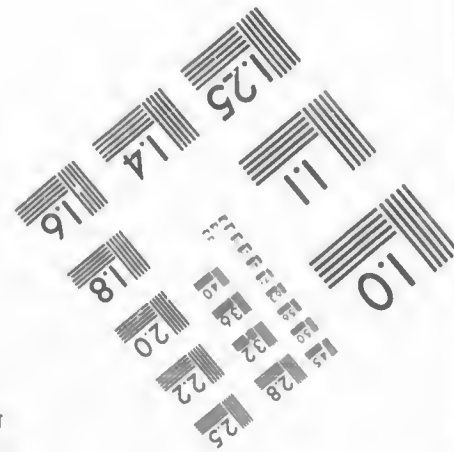
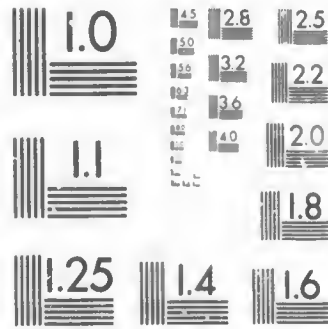


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TEST TARGET (MT-3)**

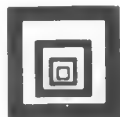


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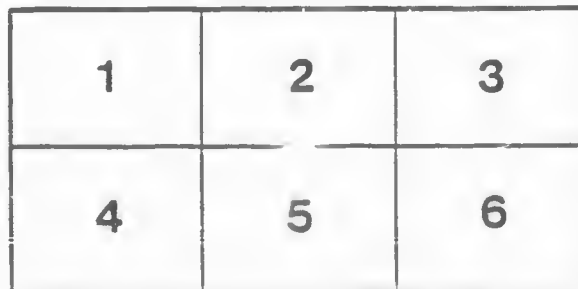
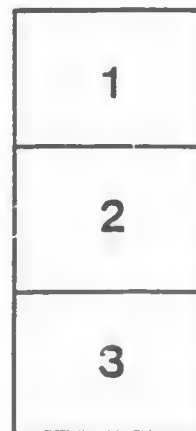
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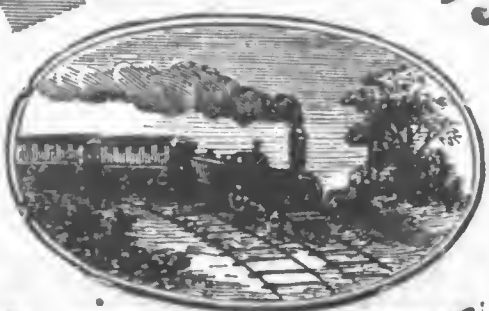
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7

INTERNATIONAL

27  
**TRAVELER'S**  
**GUIDE**



**FOR 1874.**

CONTAINING

**Information for Travelers**

GOING

**EAST OR WEST.**

IF YOU ARE GOING

**EAST,**

And desire the

**LOWEST RATES**

Be sure you find the

**Grand Trunk Railway Co.'s**

*General or Branch Offices in Chicago,*

LOCATED AS FOLLOWS:

**GENERAL OFFICE,—93 & 95 LAKE STREET.**

*(Under Tremont House.)*

**BRANCH OFFICES:**

*WEST SIDE,*

**No. 75 Canal, corner Madison Street.**

*NORTH SIDE,*

**No. 2 North Wells Street.**

**W. WAINWRIGHT,**

Gen'l Passenger Agent,

*MONTREAL.*

**J. H. WHITMAN,**

Western Passenger Agent,

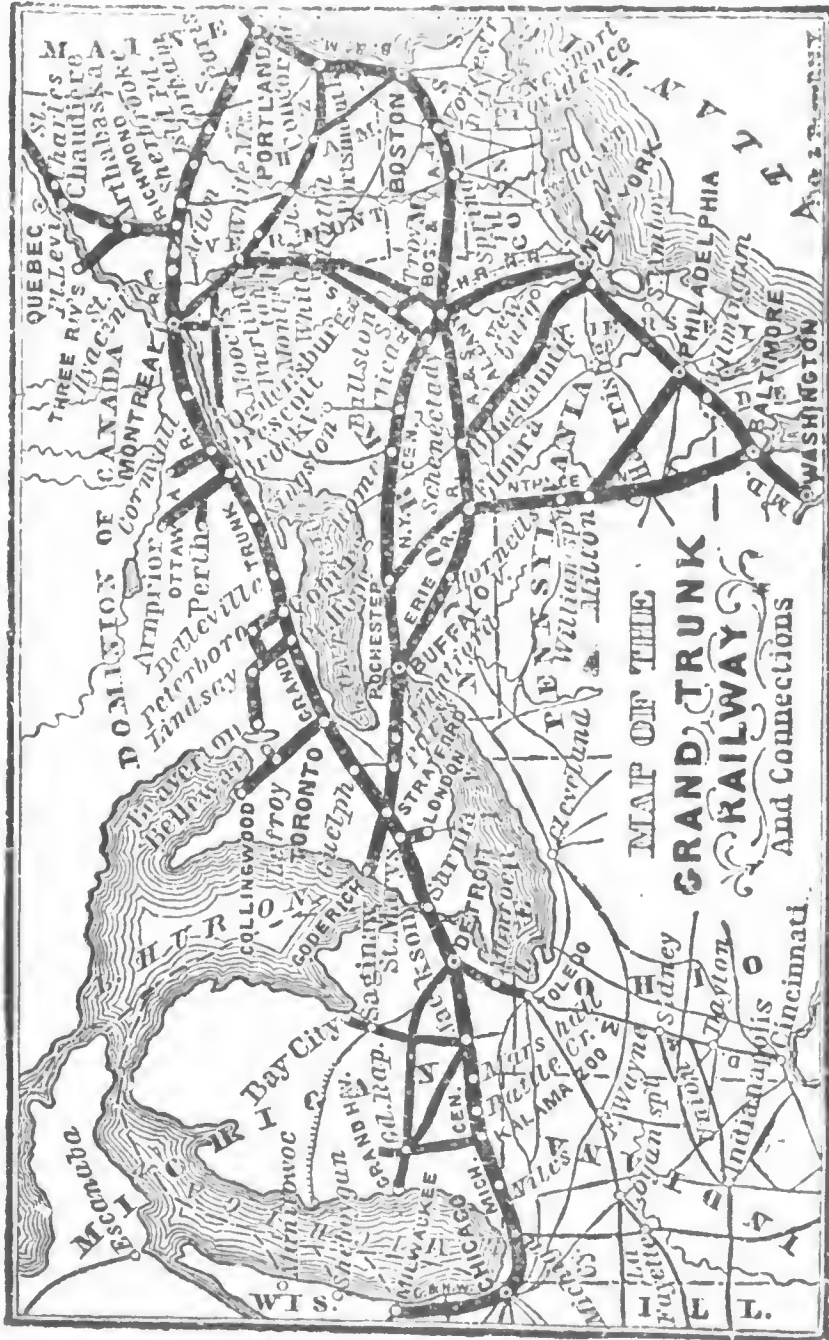
*CHICAGO.*



# GRAND TRUNK RAILWAY

AND  
ITS CONNECTIONS.

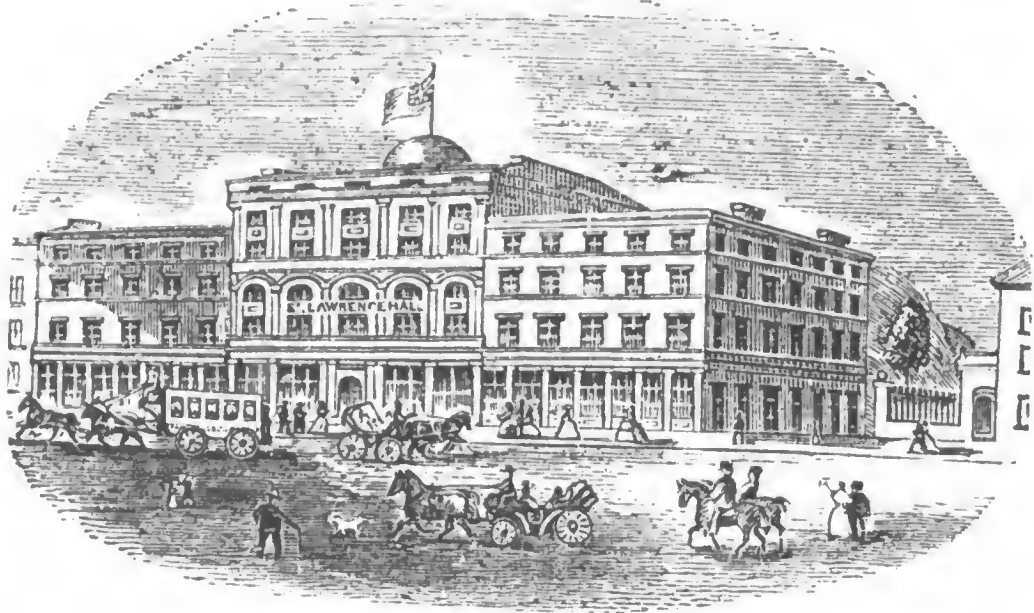
Pullman Cars on all Trains.



Fare to Boston, \$22.00.

OFFICE:  
TREMONT HOUSE,  
Corner Lake and Dearborn Streets,  
CHICAGO.

# St. Lawrence Hall,



**MONTREAL.**

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The largest and most convenient Hotel in the city. Capable of accommodating over 500 Guests.

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**PATRONIZED BY THE GOVERNMENT.**

ALSO BY

H. R. H. The Prince of Wales.

His Excellency the Gov. Gen.

H. R. H. The Grand Duke Alexis.

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The United States Consulate Office is in the Hotel.

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**F. GERIKEN, Proprietor,**

Successor to H. HOGAN.



# TOURIST GUIDE.

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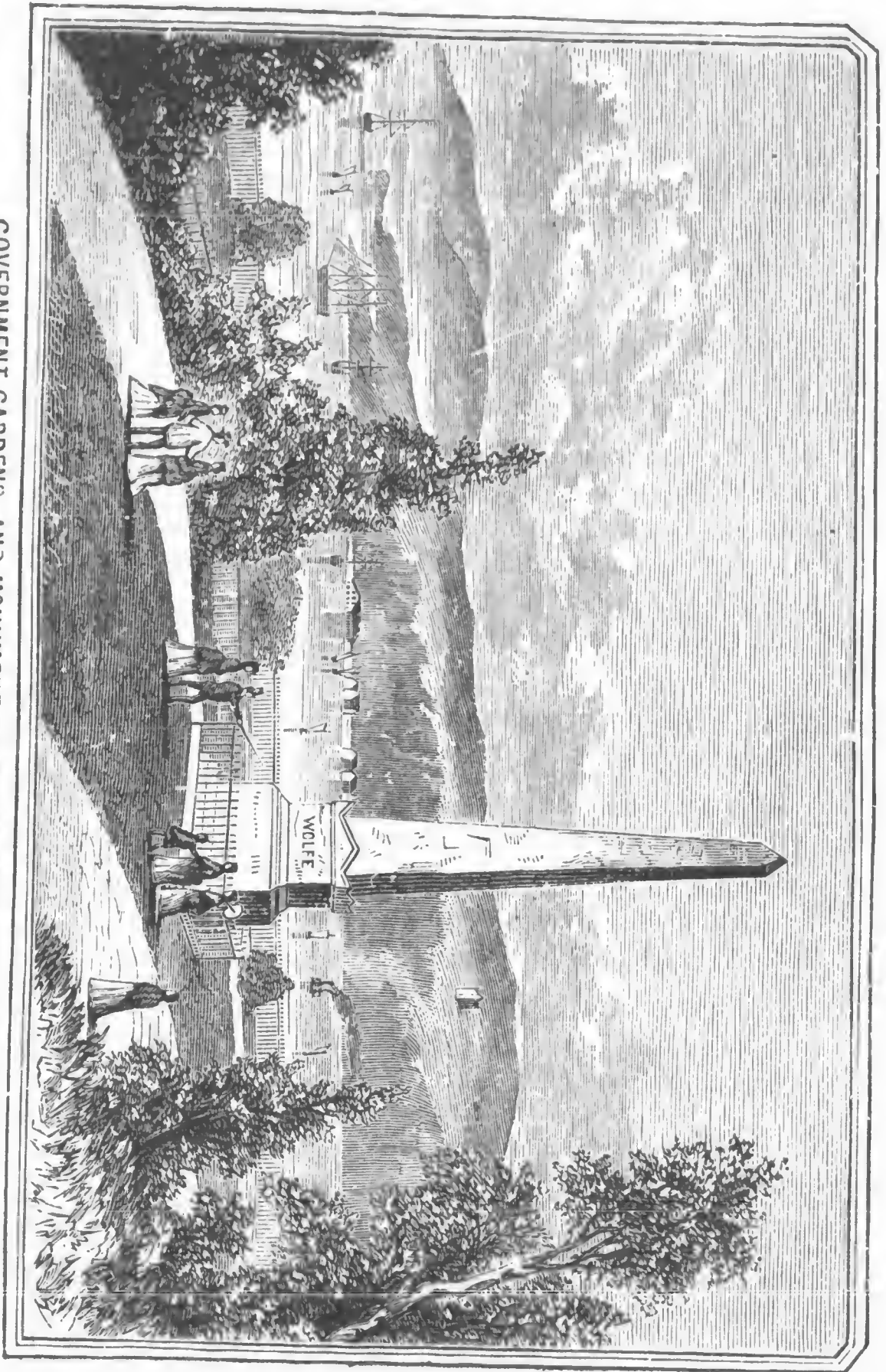
IN presenting this Guide to the public for the present year, it is done that the advantages offered by the Grand Trunk Railway and connecting lines may be more fully understood. The large amount of money expended during the past three years has so changed the character of this route, that at the present time there is no other line having a smoother track, mostly of steel rails, a more elegant passenger equipment, or running at a higher rate of speed with safety to its passengers, ensuring connections as advertised. The geographical position of the line is such that it should command nearly the entire travel between the West and the New England States, and there is no doubt that when the great improvements made shall have become more generally known it will do so. It is not the intention in this Guide to give an elaborate description of the scenery along the line, but to endeavor to answer many of the questions naturally asked by parties who are seeking correct information regarding this line.

