	5 00
Hammet House.....	Miss J. Hammet	1 50	5 00
Myra House.....	Stephen Myra	1 50	5 00
<b>LIVERPOOL</b>			
Mersey.....	P. F. Butler	2 00	Agreement
Rosignol.....	Mrs. Head	1 25	5 to 6
Daniels House.....	Mrs. Daniels	1 00	4 to 5
<b>LOCKEPORT</b>			
Hillcrest.....	Mrs. Annie C. Mack	1 50	Agreement
Seaview.....	L. Ringer	1 50	7 00

Place and Hotel	Name of Proprietor	Rates	
		Per Day	Per Week
<b>MAHONE</b>			
Royal.....	G. A. Mader	\$ 2 00	\$ 10 50
Aberdeen.....	W. Penny	1 50	6 00
American.....	C. Joudrey	1 25	5 00
Zwickers.....	Miss Joudrey	1 25	5 00
<b>MIDDLETON</b>			
American House.....	F. L. Shaffner	2 00	Agreement
Central House.....	F. A. Mulhall	1 50	"
<b>NEW GERMANY</b>			
Fancy's.....	J. O. Fancy	1 00	Agreement
Moore's Hotel.....	I. C. Moore	1 50	"
<b>PUBNICO</b>			
Goodwin's.....	J. Goodwin		
Detremont's Hotel.....	N. Detremont		
<b>ST. MARGARET'S BAY</b>			
Prince of Wales.....	J. A. Costin	1 50	5 00 to 8 00
<b>SHELBURNE</b>			
Atlantic.....	D. B. Frost	2 00	10 00
Shelburne House.....	T. E. Ryer	1 50	7 00
<b>TUSKET</b>			
American.....	Mrs. Gilman	1 50	Agreement
Kilby Lodge.....	W. H. Lent	1 50	"
Sea View Farm.....	Mrs. Hatfield	1 50	"
<b>WOODS' HARBOR</b>			
Harbor View.....	J. Nickerson	1 25	5 00
<b>YARMOUTH</b>			
The Grand.....	A. E. Ellis	3 00	15 00
Queen.....	R. Melvin	2 00	8 00
Oxford.....	J. Shores	2 00	10 00
Commercial.....	J. Murphy	1 25	5 50
Royal.....	J. Shores	1 50	9 00

# HOTELS

Located on Prince Edward Island  
(The Garden of the Gulf)

PLACE	NAME	No. Acom.	TERMS	
			Per Day	Per Week
Tigniah	Bellevue	10	2.00	\$7.00
Alberton	Wiser	10	1.50 up	5.00
O'Leary	Turner	10	1.50	4.00
"	Willow	10	5.00	6.00
Coleman	Commercial	6	1.50	5.00
Wellington	Poirier	15	1.00	4.00 up
Summerside	Clifton	40	2.50	4.00 up
"	Queen	50	1.50	Agreem't
"	Strathcona	30	1.00 up	4.00 up
Kensington	Clark	20	1.25	6.00
"	Commercial	20	1.00	5.00
"	Brunswick	10	1.25	4.00 up
Freetown	Lewis	6	1.00 up	4.00 up
Emerald	Dominion	10	1.00 up	Agreem't
Bradabanne	Royal	10	1.25	4.00 up
Hunter River	McMillan	10	1.00	4.00
"	Hunter River	12	1.00	4.00
Charlottetown	Victoria	250	2.25 up	7.00 up
"	Queen	100	2.00 up	7.00 up
"	Revere	60	1.50 up	4.00 up
"	Plaza	25	2.00	Agreem't
"	Osborne	30	1.00	4.00 up
Mt. Stewart	Ross	15	1.25	4.00 up
"	Clark's	10	1.00	4.00
Cardigan	Smith	10	1.25	5.00
"	Cardigan	12	1.50	Agreem't
Montague	McDonald	10	1.50	"
"	Montague	12	1.50	"
"	Commercial	30	1.00	4.00 up
"	Royal	10	1.00	Agreem't
Georgetown	Aitken	20	1.50	3-5.00
"	Tapper	10	1.50	3-5.00
"	Revere	15	1.00	3-5.00
St. Peter's	McLean	10	1.25	5.00
"	Fraser	10	1.25	5.00
"	Bayview	10	1.25	Agreem't
Souris	Sea View	40	2.00	Agreem't
"	McInnis	10	1.25	5-6.00
Murray River	Commercial	10	1.50	3.50 up
"	Ross	10	1.25	4.00 up
Murray Harbor	Prowse	10	1.00 up	Agreem't
"	Clements	10	1.50	Agreem't
"	Bailey's	10	1.00	3.50

The Following Hotels open for the Season beginning about 15th June.