You pass along the shore of Lake Ontario and the river St. Lawrence, or can leave the line at Toronto, visit Niagara Falls, and returning to Toronto can there take passage on the Royal Mail line of steamers, passing through the Thousand Islands, down the rapids, and under the world renowned Victoria Bridge by daylight; or, if economically inclined, you can make the same trip from Kingston, going from Toronto thence by rail,

taking steamer at that point, having a view of all the scenery at a saving of several dollars in expense. From Montreal, visiting the quaint old city of Quebec, Tadousac and Cacouna, favorite watering places on the Lower St. Lawrence, or the wonderful Saguenay river. If you desire to extend your journey and include a short trip on the Atlantic, secure passage on the Gulf line of steamers from Quebec to Halifax or St. John, N. B.; or if a trip to the White Mountains is more desirable, take the route via Portland, stopping at Gorham to visit the mountains; or, if you prefer the scenery of lakes, rivers and noted springs, go via Lake Champlain, Saratoga Springs and the Hudson river: to all of which points both excursion and tourists' tickets may be secured by this the great pleasure route of the country. If these objects of interest have for you no charm, go by the Buffalo division of the line in splendid Pullman car to Buffalo, crossing the new and substantial structure across the Niagara above the Falls, known as the International Bridge, the construction of which has given to the Grand Trunk Railway the same advantages for business to New York, Boston and intermediate points on the line of the New York Central and Erie Railways as are possessed by other lines. Apart from this advantage, the bridge itself is worthy of special attention, being one of the finest structures in the country, and admired by all travelers. Parties destined for Niagara Falls will, by taking this route, be able to view this as well as Suspension Bridge. On all divisions of the line the passenger equipment is fully equal to the best lines in the country; every improvement for the comfort and safety of travelers has been adopted. The locomotives, of which 120 from the best manufacturers in the coun-

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GOVERNMENT GARDENS, AND MONUMENT TO WOLFE AND MONTCALM, QUEBEC.



try have been placed on the line the past year, are of sufficient power to make the time promptly, as advertised. At the present time it must be admitted that the Grand Trunk Railway is in condition to give perfect satisfaction to its patrons. This could not have been said three years ago, but the expenditure of large sums of money has made the line *first class* in every respect.

Where in Chicago can tourists' excursion and regular tickets be purchased at rates given in this Guide?

At the General Office of the Company, 93 and 95 Lake Street, under the Tremont House; at the office at 75 Canal, corner of Madison street; at No. 2 North Wells street, and at the Michigan Central depot, foot of Lake street.

Where in the country?

At most of the principal railroad depots and ticket offices. Special excursion tickets are sold at St. Louis, Cairo and Quincy.

What excursion tickets will be on sale this year; what is the rate, and for how long a time are they good to return?

The tickets will be good to return at any time before November 1st, 1874.

#### CHICAGO to PORTLAND and RETURN.

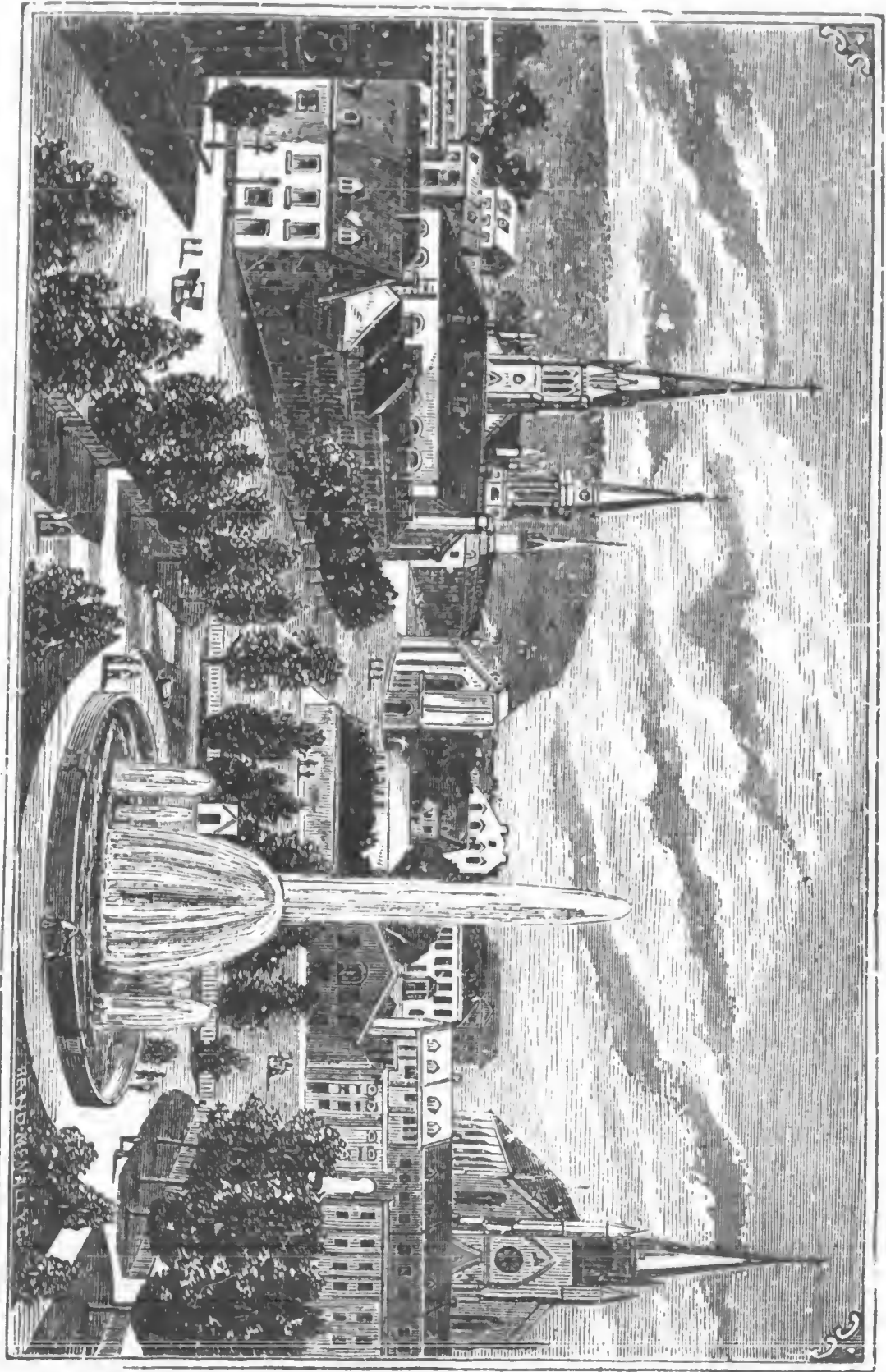
Form W X 86.—Route—by Michigan Central and Grand Trunk both ways.

Fare from Chicago .....	\$36.00
Fare from St. Louis, Cairo or Quincy .....	46.00

#### CHICAGO to OGDENSBURG and RETURN.

Form W X 85.—Route—by Michigan Central and Grand Trunk Railways both ways.

Fare from Chicago .....	32 00
Fare from St. Louis, Cairo or Quincy .....	43.00



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**CHICAGO to MONTREAL and RETURN.**

Form **W X 71**.—Route—by Michigan Central and Grand Trunk Railways to Kingston, Grand Trunk Railway or Royal Mail Line Steamers to Montreal. Return all rail, by Grand Trunk and Michigan Central Railways.

Fare from Chicago.....\$34.00  
 Fare from St. Louis, Cairo or Quincy ..... 45.00

**CHICAGO to QUEBEC and RETURN.**

Form **W X 82**.—Route—by Michigan Central and Grand Trunk Railways to Kingston, thence by Grand Trunk R'y or Royal Mail Line of Steamers. Return all rail.

Fare from Chicago..... 38.00  
 Fare from St. Louis, Cairo or Quincy..... 49.00

**CHICAGO to TORONTO and RETURN.**

Form **W X 1**.—Route—by Michigan Central and Grand Trunk Railways both ways.

Fare from Chicago..... 25.00  
 Fare from St. Louis, Cairo or Quincy ..... 36.00

**CHICAGO to NEW YORK and RETURN.**

Form **W X 110**.—Chicago to Detroit, Michigan Central Road, thence to Rouse's Point via Montreal, Grand Trunk Railway, thence to Whitehall, Lake Champlain Steamers, thence to Albany, Rensselaer & Saratoga R.R. thence to New York by Steamers on Hudson River. Return—New York to Buffalo, Erie Railway, thence to Chicago by Grand Trunk and Michigan Central Roads.

Fare from Chicago ..... 43.15  
 Fare from Cairo by Illinois Central, from St. Louis by Toledo, Wabash & Western, Illinois Central, or Chicago, Alton & St. Louis Railways ..... 54.15

Form **W X 111**.—Chicago to Detroit, Michigan Central R. R., thence to Rouse's Point, Grand Trunk R'y via Montreal, thence to Fort Ticonderoga, Lake Champlain Steamers, thence to Lake George, Stage, thence to Caldwell, Steamers, thence to Glen's Falls, Stage, thence to Albany, Rensselaer & Saratoga R. R., thence to New York by Hudson River Steamers. Return—New York to Buffalo, Erie R'y, thence to Chicago by Grand Trunk and Michigan Central R'ys.

Fare from Chicago..... 45.75  
 Fare from Cairo, Quincy or St. Louis..... 56.75



	Form <b>W X 112.</b> —This Form goes East by same route as Form 110, but is varied to return by Steamer on Hudson River to Albany and by New York Cent. to Buffalo.	
	Fare from Chicago.....	<b>\$42.00</b>
	Fare from Cairo, Quincy or St. Louis.....	<b>53.00</b>
	Form <b>W X 113.</b> —This Form goes East by same route as Form 111. Returning by same route as Form 112.	
	Fare from Chicago.....	<b>42.00</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>53.00</b>
	Form <b>W X 123.</b> —Route—by Michigan Central and Grand Trunk R'ys to Rouse's Point, thence to Whitehall by Lake Champlain, thence to Albany by Rensselaer & Saratoga R. R., Albany to New York by Day Line Steamers on Hudson River. Return—New York to Albany by Hudson River R. R., Albany to Buffalo by New York Central R. R., Buffalo to Chicago by Grand Trunk and Michigan Central Railways.	
	Fare from Chicago.....	<b>42.40</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>53.40</b>

**CHICAGO to BOSTON and RETURN.**

	Form <b>W X 59.</b> —Route—by Michigan Central and Grand Trunk to Ogdensburg, thence via St. Albans, White River Junction, Concord, Nashua and Lowell. Return same route.	
	Fare from Chicago.....	<b>38.00</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>46.00</b>
	Form <b>W X 60.</b> —Route—by Michigan Central and Grand Trunk to Ogdensburg, thence to St. Albans, Burlington, Rutland, Bellows Falls, etc. Return same route.	
	Fare from Chicago.....	<b>38.00</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>46.00</b>
	Form <b>W X 62.</b> —Route—by Montreal and Portland going East. Return by Central Vermont, Grand Trunk and Michigan Central Railways.	
	Fare from Chicago.....	<b>40.00</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>48.00</b>
	Form <b>W X 68.</b> —Route—by Michigan Central, Grand Trunk and Boston & Maine or Eastern Railways going East. Returning by same route.	
	Fare from Chicago.....	<b>38.00</b>
	Fare from St. Louis, Cairo or Quincy.....	<b>46.00</b>

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- Form W X 69.**—Route—by Michigan Central, Grand Trunk and Central Vermont Line going East. Return same route.  
 Fare from Chicago.....\$38.00  
 Fare from St. Louis, Cairo or Quincy..... 46.00
- Form W X 88.**—Route—by Michigan Central, Grand Trunk and Central Vermont Line going East. Return via Portland, Montreal, Toronto and Detroit.  
 Fare from Chicago ..... 40.00  
 Fare from St. Louis, Cairo and Quincy..... 48.00
- Form W X 114.**—Chicago to Detroit by Michigan Cent. Road, thence to Buffalo by Grand Trunk R'y, thence to Albany by New York Central, thence to Boston by Boston & Albany R. R. Return—Boston to Chicago via Central Vermont, Grand Trunk and Michigan Cent. R'ys.  
 Fare from Chicago..... 41.50  
 Fare from St. Louis, Cairo or Quincy..... 52.50
- Form W X 115.**—By Michigan Central, Grand Trunk and Central Vermont Line via Montreal and White River Junction. Return—Boston to Albany by Boston & Albany Road, thence to Buffalo by New York Cent. R'y, thence to Chicago by Grand Trunk and Michigan Central Railways.  
 Fare from Chicago..... 41.50  
 Fare from St. Louis, Cairo or Quincy..... 52.50
- Form W X 116.**—Route going East same as Form 115. Returning—Boston to New York, all rail, via Springfield, from New York to Buffalo by Erie R'y, Buffalo to Chicago by Grand Trunk and Michigan Central R'ys.  
 Fare from Chicago..... 43.75  
 Fare from St. Louis, Cairo or Quincy..... 54.75
- Form W X 117.**—Route—from Chicago to New York by Michigan Central, Grand Trunk and Erie Railways, thence to Boston, all rail, via Springfield. Return—Boston to Chicago by Central Vermont, Grand Trunk and Michigan Central Line.  
 Fare from Chicago..... 43.75  
 Fare from St. Louis, Cairo or Quincy..... 54.75

Form **W X 118**.—Route—Chicago to Buffalo by Michigan Central and Grand Trunk R'ys, thence to New York via Erie R'y, thence to Boston, all rail, via Springfield. Return—Boston to Portland by Boston & Maine R. R., thence to Chicago by Grand Trunk and Michigan Central Railways.

Fare from Chicago..... **\$43.75**  
 Fare from St. Louis, Cairo or Quincy..... **54.75**

Form **W X 119**.—Route—Chicago to Buffalo by Michigan Central and Grand Trunk R'ys, Buffalo to Albany by New York Central R'y, Albany to Boston by Boston & Albany Road. Return—Boston to Portland by Boston & Maine R. R., thence to Chicago by Grand Trunk and Michigan Central Railways.

Fare from Chicago..... **41.25**  
 Fare from St. Louis, Cairo or Quincy..... **52.25**

Form **W X 121**.—Route—by Michigan Central and Grand Trunk R'ys to Buffalo, thence to New York by Erie Railway, thence to Boston by Sound Steamers. Return by Central Vermont, Grand Trunk and Michigan Central Railways.

Fare from Chicago..... **42.35**  
 Fare from St. Louis, Cairo or Quincy..... **53.35**

Form **W X 122**.—Route—by Michigan Central and Grand Trunk R'ys to Buffalo, thence to New York by New York Central and Hudson River R. Rs., thence to Boston by Sound Steamers. Returning by Central Vermont, Grand Trunk and Michigan Central Railways.

Fare from Chicago..... **41.40**  
 Fare from St. Louis, Cairo or Quincy..... **52.40**

**CHICAGO to HALIFAX, N. S., and RETURN.**

Form **W X 165**.—Route—Chicago to Quebec by Michigan Central and Grand Trunk R'ys, Quebec to Pictou by Quebec and Gulf Port Steamers, Pictou to Halifax by Intercolonial R. R. Return—Halifax to Portland by New England & Nova Scotia S. S. Company, Portland to Chicago by Grand Trunk and Michigan Central Roads.

Fare from Chicago . . . . . **57.00**  
 Fare from St. Louis, Cairo or Quincy..... **68.00**

Form **W X 166**.--Route same as Form **W X 165**, with the exception of going from Halifax to St. John, N.B., thence to Portland.

Fare from Chicago.....\$60.00  
Fare from St. Louis, Cairo or Quincy..... 71.00

These Excursion Tickets will be sold in St. Louis after June 1st, at the following offices: Ticket Office of Illinois Central Road, No. 102 North Fourth Street; Office of Chicago, Alton & St. Louis Railroad, corner of Fourth and Pine Streets, or at Office of Toledo, Wabash & Western Railway, 408 Walnut Street, under Southern Hotel. In Quincy, at Office of Chicago, Burlington and Quincy Railroad, and Toledo, Wabash & Western Railway. In Cairo, at depot of Illinois Central Railroad Co., and at all principal offices in the country.

In Chicago, at Company's General Office, 93 and 95 Lake Street; at Branch Offices. 75 Canal, corner of Madison Street; at No. 2 North Wells Street, and at Michigan Central Depot, also at Office in Palmer House.

The Rates via the Grand Haven Route from Milwaukee, will be the same as rates given from Chicago. If parties desire to diverge from the line of the Grand Trunk Railway, or to continue their trip beyond its Eastern terminus, they can secure Tickets at following rates to points mentioned:

From Toronto to Niagara Falls and Return, Fare	\$3.60
" Prescott to Ottawa and Return,	" 3.50
" Richmond to Quebec and Return,	" 3.00
" Quebec to Cacouna and Return,	" 4.50
" Quebec to Tadousao and Return,	" 6.50
" Montreal via Quebec to Richmond,	" 3.50

Particular attention is called to the Tickets by Gulf Line of Steamer, for those who desire, during the heat

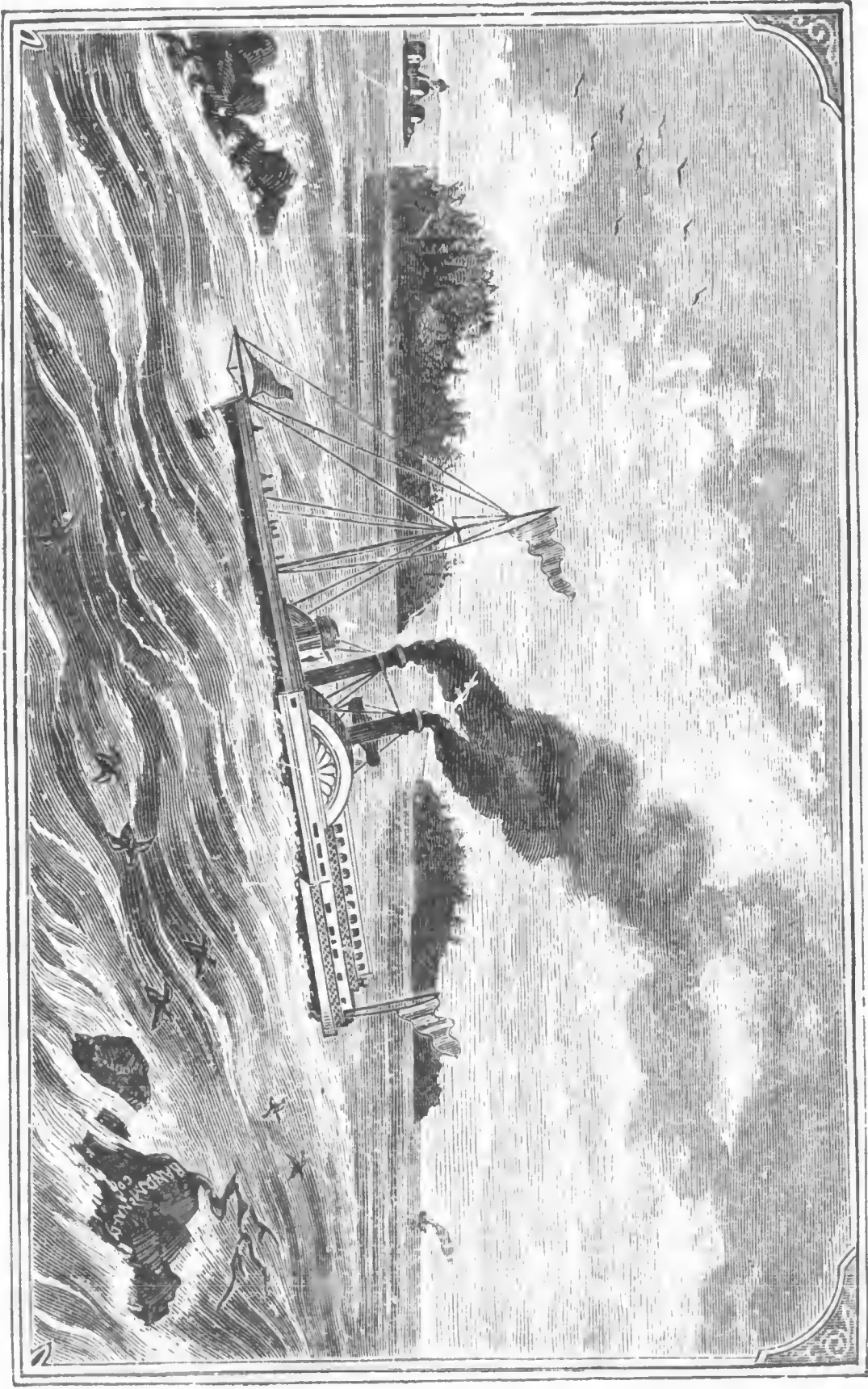
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LA CHINE RAPIDS.



of summer, to spend a few days on the bosom of the broad Atlantic Ocean, and enjoy its exhilarating and refreshing breezes. (See advertisement of this Line in subsequent pages.)

Do any of the forms of excursion tickets give passengers their choice of River St. Lawrence by steamer or Grand Trunk Railway?

They do not. *Excursion tickets*, except where specially mentioned as going by water, are all rail. Parties can, if they desire, purchase tickets that will take them from Kingston to Montreal by steamer on the St. Lawrence, passing the Thousand Islands, down the rapids and under Victoria Bridge by daylight, in connection with excursion or regular tickets to any point east of Montreal, the charge extra for which will be \$4.00, if purchased in connection with tickets from the West. These tickets include meals on steamers, but not state-rooms, as the trip is made between 5 A. M. and 7 P. M.

Give forms and rates on *tourists'* tickets, stating wherein they differ from excursion tickets.

Tourist Tickets are for the journey East *only*, whilst Excursion Tickets are for the round trip East and West.

Through  
rate from  
Chicago.

Through  
rate from  
Niag. Fls.

#### TOURISTS' FARE.

##### TO ALPINE HOUSE, GORHAM.

No. 1. No. 2.

Form 9.—Via Montreal, Quebec and G. T. R. \$32.50 \$23.00

Form 13.—Via Montreal and G. T. R. direct... 29.50 20.00

##### TO BOSTON.

Form 11.—Via Montreal, Quebec, Gorham and  
Portland..... 34.50 26.00

Form 12.—Via Montreal, St. Johns, Central  
Vermont and Rutland & Burlington R. Rs... 30.00 23.00

Form 15.—Via Montreal, Gorham and Portland 30.00 23.00



	No. 1.	No. 2.
Form 16.—Via Montreal, St. Johns and Central Vermont Line.....	\$30.00	\$23.00
Form 17.—Via Ogdensburg, St. Albans and Central Vermont Line.....	30.00	19.00
Form 29.—Via Montreal, Rouse's Point, Lake Champaign to Whitehall, thence by Railroad via Saratoga, Rutland, Bellows Falls and Fitchburg.....	36.50	27.00
Form 30.—Via Montreal, Quebec, Lemoxville, Newport, Wells River, Littleton, Stage to Profile and Crawford Houses and Base of Mountain, Tip Top House by Mt. Washington R. R., Stages to Alpine House, and Railway from Gorham via Portland.....	60.00	50.00
Form 34.—Via Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, People's Line of Steamers to New York, and Sound Steamers to Boston. ....	42.50	33.00
Form 35.—Via Montreal, St. Johns, White River Junction, Wells River, Littleton, Stages to and from Profile and Crawford Houses, and Rail via Concord, Nashua, and Lowell to Boston..	47.00	37.50
Form 38.—Via Montreal, Rouse's Point, Lake Champlain, Burlington, Bellows Falls, and Fitchburg . . .	32.50	23.00
Form 39.—Via Ogdensburg, Rouse's Point, Lake Champlain, Burlington, Bellows Falls, and Fitchburg.....	30.00	19.00
Form X 136.—Via Montreal, Sherbrooke, White River Junction, Concord, Nashua, thence to Boston .....	33.50	24.00
Form X 137.—Via Montreal, Quebec, Sherbrooke, White River Junction, Concord, Nashua, thence to Boston.....	36.50	27.00
Form X 142.—Via Montreal, thence to Northumberland, thence to Concord, thence to Boston ...	36.50	27.00
Form X 145.—Via Montreal, thence via Quebec to Northumberland, thence as above to Boston .....	39.50	30.00

Form X 147.—Via Montreal to Northumberland, thence to Twin Mountain, thence to Crawford House, thence to Profile House, thence to Plymouth, thence to Concord, thence to Lawrence, thence to Boston.....	No. 1. \$42.00	No. 2. \$32.50
Form X 152.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua to Boston	43.50	34.00
Form X 154.—Via Montreal, thence to Gorham, Glen House, thence to summit of Mt., thence to Base, thence to Crawford House, thence to Twin Mountain, thence to Profile House, Plymouth, Concord, Nashua, thence to Boston..	49.50	42.60
<b>TO CRAWFORD HOUSE.</b>		
Form 49.—Via Montreal, St. Johns, White River Junc., Wells River and Stages from Littleton.	37.50	25.00
Form 50.—Via Ogdensburg, St. Albans, White River Junction, Wells River, and Stages from Littleton. ....	34.00	21.00
Form 100.—Via Montreal, Gorham, Stages from Alpine House to Glen House and Tip Top House, Mt. Washington R. R. to base of Mountain, and Stage to Crawford House.....	43.00	33.00
Form 101.—Same as form 100, except going via Quebec.....	46.00	36.00
<b>TO KINGSTON.</b>		
Form 2.—Via Rail or Steamer.....	21.50	9.00
<b>TO LOWELL.</b>		
Form X 143.—Via Montreal, Northumberland, Concord, Nashua, thence to Lowell.....	36.30	26.80
Form X 146.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua, thence to Lowell.....	41.50	32.00
<b>TO LANCASTER, N. H.</b>		
Form 98.—Via Montreal, Quebec and Northumberland.....	33.50	24.00

No. 2.	TO MONTREAL.	No. 1.	No. 2.
	Form 6.—Via Rail or Steamer.....	\$25.00	\$14.00
	<b>TO NEW YORK.</b>		
\$32.50	Form 19.—Via Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga and Hudson River Railroad.....	38.75	28.75
34.00	Form 20.—Via Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga and People's Line Steamers... ..	37.75	28.00
	Form 21.—Via Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga and Hudson River Railroad.....	35.75	25.75
42.60	Form 22.—Via Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga and People's Line Steamers . . . . .	35.00	25.00
25.00	Form 24.—Via Montreal, Gorham, Portland and Boston . . . . .	36.50	28.00
21.00	Form 25.—Via Montreal, Quebec, Gorham, Portland and Boston.....	39.50	31.00
	Form 26.—Via Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga and Day Line Steamers.....	37.75	28.00
33.00	Form 27.—Via Montreal, Rouse's Point, Lake Champlain, Whitehall, Saratoga and Day Line Steamers . . . . .	35.00	25.00
9.00	Form 31.—Via Montreal, Quebec, Lennoxville, Newport, Wells River, Littleton, Stage to Profile and Crawford Houses, and base of Mountain, Tip Top House by Mt. Washington R. R., Stages to Alpine House, Railway from Gorham via Portland, and Steamers between Boston and New York.....	65.00	55.00
26.80			
32.00	Form 36.—Via Montreal, Quebec, Gorham, Stages, Alpine House to Glen House and Tip Top House, Mt. Washington R. R. to base of Mountain, Stages to Profile and Crawford Houses, thence via Concord, Nashua and Boston.....	65.00	55.00
24.00			