PLACE	NAME	PROPRIETOR	No. Acom.	TERMS	
				Per Day	Per Week
Hampton	Pleasant View	M. Smith	50	\$1.50	\$6-8
Stanhope	Mutch's	F. Mutch	25	1.50	5-8
"	Cliff	J. J. Davies	100	2.00	10-12
Brackley Beach	Shaw's	Robert Shaw	50	1.50	6-8
"	Sea View	C. Gregor	25	1.50	7-8
Rustico	Orby Point	A. J. Rollings	25	1.30	5-8
Malpeque	North Shore	G. F. Bearisto	25	1.50	6-up
"	Hodgson	W. Hodgson	15	1.00	6-up

## LIST OF BOARDING HOUSES

With advantages of salt water bathing, where a limited number of persons can be accommodated for a few weeks in summer

NAME	PLACE	Nearest Railway Station
W. Paynter.....	North Rustico.....	Hunter River
Louis Haszard.....	Richmond St., Charlottetown...	Charlottetown
Mrs. R. P. Rogerson.....	Victoria.....	"
Benjamin Bowness.....	Montrose.....	Alberton
Charles McNeill.....	Campbellton.....	Bloomfield
James McKendrick.....	".....	"
Mrs. George Bell.....	Stanley Bridge.....	Bradalbane
Mrs. David Lewis.....	Cardigan.....	Cardigan
Mrs. Smith.....	".....	"
David Lefurgey.....	Bedeque.....	Summerside
Thomas Moyse.....	Central Bedeque.....	Freetown
Samuel McGougan.....	Malpeque.....	Kensington
John Simoni.....	St. Peter's Harbor.....	Morell, or Lot 40
Thomas Andrews.....	St. Eleanor's.....	Summerside
Thomas M. Linkletter.....	".....	"
Mrs. Albert Schurman.....	Central Bedeque.....	"
Mrs. A. Wright.....	North Bedeque.....	"
Mrs. Capt. D. McDonald.....	Souris.....	Souris
Mrs. Rodk. McDonald.....	East Lake.....	"
Mrs. John T. Weeks.....	Alberton.....	Alberton
George O'Neill.....	Vernon River.....	Vernon River, not near salt water.

Visitors to Prince Edward Island desiring accommodation at the hotels or boarding houses mentioned in these pages are strongly advised to make arrangements with the proprietors in advance.

Hotels shown in Hotel List on preceding page as "open for the season" beginning about June 15th are near the seashore, with all the advantages of salt water bathing, fishing and shooting.

Visitors to Prince Edward Island who desire additional information relating to hotels, boarding houses, steamers, etc., and how to reach the different seaside and country resorts, fishing places, etc., can obtain the same by calling on or writing any ticket agent on the Prince Edward Island Railway.