Form 37.—Via Montreal, Quebec, Sherbrooke, Newport, Littleton, Stages to and from Profile and Crawford Houses, then via Concord, Nashua and Boston.....	<b>No. 1.</b>	<b>No. 2.</b>
	\$56.25	\$47.50
Form 42.—Via Montreal, St. Johns, Burlington, Lake Champlain, Whitehall, Saratoga and Day Line Steamers .....	35.00	25.00
Form 43.—Via Montreal, St. Johns, Burlington, Lake Champlain, Lake George, Saratoga and Day Line Steamers .....	37.75	28.00
Form 44.—Via Ogdensburg, St. Albans, Burlington, Lake Champlain, Whitehall, Saratoga, and Day Line Steamers.....	31.00	21.00
Form 45.—Via Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga and Day Line Steamers.....	34.00	24.00
Form 46.—Via Montreal, St. Johns, Burlington, Bellows Falls and Springfield .....	34.00	24.00
Form 51.—Via Ogdensburg, St. Albans, White River Junction and Springfield.....	32.00	20.00
Form X 108.—Via Buffalo, Niagara Falls, Toronto, Kingston, Steamer on St. Lawrence to Montreal, thence by Lake Champlain, Saratoga and Hudson River to New York.....	32.00	
Form X 138.—Via Montreal, Sherbrooke, White River Junction, South Vernon, Springfield, thence to New York.....	34.80	25.00
Form X 139.—Via Montreal, Quebec, Sherbrooke, W.R. Junction, South Vernon, Springfield, thence to New York .....	37.80	28.00
Form X 140.—Via Montreal, Sherbrooke, White River Junction, Concord, Nashua, Lowell, thence to Worcester, Providence or Fall River, thence to New York.....	38.80	29.00
Form X 141.—Via Montreal, Quebec, Sherbrooke, balance of Route same as Form X 140	41.80	32.00
Form X 144.—Via Montreal, Northumberland, Concord, Nashua, Worcester, New London to New York.....	39.30	29.50

No. 2.	Form X 148.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua, Worcester, New London to New York.....	No. 1. No. 2. \$44.75 \$35.00
\$47.50		
25.00	Form X 149.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua, Lowell, Mansfield, Weir Junction, Fall River or Newport, thence to New York .....	44.75 35.00
28.00	Form X 150.—Via Montreal, Northumberland, Concord, Nashua, Lowell, Mansfield, Weir Junction, Fall River or Newport, thence to New York.....	39.30 29.50
21.00		
	<b>TO OGDENSBURG.</b>	
	Form 5.—Via Rail or Steamer.....	23.00 11.00
24.00		
	<b>TO PRESCOTT.</b>	
	Form 4.—Via Rail or Steamer.....	23.00 11.00
24.00		
	<b>TO PORTLAND.</b>	
	Form 10.—Via Montreal, Quebec and Gorham.	32.50 24.00
20.00	Form 14.—Via Montreal and Gorham direct...	29.50 21.00
	<b>TO PROVIDENCE.</b>	
	Form X 153.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua, Worcester, thence to Providence.....	43.75 34.50
25.00		
	<b>TO PROFILE HOUSE.</b>	
	Form 47.—Via Montreal, St. Johns, White River Junction, Wells River and Stage from Littleton... ..	36.50 24.00
28.00		
	Form 48.—Via Ogdensburg, St. Albans, White River Junction, Wells River and Stage from Littleton.....	33.00 20.00
29.00		
	Form 102.—Via Montreal, Gorham, Stages from Alpine House to Glen House and Tip Top House, Mt. Washington R. R. to base of Mountain, and Stages to Crawford and Profile Houses .....	47.00 37.00
32.00		
	Form 103.—Same as 102, with the exception of including Quebec .....	50.00 40.00
29.50		

**TO QUEBEC.**

	No. 1.	No.
Form 7.—Via Rail or Steamer.....	\$28.00	\$16.50

**TO QUEBEC, AND BACK TO MONTREAL.**

Form 8.—Via Rail or Steamer.....	32.00	19.00
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**TO SARATOGA**

Form 18.—Via Montreal, Rouse's Point, Lake Champlain and Lake George.....	35.20	24.50
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Form 23.—Via Montreal, Rouse's Point, Lake Champlain and Whitehall.....	32.50	21.50
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Form 28.—Via Montreal, Gorham, Stages from Alpine House to Glen House, Crawford House, Profile House and Littleton, then Rail to White River Junction and Burlington, and via Lake Champlain and Lake George and Glen's Falls to Saratoga.....	64.75	53.75
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Form 52.—Via Montreal, St. Johns, Burlington, Lake Champlain and Whitehall.....	32.35	21.50
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Form 53.—Via Montreal, St. Johns, Burlington, Lake Champlain and Lake George.....	35.20	24.50
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Form 54.—Via Ogdensburg, St. Albans, Burlington, Lake Champlain and Whitehall.....	28.50	17.50
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Form 55.—Via Ogdensburg, St. Albans, Burlington, Lake Champlain and Lake George...	31.30	20.50
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**TO WORCESTER.**

Form X 151.—Via Montreal, Northumberland, Twin Mountain, Crawford House, Profile House, Plymouth, Concord, Nashua, thence to Worcester.....	42.50	33.00
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To parties taking Steamers on the St. Lawrence and Kingston instead of Toronto, the fare will be \$4.00 less than rate given in column No. 1.

The Coupons between Niagara Falls and Toronto, Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec, are valid either by boat or rail, and they are likewise good either by the South Shore Express Line of Steamers from Charlotte, or by the Royal Mail Line from Toronto.



What is the regular all rail fare from Chicago to Boston or from Milwaukee to Boston by the Grand Haven route in connection with this Line?

We here give the rate from Chicago. The rate from Milwaukee by the Grand Haven Route is the same, but the rate from Milwaukee *via* Chicago is \$3.00 more.



RATES OF FARE ON FIRST CLASS TICKETS  
TO BOSTON BY  
GRAND TRUNK RAILWAY  
AND CONNECTIONS.

	Route via OGDENSBURG, Rouse's Point, St. Albans, White River Junction, Concord, Nashua and Lowell....	\$22.00
	Route via MONTREAL, St. Albans, White River Junction, etc.....	22.00
	Route via OGDENSBURG, Burlington, Rutland, Bellows Falls and Fitchburg.....	22.00
	Route via MONTREAL, St. Albans, Burlington, Rutland, Bellows Falls, etc.....	22.00
	Route via MONTREAL and Portland.....	22.00
	Route via MONTREAL, Sherbrooke or Lennoxville, Newport, St. Johnsbury, Wells River, White River Junction, etc.....	24.00
	Route via MONTREAL, West Farnham, Newport, St. Johnsbury, Wells River, White River Junction, etc.....	24.00
	Route via MONTREAL, Northumberland, Concord, Nashua and Lowell.....	24.00
	Route via BUFFALO, Rochester, Syracuse, Albany, Springfield and Worcester...	24.00
	Route via BUFFALO, Suspension Bridge, Rochester, Syracuse, Albany, Springfield and Worcester.....	24.00

- Route via BUFFALO**, Rochester, Albany, New York and Providence..... \$2
- Route via BUFFALO**, thence by Erie Railway to New York, thence by several routes to Boston ..... 2
- Route via BUFFALO**, Schenectady and Rutland ..... 2

Are the rates via Buffalo and International Bridge low as by other lines, and what improvements have been made on this division the past year?

The rates are always as low as by any other Line. Improvements completed, are the building of the International Bridge across the Niagara River above the old bridge—thereby insuring connection, and enabling the Company to run trains directly into the centre of Buffalo—landing their passengers in the Exchange St. Depot of the New York Central Railroad—nearly opposite to which is the Depot of the Erie Railway. Formerly the river was crossed by ferry and there was an awkward bus transfer to make the eastern connections, both of which have been abolished. Please note this improvement, as it renders connections sure with both Lines for New York and intermediate points.

Will passengers make as quick time by this, as by other lines?

They will make the same connections by this as by any other line via Buffalo or Suspension Bridge, and the time will be the same, but there will be but two Express trains by Grand Trunk Railway daily, Saturdays and Sundays excepted—on those days one train only. These trains will leave at 9.00 A. M. and 9 P. M.

For through time, see time cards.

Is baggage now checked to all principal points in Canada and the United States?

Yes, from the Michigan Central Depot in Chicago, but there is not as full an assortment of checks at

stations in the country as there should be, to obviate which, a full supply has been placed in the hands of agent on the train between Detroit and Port Huron, to accommodate all with checks to destination before arriving at the Canadian Border. If you cannot get your baggage checked to destination at starting point, have it checked to Chicago, Port Huron, or Sarnia. If checked to Chicago, get it rechecked at Michigan Central Depot to destination. If checked to Port Huron or Sarnia, the agent on train as before mentioned will change it for one to destination, which entirely does away with the examination of baggage destined for any point in the United States. All baggage for Canadian points will be examined by custom officers at Sarnia, but the officers are perfect gentlemen, and there is no complaint from passengers of the manner in which the examination is conducted.

Which is the best train by which to reach Portland and points in Maine without detention?

At the present time the morning train is the best if you desire no delay, but consult Time Table before leaving, as there may be a change in time.

Where do parties leaving Chicago by morning train connect with Pullman Car?

At Detroit Junction, at 6.15 p. m. There are two Pullman Cars attached to this train, one for Buffalo direct, and one for Montreal, both going through without change.

What is the best train from Chicago for Boston and New England points, via Ogdensburg or Montreal?

The 9 p. m. train, as it has Pullman Car attached which runs to Montreal without change, arriving at Ogdensburg to connect with Central Vermont Line at

6 A. M., and at Montreal to connect with same line  
9.30 A. M. At Montreal, passengers change into Pull-  
man Parlor Car, which runs to Boston without chang-  
ing landing passengers at principal New England points  
daylight.

At what time do trains leave Chicago for New York  
and intermediate points, via Buffalo and International  
Bridge?

Morning train at 9.00 A. M., Night train at 9 P. M.  
Pullman Car is secured by Morning train at Detroit  
Junction at 6.15 P. M.—on 9 P. M. train, Pullman Car  
leaves Chicago. These cars connect with Wagner  
Drawing Room or Sleeping Cars at Buffalo, over New  
York Central Railroad, and Pullman Cars over Erie  
Railway.

By which train do parties desirous of taking the  
steamers at Toronto of the Royal Mail Line, down the  
St. Lawrence, or steamers for Niagara Falls, make  
best connections?

By morning train from Chicago, which arrives at  
Toronto the following morning. Steamers of the Royal  
Mail Line, will leave at 10 A. M. and 2 P. M. Steamer  
for Niagara, at 7 A. M. and 2.20 P. M.

By which train do parties intending to take steamers  
on the St. Lawrence at Kingston, make the best con-  
nections?

By the 9 P. M. train which arrives there about mid-  
night. Steamer leaves at 5 A. M. and reaches Montreal  
to connect with steamer or train for Quebec, that night.

Are the steamers running between Montreal and Que-  
bec, known as the Richelieu Line, first class boats?

They are in every respect, being under the charge of  
competent and gentlemanly officers, who spare no pains  
to make the trip pleasant.

If parties prefer to go all rail, can they secure Pullman Cars?

Yes; on the night train to Quebec, some of the best class of Pullman Cars are run.

Give prices of berth in Pullman Cars, and where they may be secured in Chicago, and how by parties in the country, in advance of their arrival in Chicago.

Double berth in Pullman Car costs:

	TO	TO
Sarnia.....	\$2.00	Ogdensburg.....\$5.00
Stratford.....	2.50	Montreal..... 5.00
Toronto.....	3.00	Buffalo..... 3.00
Kingston.....	5.00	

They can be secured in Chicago from diagrams showing location of berth at **Grand Trunk Railway Office, 93 and 95 Lake Street, under the Tremont House.** Parties in the country, by telegraphing J. H. Whitman, Western Passenger agent, at above named office, will have best located berths unsold at time telegram is received reserved until departure of train.

On arrival in Montreal, is there a regular omnibus line to convey passengers and their baggage to the principal hotels and private residences?

Yes; there has been, this spring, a regular transfer company organized for that special purpose. They will have agents on all trains arriving in Montreal, who give checks for the safe delivery of baggage to any part of the city. The business will be conducted as at the principal cities in the United States. The same arrangement will soon go into effect at Toronto. Those who travel much fully understand the convenience of this system, and always avail themselves of its advantages.

Will tickets be sold by steamer to Sarnia, thence Grand Trunk Railway to points east, this season?