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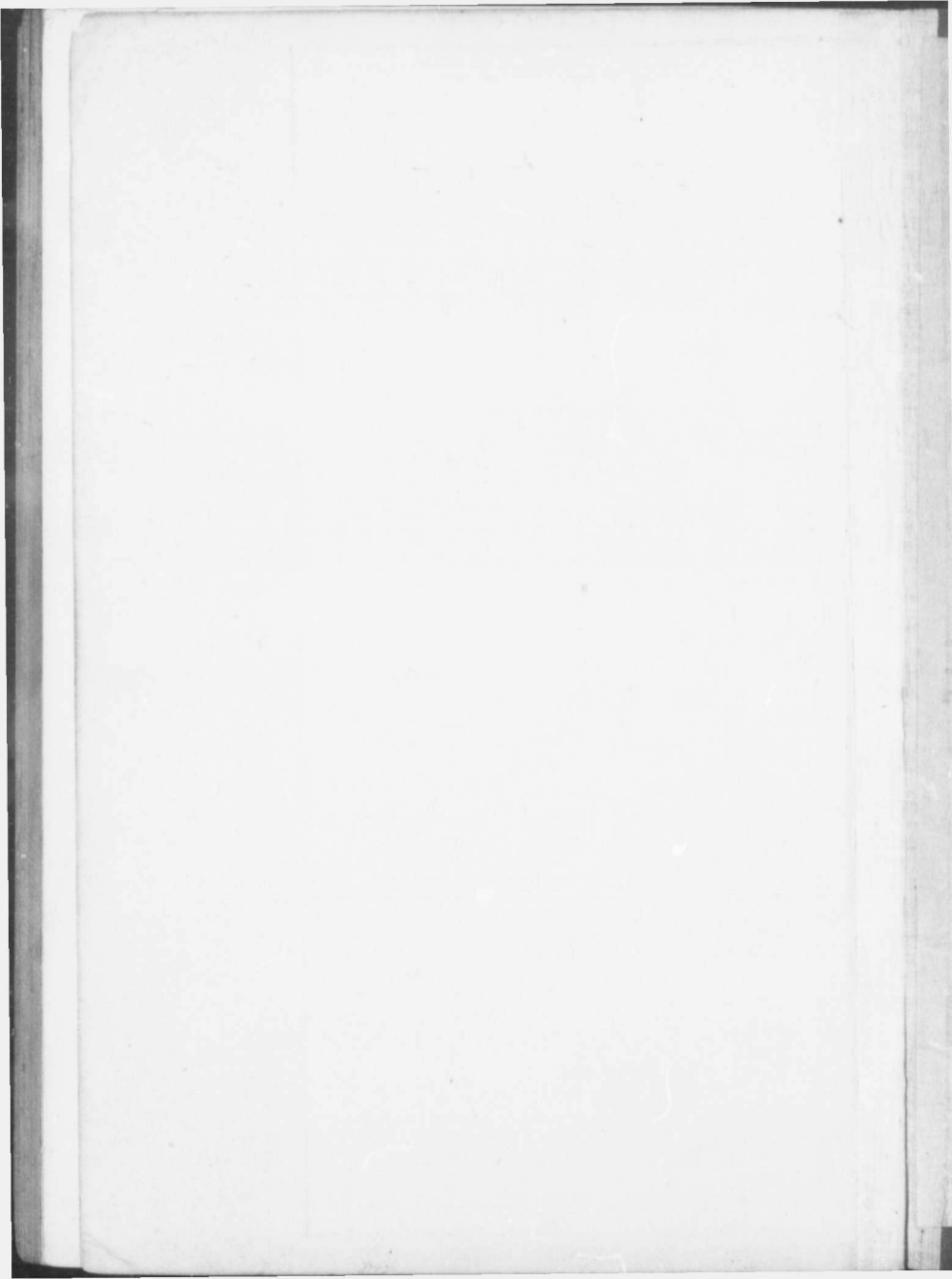
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General Traffic Manager,	Gen. Pass. and Ticket Agent,	
Moncton, N.B.	Moncton, N.B.	
H. H. MELANSON,	H. A. PRICE,	J. B. LAMBKIN,
Asst. Gen. Pass. Agent,	Asst. Gen. Pass. Agent,	Asst. Gen. Pass. Agent,
Moncton, N.B.	Montreal, P. Q.	Halifax, N.S.

## CITY PASSENGER AGENCIES

Halifax, N.S.	- - - - -	Sackville and Hollis Streets
Montreal, P.Q.	- - - - -	130 St. James Street
Quebec	- - - - -	7 Du Fort Street
		22 Dalhousie Street
St. John, N.B.	- - - - -	3 King Street
Toronto, Ont.	- - - - -	51 King Street East
		(King Edward Hotel Block)

## UNITED STATES AGENCIES

Boston, 306 Washington Street	- - - - -	R. W. Chipman
Chicago, 249 Clark Street, cor. Jackson Boulevard	- - - - -	J. H. Burgis
Chicago, Room 217, Royal Insurance Building	- - - - -	J. A. Bock
New York, 31 West 30th Street	- - - - -	George E. Marston



16/11/32

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