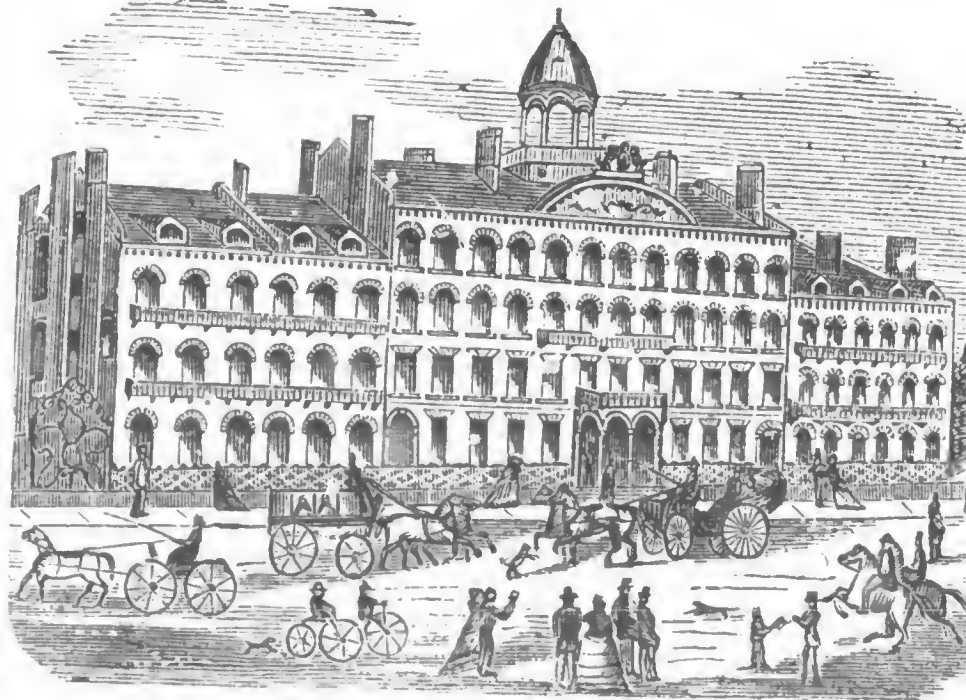
Yes; tickets will be sold by steamer round the lake to Sarnia, and thence via Grand Trunk Railway at rate about the same as last year. The boats that comprised the Sarnia Line last year will not this season carry passengers. Arrangements have been made with the "Central Vermont Line of Steamers" to land all passengers that desire to go via Grand Trunk at depot of this company at Port Huron. The office will be at No. 2 North Wells St., as last year, L. Spiegel still being the agent. He will also sell tickets to Lake Superior and to principal lake points. Parties desiring information regarding steamboat lines will do well to correspond with him for any desired information.

Are tickets by lake and rail also sold at other agencies of the company in Chicago?

Yes, at the General Office, 93 and 95 Lake St.

Are there good hotels at different points on the route? If so, give names and location.

At Toronto, one of the principal points on the line there are two first-class hotels, the "Queen's" and the "Rossin."



THE QUEEN'S, TORONTO.



The Queen's has been splendidly refitted and furnished, and large additions have been made to the house and grounds. It is generally considered one of the best hotels in Canada, and none will regret having selected it as a stopping place, going East or West. At Montreal, as in all large cities, there are many hotels, but the prominent ones, being those that secure the larger share of first-class travel, are St. Lawrence Hall, situated on Great St. James street, opposite the post-office. F. Geriken, successor of H. Hogan, Esq., is proprietor of this hotel; since it came under his management he has been continually improving the interior, until at the present time it is really in splendid condition; the table is first-class, and during the summer months it secures a large share of travel.

The Ottawa stands next on the list, and can accommodate comfortably over three hundred guests; it has enlarged and refurnished the principal rooms on the St. James street front, and will this season be found in better condition than ever before. Under the management of Browne & Perley, gentlemen well known to the traveling public, it has gained the enviable reputation of being remarkably well kept, and with American tourists is a general favorite.

Messrs. Decker, Stearns and Murray are the proprietors of two hotels in Montreal, one known as the "*Montreal House*," on Custom House Square, overlooking the St. Lawrence. It has a frontage of 180 feet on Custom House Square, commanding the most interesting and picturesque view of the river for miles above and below Victoria Bridge. This hotel has been splendidly refitted throughout, newly painted, new furniture, etc., all in first-class style. The long experience of Mr.

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Decker in hotel life is a sufficient guarantee (at least to his acquaintances and friends) that patrons of this hotel will be perfectly satisfied. The rate will be very reasonable. The "*Albion*" has always been a favorite with the traveling public who consult economy more than style; it is called a second-class house, but has accommodations for five hundred guests, and for the price charged per day, is not surpassed by any hotel in Canada. It may be called a second-class hotel, but equal to many that are called first-class.

At Quebec the "*St. Louis*," under charge of W. Russell, Esq., is the leading and best hotel in the city. There are but few travelers visiting Quebec but who make this their stopping place, and not to visit Quebec is not to have seen the beauty of Canadian scenery. The many points of historical interest, and delightful drives, with the oddity of the construction of the streets and buildings of the city, have always made a point of great interest to travelers. Parties making a trip to the White Mountains generally arrange to include Quebec in the trip, as it can be done at so small an expense; say for passage, extra, not to exceed \$3. From Quebec steamers leave for the far-famed Saguenay, Cacouna, Tadousac, and the watering places on the lower St. Lawrence. Trains on Grand Trunk Railway also leave for Cacouna and intermediate points twice daily with Pullman car attached.

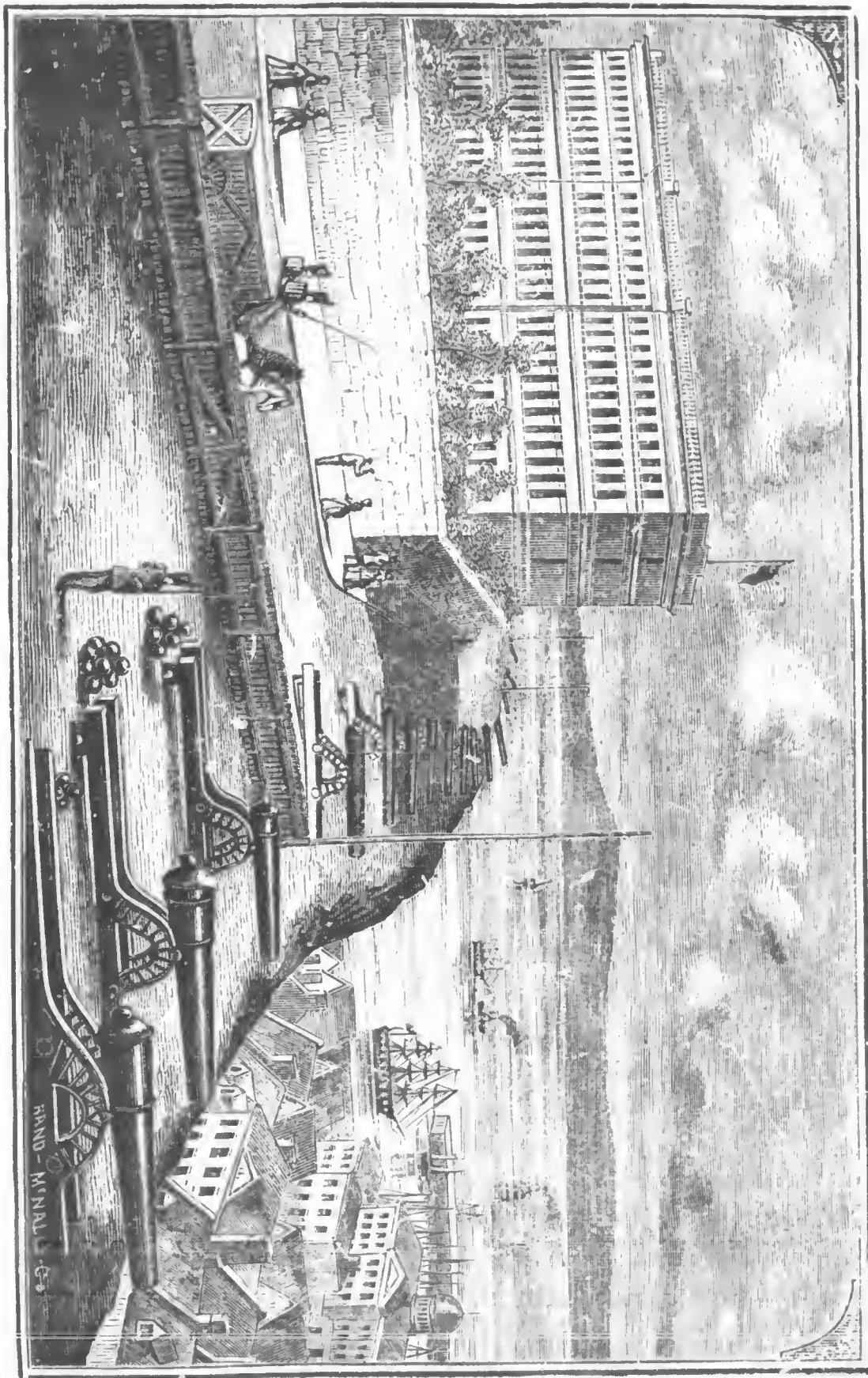
There is one trip which has not before this season been mentioned in this Guide; that is, the trip from Quebec to Halifax, etc., by the Gulf Line of Steamers. By parties who have taken this trip it is said to be one of the most delightful that can be made during the heat of summer. These steamers are first-class; the

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VIEW OF LAVAL UNIVERSITY, ETC., QUEBEC.



stop at all the principal points on the lower St. Lawrence, emerging from it into the broad Atlantic—so those who desire an ocean passage to enjoy the exhilarating salt water breeze, can secure one at small expense by taking this line; the expense is but a trifle more than it costs to stop at any first-class hotel per day. A Steamer of the Line leaves Quebec every Tuesday at 2.00 P. M.

Give information regarding *some of the leading* establishments of their kind in Montreal where goods may be purchased at low rates.

For everything belonging to a jewelry establishment the house of Savage, Lyman & Co. is one of the best and most reliable in the city. This firm are the agents for the celebrated Ulysse Nardin Watches in Canada. These watches have obtained a world-wide reputation as time keepers, having taken premiums and diplomas at nearly every exhibition in Europe as the best and most accurate time keepers ever produced. This establishment is at 226 and 228 St. James St.

For rich gold jewelry, diamonds, etc., the house of E. G. Mellor, 285 Notre Dame St., should be visited, as this establishment makes a specialty of this class of goods, and has eighteen large cases filled with gold jewelry of the most unique and artistic designs, many of them entirely new this season; they will sell at very reasonable rates.

For choice furs, or those of an inferior grade, John Henderson & Co., 283 Notre Dame St., have the best assortment in the city; they keep on view during the summer months samples of all varieties of fur goods, which can be bought at low rates as compared with quality.

For gents' wearing apparel, made to order as directed, and with the best class of trimmings, call on J. D. Anderson, 206 Great St. James St. The style in which garments are made, the trimmings used, the low priced charges, and the certainty of a good fit at this establishment, make it an object for parties in want to visit this house.

For dry goods, kid gloves, laces, silks, velvets, etc., do not purchase until you have visited the house of Brown & Claggett, a firm which, by their fair dealing with American tourists, have secured the reputation of selling first-class and medium goods at less rates than others. Of kid gloves they keep one of the largest assortments in the city. Do not fail to call on them, if wanting anything in their line. This establishment is known as the "Recollet House," and is situated at the corner of Notre Dame and St. Helen streets.

## SAN FRANCISCO TO NEW YORK.

To the residents on the Pacific Coast, or those arriving there from Australia, Honolulu, etc., who desire in going to New York or other Eastern points, to visit some of the grand and beautiful scenery of the United States and Canada, it may be well to know that Tourist Tickets are on sale at the agency of the Central Pacific Road, by which they can visit Buffalo, Niagara Falls, Toronto, the Thousand Islands and Rapids of the St. Lawrence, pass under the world-renowned Victoria Bridge by daylight, visit Montreal, the commercial metropolis of Canada; thence passing through the waters of beautiful Lake Champlain, and on splendid steamers to Whitehall; thence via Saratoga Springs to Albany, and down the Hudson River to New York. There is no trip on this Continent on which the beauty and grandeur of the scenery surpasses this. It is the great pleasure trip for parties from all parts of the world, as it can be made at such a low rate. It costs a trifle more only than it does for a straight ticket to New York via Niagara Falls, which is the only point of note on that route from Chicago. Parties who are for the first time making this trip across the Continent should secure the Tourist's Ticket by the Grand Trunk Railway, River St. Lawrence, Toronto, Montreal, Lake Champlain, Saratoga Springs, and Hudson River.

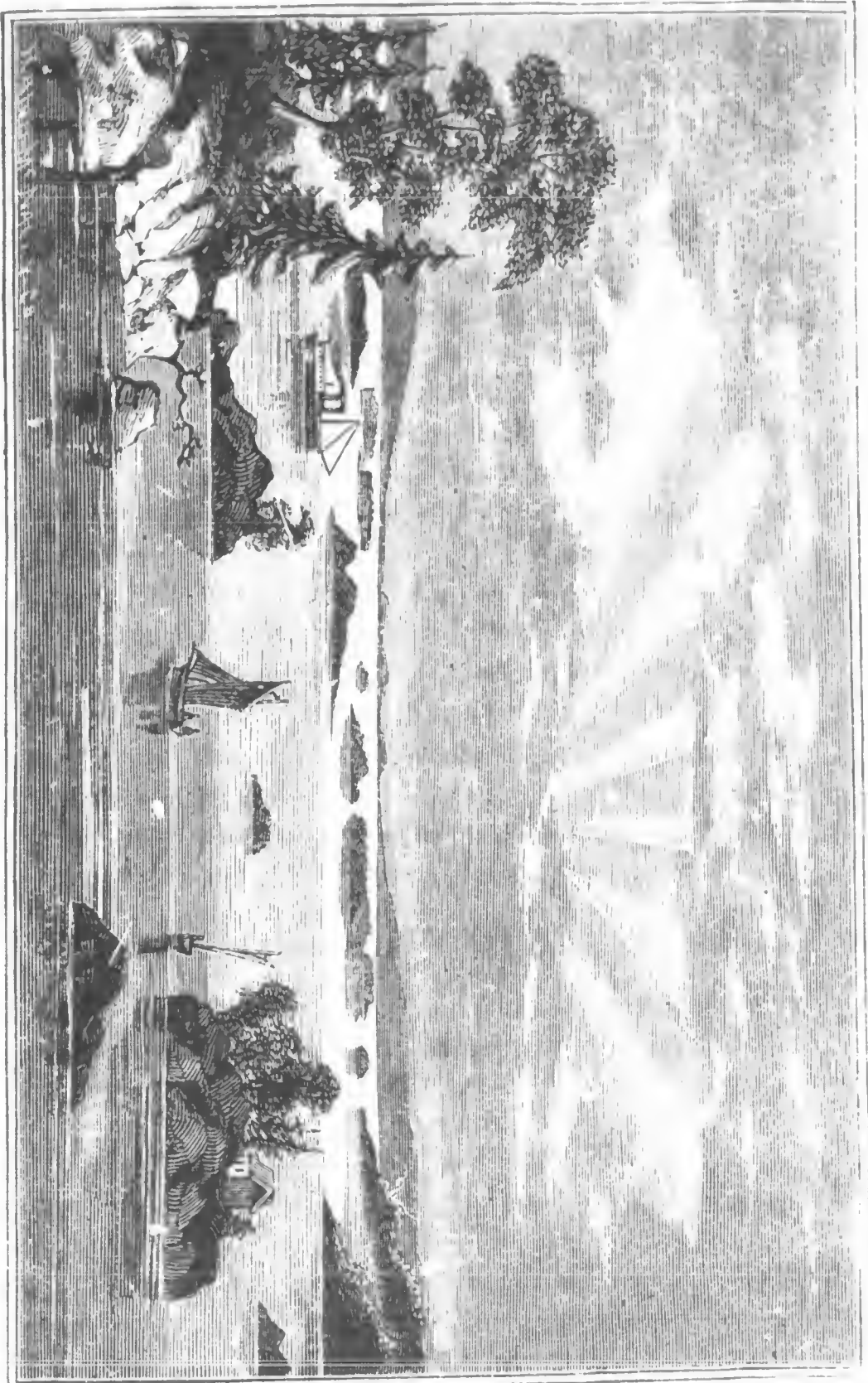
Tickets now on sale in San Francisco enable the traveler to make the trip as follows: From Chicago, by Michigan Central and Grand Trunk Railways Chicago to Buffalo (one of the large commercial cities in New York State), in Pullman's palace cars, distance 536 miles. Parties can here stop to visit Buffalo, or within a short time after their arrival leave for Niagara Falls,



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distance 23 miles. Having done the Falls, they cross Lake Ontario by steamer to Toronto, where they can spend a day at the "Queen's Hotel," getting a general idea of the city; leave there at seven P. M. for Kingston in Pullman cars, and leave Kingston the next morning by steamer for the trip through the Thousand Islands, down the rapids, and under the Victoria Bridge, which will be accomplished by seven P. M., and Montreal reached. Here a stop should be made to view the great commercial metropolis of Canada, after which train can be taken, either in morning or evening, for Rouse's Point, to connect with elegant steamers on Lake Champlain for Whitehall. It is better to leave in the morning, so as to pass through the lake by daylight, and reach Saratoga Springs for supper; remain over night, if desirable, and leave in the morning to go down the Hudson by daylight. For further information regarding this popular route, consult E. D. COLBURN, Esq., Agent of the Line, 214 Montgomery street, San Francisco, from whom maps of the route may be obtained.

### MICHIGAN CENTRAL RAILROAD.

Not having been over this road for some time, I would like to be informed if it has kept pace with the improvements of the age, and still ranks as the best line from Chicago to the East?

The Michigan Central has not only maintained but improved the reputation it had in former years. There is no improvement for the comfort or safety of passengers it has not adopted. A large portion of its track has been relaid with steel rails, and, at the present time, it has, for a portion of the distance, a double track. Its

passenger coaches rather surpass in elegance those of any line leaving Chicago for the East. It now has two through connections (Saturdays and Sundays excepted—only one train on those days,) with the Grand Trunk Railway, via **Buffalo and International Bridge** to New York, Boston, and all points on New York Central and Erie Railway; and two for Boston and New England points via Ogdensburg and Montreal, passing through all principal Canadian points. It also connects with Great Western Railway of Canada, and with steamers for Cleveland, and with lines reaching nearly all points in Michigan. If going to any point in Michigan, it will be well to leave Chicago by Michigan Central Railroad.

Where is the office of this line in Chicago?

The office is located at 67 Clark, corner of Randolph street.

At what time do trains leave that make close connections with trains on Grand Trunk Railway?

Via **Buffalo and International Bridge** at 9.00 A. M. and 9.00 P. M. for Eastern points.

At what time for Boston and New England points by Grand Trunk Railway?

At 9.00 A. M. and 9.00 P. M., with Pullman cars attached to the 9.00 P. M. train through to Montreal without change, making connections there and at Ogdensburg with Central Vermont Line.

Do Pullman cars run over the Michigan Central and Grand Trunk Line to Buffalo?

Yes; landing their passengers in the depot of New York Central Railway, from which all passenger trains leave for Rochester, Syracuse, Utica, Rome, Albany, Saratoga, Springfield, Worcester, etc.

Do trains on Michigan Central Road have Pullman cars attached which run through to New York without change?

Yes; on train leaving at 5.15 P. M. Pullman cars are attached, which run through to New York without change, both by New York Central and Erie Railways.

Does the 5.15 P. M. train make close connections with trains of Grand Trunk Railway?

It does not; passengers holding tickets by Grand Trunk Railway taking that train will arrive at Detroit Junction at 4.00 A. M., being obliged to remain there until the train leaving Chicago at 9.00 P. M. arrives. Parties holding tickets by Michigan Central and Grand Trunk Railway will find it much more comfortable not to leave Chicago until 9.00 P. M., that being a through express train without detention for all eastern points both by **International Bridge** via Buffalo as well as by Ogdensburg and Montreal.

You mention a Pullman car as running from Chicago to New York via Erie Railway; how does that car run?

Via Suspension Bridge and Buffalo.

## ERIE RAILWAY.

The Shortest, most Comfortable and Popular Route to **New York, Boston, Philadelphia,** and all points East.

Passengers purchasing tickets by this Broad Gauge, Double Track Route, cross the magnificent Suspension Bridge, **in full view of the Falls and Scenery of Niagara,** where, if they desire, they may stop off, and resume their journey at pleasure.

Passengers purchasing tickets by this Railway, have

also the choice of Berths and State Rooms in Pullman's Palace Sleeping and Drawing Room Cars, the most luxuriously upholstered and most comfortable cars in use.

To the lover of Nature the Line of the Erie Railway is conspicuously attractive, traversing as it does a section of country, which for beauty, variety, extent and magnificence of scenery, is not excelled on the American Continent.

To the business man its attractions are equally great,—safety, speed and regularity in the running of its trains being always assured. For the convenience of its patrons it has two depots in New York—one at the foot of 23d street, within a few squares of all the leading up-town hotels; the other at the foot of Chambers street, in the very heart of the principal commercial and business houses of the Metropolis.

If you are going East be sure that you ask for tickets via Erie Railway.

## NEW YORK CENTRAL RAILROAD.

This is the connecting link in the Great Central Route between Chicago, New York, and Boston. Passing as it does through many of the large cities and towns in "York State," being splendidly equipped, noted for the speed and regularity of its trains, having the advantage of four steel rail tracks over the greater portion of its line, it is able to run trains with safety at a high rate of speed. Having connection with the Grand Trunk, Great Western and Michigan Southern Railroads, it secures from the West the larger share of through travel. It has now an arrangement with the Grand Trunk Railway Company by which trains over that line land passengers in its Exchange Street Depot,

in Buffalo, so they have only to change from one car to another in the same depot if bound to any point on the line of its route. Pullman and Wagner cars run on this road, so that passengers securing tickets can have all the advantages of elegant sleeping or drawing room cars if desired. The trip by this route, through such large cities as Rochester, Syracuse, Utica, Rome, Albany, thence by Hudson River Railroad along the banks of the Hudson river, affords the traveler an opportunity of viewing the beautiful scenery of the noted stream, which has become celebrated the world over for its variety, extent and grandeur.

### CENTRAL VERMONT LINE.

This, in connection with the Michigan Central, and Grand Trunk Roads, forms the direct route to Boston and all points in the New England States. It connects with the Grand Trunk Railway both at Ogdensburg and Montreal, forming a portion of the great pleasure route by which all principal points in the East are the most comfortably reached.

The managers of this line not only control the route via White River Junction, but also, what in years past has been known as the Rutland & Burlington Road, and have made arrangements with the Pullman Palace Car Company to run their elegant Parlor and Palace Sleeping Cars on the different divisions of the line, thus forming, in connection with the Grand Trunk and Michigan Central Railways, a through line of Pullman cars between Chicago and Boston.

The Central Vermont Railway has always been a popular one with travelers; its passenger equipment, which of late years has been equal to other lines, has



had such additions made to it in new and elegant parlor cars for day trains, and the celebrated Pullman sleeping cars for night trains, that at the present time it excels in that point any of the Eastern lines. With tourists it is a general favorite, passing, as it does, through some of the most beautiful scenery in the East; running through the mountains and valleys of Vermont and New Hampshire to Boston, and the valley of the Connecticut to New York, no finer view of the scenery of mountains, valleys, meandering streams, or lovely New England homes, can be had. There is running in connection with this line from Chicago a line of steamers which pass through the chain of lakes to Ogdensburg. These steamers are fitted up especially for passengers, and connect with the Grand Trunk Railway at Sarnia for those who prefer only a short lake ride. For particulars of steamers see advertisements.

## LAKE CHAMPLAIN ROUTE.

### Montreal to New York.

Tourists from Montreal to New York, Saratoga and points south, naturally desire to obtain a view of the grand and beautiful scenery on the route.

The favorite one, and deservedly so, is by rail to Rouse's Point, thence by Champlain Transportation Company's elegant steamers through Lake Champlain to Ticonderoga, connecting there with steamers passing through Lake George, if that delightful spot is included in the trip, or directly to Whitehall, where connections are made with Rensselaer & Saratoga Railroad, passing through Saratoga, the most fashionable watering place in America, to Troy or Albany, where close connections are made with the Hudson River Railroad, or with

steamers which leave regularly on arrival of trains for New York. The route by steamer is generally selected on account of the varied scenery of the river which has been the theme of admiration of travelers from all sections of the world.

Trains leave Montreal twice daily, connecting with steamers at Rouse's Point morning and evening. It is by the day boat alone that you have a view of the beauty of Lake Champlain, a sheet of water replete with points of historical interest, and studded with countless islands whose varied beauty adds such charm to the pleasure of the trip. To say the steamers on which this trip is made are in every respect first-class conveys to the mind of the traveler elegance and comfort, with polite and gentlemanly treatment from the officers; all these will be found on this line. Changing from rail to boat lessens the tedium of the journey even were the mind not kept wholly engaged in contemplating the grandeur and varied beauty of the passing scenery.

### **TOLEDO, WABASH & WESTERN RAILWAY.**

Are excursion tickets sold in St. Louis at the office of this line under the Southern Hotel, by Toledo and Detroit, in connection with the Grand Trunk Railway?

Yes; at this office may be found a full assortment of excursion tickets at same rate as via Chicago.

Can you give some information regarding this route?

By reference to the advertisement in future pages of this Guide you will find the information furnished by the Agent of the Company.

## CHICAGO, ALTON & ST. LOUIS R. R.

NO CHANGE OF CARS BETWEEN CHICAGO AND KANSAS CITY, CHICAGO AND ST. LOUIS, ST. LOUIS AND PEKIN, ST. LOUIS AND PEORIA, ST. LOUIS AND LOUISIANA, (Mo.), ST. LOUIS AND QUINCY, AND ST. LOUIS AND BURLINGTON.

This popular road, which, in the classification of railroads by the railroad commissioners of Illinois, was the only line they ranked as *FIRST CLASS*, extends from Chicago to St. Louis, a distance of 280 miles, passing through Springfield, the capital of the State; also, by branching from this line at Bloomington, via Jacksonville (Ill.) and Louisiana (Mo.) to Kansas City, 491 miles. The latter is known as the "Chicago, Kansas City and Denver Short Line," on which reclining seat palace cars, free of extra charge, and Pullman palace sleeping cars are run between Chicago and Kansas City without change. Connections are made in St. Louis with the Iron Mountain Road, by which, on an all-rail route in Pullman palace cars, passengers can reach Little Rock, Memphis, Vicksburg, Mobile, New Orleans and intermediate points, it being the only direct line via St. Louis. It has also a direct line from St. Louis to St. Paul via Louisiana (Mo.), Quincy, Keokuk and Burlington. This line has all the great essential features of a comfortable journey either South, North, or West, viz: Pullman palace sleeping, dining and smoking cars, elegant day cars, combining all the recent improvements for the safety and comfort of passengers, and running through *ON TIME* without change. It is celebrated for the magnificence of its passenger equipments, smooth and well-ballasted track, prompt time and sure connec-

tions. The new day coaches of this line are unequalled by any other line, East or West. They are lighted with gas, elegantly carpeted, have twelve wheels, with Griggs patent steel tires, and are provided with Blackstone celebrated platforms and couplers, Westinghouse brakes and all the modern improvements which make traveling a luxury, including Thornton's dust shield, which more effectually excludes the dust. It has the advantage of being the shortest line between St. Louis and Chicago and of being the only line between these cities which runs a Saturday night train, and which runs Pullman palace sleeping and dining cars. It is the short line to Texas, via St. Louis, and is ninety-four miles shorter from Galveston than the route via Hannibal; is eight hours quicker in time than that route, and twenty-four hours quicker than via New Orleans. It is also the only route between Chicago and Kansas City running dining cars and reclining seat palace cars, as well as Pullman palace sleeping cars. It is now making three hours faster time from Chicago to Kansas City than is made by rival routes.

It has an office in St. Louis, corner of Fourth and Pine streets, opposite the Democrat office, where through tickets, berths in Pullman cars, and all information can be obtained. At this office during the summer, excursion tickets will be on sale to all the principal pleasure resorts in the East, and in Wisconsin and Minnesota, at rates given in Guide book. For further information address S. H. Knight, Ticket Agent Chicago & Alton Railroad, St. Louis. Offices in Chicago, at Union Depot (West Side) near Madison street bridge, and at 122 Randolph street.

## ILLINOIS CENTRAL RAILROAD.

Is this a direct route between St. Louis and Chicago, running cars through without change?

Yes; and for passengers going east by the Grand Trunk, Great Western, Michigan Southern or Fort Wayne Railroads, it arrives in Chicago to make connections without transfer. It lands its passengers in the Union Depot, foot of Lake street, from which passengers going by Michigan Central in connection with either Grand Trunk or Great Western, leave. Its trains run through between St. Louis and Chicago without change, and palace sleeping cars are run on all night trains.

Parties returning from the East should bear in mind the important fact that if going to points South, by taking tickets by this line they avoid an omnibus transfer in Chicago.

Does this line and its connections form a direct route between New Orleans and Chicago?

It does; besides which it is the shortest, and from twelve to twenty-four hours the quickest route, and the only one running Pullman cars through without change. It has an office in Cairo, from which parties from the South may procure any of the different forms of excursion tickets advertised in this Guide, at same rate as from St. Louis, and make quite a saving in time.

Is there a railroad from Cairo to connect with the Cairo & Fulton Railway, by which passengers can reach all the principal points in Texas without going via New Orleans?

It has such a connection, and the agents of the line say many passengers are taking that route. Information

regarding this route to Texas should be obtained from the ticket office of the company, where through tickets may be purchased.

Where is the ticket office of this line in Chicago and all Southern points?

121 Randolph street, near Clark.

To what other points do some of the divisions of this line run?

In connection with the Clinton and Springfield route it is a direct route to Springfield, the capital of Illinois.

**Dubuque and Sioux City Line.** It is the only route to Dubuque and Sioux City running through trains for Galena, Dubuque, Waterloo, Cedar Falls, Ackley, Fort Dodge, Sioux City, Yankton and intermediate points. If parties have their tickets *via Forreston* they will avoid the necessity of changing cars.

With what lines does it connect at St. Louis?

Missouri Pacific, St. Louis, Kansas City & Northern Atlantic & Pacific, Missouri, Kansas & Texas, St. Louis & Iron Mountain, and with Steamers going up and down the Mississippi river.

Where is the office of this line in St. Louis?

At No. 102 North Fourth street.

Can excursion tickets, both East and North, be secured at this office?

Yes it is the intention this season to offer a great variety of excursion tickets, both East and North, at this office. Parties who intend traveling will do well to call at this agency before they decide upon their route, and get a Guide Book, giving the routes over which excursion tickets going North and East pass. If you do not reside in St. Louis, write to John Bentley, Agent



of the Company, and he will forward one to your address free of charge.

Will this company issue excursion tickets, as last year, over the Grand Trunk Railway?

Yes; they will have a greater variety than ever over that line, for routes of which and rates consult this Guide.

As a route to Kansas City, Lawrence, Leavenworth, Atchison, St. Joseph, etc., has it connections through without detention?

It has; at St. Louis, with lines before mentioned.

## CHICAGO & NORTH-WESTERN R'Y.

Where is the ticket office of this Company in Chicago?

At No. 62 Clark street, under the Sherman House.

Where is their office in Milwaukee?

At corner of Wisconsin street and Broadway, and at depot foot of Wisconsin street on the Lake Shore.

Has this Company an office in St. Paul; if so, where located, and who is in charge of same?

This line is specially represented in St. Paul at office of West Wisconsin Railway Co., which is under the charge of Chas. Thompson, Esq., and is located opposite the Merchants' Hotel, cor. Third and Jackson streets.

As a route to and from Omaha and Council Bluffs, in connection with the Union Pacific Road, how does this line compare with others running to same points?

It compares very favorably with any other line. As regards distance, they are all about the same, this being eight miles the shortest; all make the same time. This was the first to form the connection between the Atlan-

tic and Pacific coast, and run the Pullman cars. runs through a very fertile country, crossing the Mississippi on an elegant bridge, and lands passengers from Omaha in Chicago in time to connect with all eastern trains.

Name some of the principal places through which it passes.

Dixon, Sterling, Fulton, Clinton, DeWitt, Cedar Rapids, Marshall, Grand Junction, Mo. Valley.

Has it a connection for Sioux City and Yankton?

Yes; at Mo. Valley Junction.

What connection has it for St. Paul, and through what points does it pass?

Leaving Chicago, it passes through Harvard, Beloit, Madison, Baraboo, to Elroy, where it connects with West Wisconsin Road, passing through Black River Falls, Eau Claire, Menomonee, Hudson and Stillwater. The Chicago & North-Western and West Wisconsin form the through line between Chicago and St. Paul, known as the Elroy Route, on which Pullman's palace and other cars are run through without change, passing through many picturesque points of interest on the route, some of the principal of which are Madison, the Capital of Wisconsin (a favorite summer resort for parties from all sections); thence through the beautiful Baraboo Valley, passing Devil's Lake, another noted resort, and through the great lumber district of Northern Wisconsin.

At what times do trains leave Chicago, and from which depot?

Trains leave at present (May 10) at 10.00 A. M. and 9.30 P. M., and arrive at St. Paul 6.18 P. M. and 6.30 A. M.; Minneapolis at 6.50 P. M., 7.50 A. M. Trains leave from depot cor. Kinzie and Canal streets.

At what time do trains leave on this line for Green Bay, Lake Superior, and intermediate points?

At 9.15 A. M., 9.00 P. M.

Name some of the principal points through which this division of the line passes.

Harvard, Clinton Junction, Janesville, Jefferson, Watertown, Fond du Lac, Oshkosh, Neenah, Menasha, Appleton, Fort Howard, Green Bay, Marinette, Menomonee, Escanaba, Smith's Mine Junction, Negaunee, Marquette, etc.

Is it the only direct all rail route to Lake Superior points?

It is, and is a very desirable way to reach those points.

Is this the route between Milwaukee and Chicago running on the shore of Lake Michigan, which passes through so many of those beautiful lake towns?

It is; it passes through Evanston, Winnetka, Lakeside, Glencoe, Highland Park, Highwood, Lake Forest, Waukegan, Kenosha, Racine, etc.

At what time do trains leave for Milwaukee, and at what time do they arrive?

At 8.00 A. M., 9.30 A. M., 5.00 P. M., 11.00 P. M., from Kinzie street depot; arrive 11.50 A. M., 12.30 P. M., 8.25 P. M., 5.30 A. M.

What other divisions has this line?

That known as the **Chicago, Dubuque & La Crosse Line**, from Chicago to Dubuque; thence, via McGregor and Lansing, to LaCrescent, opposite the city of LaCrosse. The Chicago and Geneva line, from Chicago via Crystal Lake to Geneva Lake, a noted resort for people from Chicago, many of whom make this point their summer home. It also has a direct

connection with the Winona & St. Peter Railroad, Rochester, Owatonna, Eagle Lake, Mankato, St. Peter, New Ulm, Marshall, and Lake Kampeska, 623 miles from Chicago, in Minnesota. This is known as the Minnesota Division. It is also a direct route running Pullman palace cars between Chicago and Freeport.

During the summer months are excursion tickets sold over this line?

Yes; at St. Louis, in offices of Illinois Central and Alton & St. Louis Railway, excursion tickets may be purchased by this line to prominent points of interest in the Northwest. Tickets are also sold at most of the principal Southern points, but are not sold in Chicago.

### **CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.**

Do the trains of this line make close connections at Omaha with trains of Union Pacific Road for Sacramento, San Francisco and intermediate points, and can you give an idea of the section of country through which they pass?

The trains of this line make close connections for points above mentioned; they pass through many of the most flourishing inland cities in Illinois, and over the celebrated Rock Island, on which is being constructed the Government Arsenal buildings, and from which the city derives its name. The scenery in this locality is surpassingly beautiful. After crossing into Iowa the traveler passes through the finest agricultural portion of the State, and through Des Moines, its capital. The entire line between Chicago and Omaha is being relaid with steel rails, over which the cars glide so smoothly that one hardly realizes the speed at which he

is going, but invariably finds himself on time when he reaches either Council Bluffs going west or Chicago coming east. The sleeping cars on this line are built and run by the Company; they are kept in splendid order, and every attention is paid by conductors to the comfort of the patrons of the line. It secures a large share of the travel bound to and from the Pacific coast.

As a route to Leavenworth, Atchison and points in Missouri and Kansas, how does it rank ?

It is the only line running to Leavenworth and Atchison without change of cars, passing over the magnificent iron bridge recently completed across the Missouri river, and connecting in Union depot with trains of Kansas Pacific and Missouri Pacific Railroads for Topeka, Kansas City, Laramie, Fort Scott, Denver and Colorado. It is the only line between Chicago and Kansas operated by one company.

Where is the office of this line in Chicago ?

In the Grand Pacific Hotel on Clark street.

Where is the depot of this line ?

At corner of Van Buren and Sherman streets; this depot is occupied jointly by the Chicago, Rock Island & Pacific and the Michigan Southern Roads, and is the finest depot in Chicago.

## BURLINGTON ROUTE.

### Chicago, Burlington & Quincy Railroad.

Is this line, in connection with the Union Pacific Road, considered the most desirable route between Omaha and Chicago ?

There is some difference in opinion regarding this, but by many it is thought there is no route that equals

it. Its passenger equipment is not surpassed by any line in the West. The smooth, well ballasted track, celebrated Pullman cars and the perfect and exclusive system of running trains by telegraph, together with the Westinghouse patent air brakes and the Miller patent safety platform and couplings, used on all cars on this line, insure the greatest safety with a high rate of speed, and make it a favorite route with the public.

Besides the route between Chicago and Omaha, what other points do other divisions of the road reach?

In connection with the Hannibal & St. Joseph Railroad, it is a favorite route to all points in Kansas. Fast express trains leave Chicago at 10 A. M. and 10 P. M. for Quincy, Cameron, St. Joseph, Atchison, Leavenworth, Topeka, Kansas City, etc.

In connection with the Burlington & Missouri, for Ottumwa, Des Moines, Red Oak, Lincoln, Fort Kearney, etc., trains leave at 10 A. M. and 10 P. M.

In connection with Missouri, Kansas & Texas Railroad, train leaves at 10 P. M. for Sedalia, Fort Scott, Parsons, Dennison, Dallas, Hearne, Austin, Houston and Galveston. This is the only line running Pullman cars through between Chicago and Dennison without change.

How is this line looked upon as the connecting link between the Pacific and Atlantic in San Francisco?

Judging from the large share of travel it secures, it must be a favorite route with parties from the Pacific coast.

Have the company an agent and office where information regarding the route may be obtained in San Francisco?

They have; at 214 Montgomery street.

What other features of this route are desirable?



The running of dining cars on the Atlantic and Pacific express train where passengers can secure their meals while speeding on their journey, with no fear of being left at some eating station on the way, has added largely to the popularity of the line, and greatly increased its business.

In connection with the Illinois Central, trains leave at 9 A. M. and 9 P. M. via Forreston for Dubuque, Waterloo, Cedar Falls, Fort Dodge, Sioux City, etc., running through to Dubuque without change of cars.

Where is the office of the line in Chicago?

At 59 Clark street, opposite the Sherman House.

Will excursion tickets be sold at the depot of this line in Quincy, via Chicago, Michigan Central and Grand Trunk Railways at rates given in this Guide?

Yes; excursion tickets will be sold from Quincy at same rate as from St. Louis; consequently passengers from all points west of the Mississippi river have three points at which the excursion tickets can be purchased, viz: Cairo, Quincy and St. Louis.

## CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Are you going to St. Paul, Minneapolis, or any other point in the Northwest? if so, do you fully understand the advantages offered by this line in running cars through from Chicago via Milwaukee, Portage, LaCrosse, Winona, thence along the banks of the Mississippi river to St. Paul, etc.?

That is just the line I want some information about. Where is their ticket and freight office in Chicago, and where in Milwaukee, and where in St. Paul?

The Chicago office is at 61 and 63 Clark street, opposite the Sherman House; the Milwaukee office is at the corner of East Water and Wisconsin streets; and in St. Paul opposite the Merchants' Hotel.

Is their depot in Chicago conveniently located?

The most so of any Western depot in Chicago, being on the corner of Madison and Canal streets, a place easily reached by horse cars from any point in the city.

Does this line offer advantages equal or superior to any other for those desiring to visit the Northwest?

It depends upon what point you desire to reach. In the case of LaCrosse, Winona, Lake City, Red Wing, Hastings, St. Paul, Minneapolis, etc., it is the only line running through without change, by which you have the pleasure of viewing the beautiful scenery of the Upper Mississippi, this line running the greater portion of the way along the banks of this noted stream. The scenery is considered equal to that of the Hudson, and the cool breezes from the river make the trip one of the pleasantest to the Northwest.

At what time do trains leave Chicago running through to St. Paul?

At 9.30 A. M. and 10.00 P. M. The 9.30 A. M. train arrives at St. Paul at 5.35 A. M. The train leaving at 10.00 P. M. arrives at St. Paul 7.30 P. M.

Are the cars on this line as good as used by any Western line?

Fully equal to the best cars in use by any railroad company. The sleeping cars are especially comfortable.

What are some of the other principal divisions of this line, and through what points do they pass?

**Chicago, Prairie du Chien, Iowa & Minnesota Line.** By this division you pass through Milwau-

kee, Whitewater, Janesville, Madison, Mazomanie, Lone Rock, Boscobel, Prairie du Chien, McGregor, Calmar, Austin, Ramsey, Owatonna, etc.

**Chicago, Milwaukee & Northern Line**, passing through Horicon, Minnesota Junction, Beaver Dam, Waupun, Ripon, Oshkosh, Berlin, Winneconne; and

**Chicago & Milwaukee Division**, trains on which leave for Milwaukee at 9.30 A. M., 5.00 P. M. and 10.00 P. M.; arriving in Milwaukee at 1.00 P. M., 8.30 P. M. and 1.30 A. M.

**Iowa & Dakota Division**; trains leave Calmar at 8.30 A. M. for Charles City, Mason City, Algona and intermediate points.

**Hastings and Dakota Division**; train leaves Hastings at 6.15 A. M. for Farmington, Shakopee, Carver, Glencoe, etc.

Are the principal pleasure resorts, say Pewaukee Lake, Oconomowoc, Madison, Elkhart Lake, Green Lake, and other favorite places, easily reached by this line?

Yes; this line is the direct route to nearly all the pleasure resorts in the Northwest, and passes through the finest sections of farming land in Wisconsin, Iowa, and Minnesota.

Are trains so arranged that connections with other lines are sure, especially for those leaving points in the Northwest to reach Chicago to connect with Eastern trains?

The trains of this line are invariably on time, and connections are made in Chicago with trains for the East and South with certainty. It is also by this line that parties from the Northwest make connections at Milwaukee with the steamers crossing Lake Michigan

to Grand Haven, known as the Grand Haven Route, connection with the Detroit & Milwaukee Railroad.

Are excursion tickets sold over this line in St. Louis and points South?

At the offices of the Illinois Central and Alton & St. Louis, in St. Louis, excursion tickets may be purchased by this route to the principal pleasure resorts in the Northwest at reduced rates; also at other offices in the South.

If baggage is checked from Chicago to St. Paul by this line, does it go through without transfer?

Yes, sir.

As some of our party are fond of the rod and gun, what are the chances for them to enjoy themselves?

You cannot go to a finer section of country than this line passes through. Prairie chickens in abundance, speckled trout in the brook, pike, pickerel, bass, and all varieties of the finny tribe are plenty in all the lakes round Minneapolis, but don't shoot the prairie chickens out of season—excuse me, no sportsman does that.

I think you had better call at their Chicago office; get time tables of the road; secure your tickets; and, if in poor health, visit Minnesota. The purity of the atmosphere has been of great advantage to many affected with pulmonary complaints. The famous Waukesha Springs, said to be a sure cure for kidney diseases, is on the line of this road, about twenty miles from Milwaukee. Should you desire to spend a few days in Milwaukee, and desire first-class accommodation with polite and gentlemanly treatment, it can be had at the Plankinton House, on Spring street, near the centre of business and all places of amusement.

# Plankinton House,



**MILWAUKEE, WIS.**

**REFURNISHED AND ENLARGED**

**Otis & Co.'s Improved Passenger Elevator.**

The Proprietor of this popular Hotel desires to express his thanks for the flattering and increasing patronage it has enjoyed for the past five years. This spring the House has been newly carpeted, bedding and furniture entirely renovated. The PLANKINTON HOUSE, located as it is on Spring Avenue, the greatest and most pleasant thoroughfare in the city, convenient to the general wholesale and retail centres, and in the immediate vicinity of Theatres, offers not only the inducements of comfort, economy and polite attention, but of convenience to business.

In the future, as in the past, no effort will be spared to render the PLANKINTON HOUSE a pleasant and comfortable home to guests. Colored servants in ordinaries and rotunda. The office, dining rooms, wash, billiard, bar, closet and coat rooms, also Telegraph and Railroad Offices, are all on the ground floor.

Accommodations for Three Hundred Guests.


**W. H. COTTRILL, Proprietor.**

# THROUGH TIME TABLE

--TO--


## CANADIAN POINTS


Chicago .....	Lv.	9.00 a.m.		9.00 p.m.
Detroit Junction .....	Ar.	6.15 p.m.		7.45 a.m.
Sarnia .....	"	10.00 "		11.30 "
St. Mary .....	"	12.50 a.m.		12.30 p.m.
Stratford .....	"	1.25 "		2.50 "
London .....	"	11.10 "		2.30 "
Galt .....	"	7.30 "		5.50 "
Guelph .....	"	3.05 "		4.45 "
Toronto .....	"	5.15 "		6.50 "
Collingwood .....	"	12.30 p.m.		
Whitby .....	"	8.15 a.m.		8.37 "
Port Hope .....	"	9.40 "		10.00 "
Cobourg .....	"	10.00 "		10.20 "
Bellville .....	"	12.10 p.m.		12.25 a.m.
Kingston .....	"	2.20 "		2.18 "
Brockville .....	"	4.05 "		4.15 "
Prescott .....	"	4.45 "		4.42 "
Ottawa .....	"	6.50 "		9.20 "
Cornwall .....	"	6.35 "		6.15 "
Montreal .....	"	9.30 "		9.00 a.m.
Quebec .....	Ar.	8.00 a.m.		

 Only Line running Pullman Cars to all Canadian Points without change.

The 9.00 a.m. Train leaves daily, Sundays excepted.

9.00 p.m. Train daily, Saturdays and Sundays excepted.

 Pullman Palace Cars on 9.00 p.m. Train, Chicago to Montreal WITHOUT CHANGE.

 On 9.00 a.m. Train, Pullman Car from Detroit to Montreal WITHOUT CHANGE.



THROUGH TIME TABLE

— TO —

B O S T O N

— VIA —

Detroit, Toronto, Montreal & Portland.

Chicago .....	Lv.		9.00 a.m.	9.00 p.m.
Detroit Junction.....	Ar.		6.15 p.m.	7.45 a.m.
Stratford.....	"		1.15 a.m.	2.50 p.m.
Toronto.....	"		5.15 "	6.50 "
Montreal.....	"		9.30 p.m.	9.00 a.m.
Richmond.....	"		1.45 a.m.	6.30 p.m.
Sherbrooke.....	"		3.45 "	7.50 "
Island Pond.....	"		6.35 "	9.55 "
Island Pond.....	Lv.		7.45 "	7.45 a.m.
Northumberland.....	"		9.00 "	9.00 "
Gorham.....	"		10.20 "	10.20 "
Danville Junction.....	"		1.30 p.m.	1.30 p.m.
Yarmouth Junction.....	"		2.10 "	2.10 "
Portland.....	"		2.50 "	2.50 "
Boston.....	Ar.		7.45 p.m.	7.45 p.m.

Only Line Running Pullman Cars to  
Portland from the West.

9.00 a.m. Train, has Pullman Palace Car DETROIT to MONTREAL WITHOUT CHANGE.

9.00 p.m. Train has Pullman Palace Car CHICAGO to MONTREAL WITHOUT CHANGE.

9.00 a.m. Train daily, Sundays excepted.

9.00 p.m. Train daily, Saturdays and Sundays excepted.

SUNDAY TRAIN LEAVES AT 5.15 P.M.

SUMMER TIME TABLE  
-- BY --  
**GRAND TRUNK AND CENTRAL VERMONT**  
**LINE**  
Via **OGDENSBURG.**

	Express.	*Express.	Mail.
Chicago .....	Lv. 9 00 a.m.		
Toronto .....	Ar. 5.15 "		9.00 p.m.
Ogdensburg .....	" 5.00 p.m.		6.50 "
Ogdensburg .....	Lv. 6.00 "		5.00 a.m.
Potsdam .....	Ar. 7.50 "	12.35 p.m.	6.00 "
Malone .....	" 10.25 "	1.35 "	7.10 "
Mooers Junction .....	" 2.30 a.m.	3.05 "	8.30 "
Rouse's Point .....	" 3.57 "	5.12 "	10.16 "
Alburgh Springs .....	" 4.40 "	5.55 "	10.53 "
St. Albans .....	" 5.55 "	6.20 "	11.14 "
St. Albans .....	Lv. 6.20 "	7.05 "	11.55 "
Essex Junction .....	Ar. 7.25 "	7.25 "	12.15 p.m.
Waterbury .....	" 8.42 "	8.35 "	1.15 "
Montpelier .....	" 9.15 "	9.45 "	2.08 "
Northfield .....	" 9.30 "	10.20 "	2.46 "
Bethel .....	" 10.44 "	10.36 "	2.56 "
White River Junction .....	" 11.55 "	12.00 m.	3.57 "
Lebanon .....	" 12.42 p.m.	1.20 a.m.	4.55 "
Concord .....	" 3.25 "	2.08 "	5.13 "
Manchester .....	" 4.20 "	5.30 "	7.37 "
Nashua .....	" 5.04 "	6.10 "	8.25 "
Lowell .....	" 5.30 "	6.50 "	9.00 "
Boston .....	Ar. 6.23 p.m.	7.00 "	9.20 "
		8.10 a.m.	10.00 p.m.

\* This train leaving Saturday runs into Boston Sunday morning.

**RUTLAND DIVISION.**

	Day Exp.	Night Exp.	
Essex Junction .....	Lv. 1.15 p.m.	8.35 p.m.	
Burlington .....	Ar. 1.40 "	9.00 "	7.25 a.m.
Vergennes .....	" 3.20 "	10.15 "	7.55 "
Middlebury .....	" 4.45 "	10.58 "	9.00 "
Rutland .....	" 7.50 p.m.	12.28 "	9.45 "
Bellows Falls .....			11.40 "
Keene .....		3.20 a.m.	2.30 p.m.
Winchendon .....		4.55 "	3.23 "
S. Ashburnham .....		5.48 "	4.14 "
Fitchburg .....		6.06 "	4.30 "
Boston .....		6.30 "	4.55 "
		8.35 a.m.	7.15 a.m.

SUMMER TIME TABLE

— VIA —

MONTREAL AND CENTRAL VERMONT LINE.

Mail.

11:00 p.m.	Chicago	Lv.	9.00 a.m.	9.00 p.m.
11:50 "	Detroit Junction	Ar.	6.15 p.m.	7.50 a.m.
12:00 a.m.	Stratford	"	1.15 a.m.	1.45 p.m.
12:10 "	Toronto	"	5.15 "	6.50 "
12:30 "	Montreal	"	9.30 p.m.	9.00 a.m.
12:16 "	Montreal	Lv.	10.00 "	*3.45 p.m.
12:53 "	St. Johns	Ar.	5.05 "	10.30 "
1:14 "	St. Albans	"	7.00 "	12.00 noon
1:55 "	Essex Junction	"	8.20 "	1.15 p.m.
2:15 p.m.	Waterbury	"	9.40 "	2.08 "
2:15 "	Montpelier	"	10.20 "	2.46 "
2:08 "	Northfield	"	10.36 "	2.56 "
2:46 "	Randolph	"	11.38 "	3.41 "
2:56 "	Royalton	"	12.17 a.m.	4.08 "
3:57 "	Woodstock	"	1.10 "	4.47 "
4:55 "	White River Junction	"	1.20 "	4.55 "
5:13 "	Concord	"	5.20 "	7.37 "
5:37 "	Manchester	"	6.10 "	8.25 "
5:55 "	Nashua	"	6.50 "	9.00 "
6:00 "	Lowell	"	7.00 "	9.20 "
6:00 p.m.	Boston	"	8.10 a.m.	10.00 p.m.

Connection at 10 p.m. with train for Quebec and Rutland, and with train from Sherbrooke via Passumpsic Road and at Northumberland with Boston, Concord and Montreal R. R.

\* This train runs into Boston Sunday morning.

VIA RUTLAND DIVISION.

5 a.m.	Essex Junction	Lv.	8.35 p.m.	1.15 p.m.
6 "	Burlington	"	9.00 "	1.40 "
7 "	Rutland	"	12.28 "	7.50 "
8 "	Bellows Falls	"	3 20 a.m.	6.40 "
9 p.m.	Bellows Falls	Lv.		8.10 a.m.
10 "	Keene	Ar.	4.55 "	9.35 "
11 "	Winchendon	"	5.48 "	11.00 "
12 "	S. Ashburnham	"	6.06 "	11.29 "
1 "	Fitchburg	"	6.30 "	12.00 noon.
2 a.m.	Boston	"	8.35 "	2.40 p.m.

# SUMMER TIME TABLE

## EASTWARD,

—VIA—

## BUFFALO AND INTERNATIONAL BRIDGE.

Chicago .....	Lv.	9.00 a.m.	Pullman Cars	9.00 p.m.
Detroit Junction .....	Ar.	6.15 p.m.	on 6.15 p.m.	7.50 a.m.
Sarnia .....	"	10.00 "	train from De-	11.30 "
Paris .....	"	3.03 a.m.	troit.	4.12 p.m.
Brantford .....	"	3.25 "	Pullman Car	4.25 "
Port Colborne .....	"	5.25 "	on 9.00 p.m.	6.30 "
Buffalo .....	Ar.	6.50 a.m.	train from Ch'-	8.00 p.m.
			eago.	

Trains Leave Buffalo for Niagara Falls via New York  
Central Railway.

At 9.00 a.m. ....	} Arriving at Niagara Falls at	10.05 a.m.
" 10.50 " .....		1.05 p.m.
" 3.00 p.m. ....		4.10 "
" 6.05 " .....		7.15 "
" 8.15 p.m. ....		10.05 p.m.

Trains Leave Buffalo for New York and intermediate points by  
New York Central Railway.

Buffalo .....	Lv.	7.30 a.m.	2.05 p.m.	9.50 p.m.
Rochester .....	Ar.	9.45 "	4.20 "	12.00 n't.
Syracuse .....	"	12.25 p.m.	7.10 "	2.45 a.m.
Rome .....	"	1.53 "	8.48 "	4.07 "
Utica .....	"	2.20 "	9.20 "	4.25 "
Schenectady .....	"	4.50 "	12.00 n't.	7.05 "
Albany .....	"	5.25 "	12.40 a.m.	7.40 "
New York .....	"	10.00 p.m.	7.00 "	12.30 p.m.
Pittsfield .....	"		4.23 a.m.	10.54 a.m.
Springfield .....	"		6.15 "	12.50 p.m.
Worcester .....	"		8.30 "	3.25 "
Boston .....	Ar.		10.00 a.m.	4.50 p.m.

Trains Leave Buffalo for Niagara Falls by Erie Railway.

At 8.05 a.m. ....	} Arriving at Niagara Falls at	9.56 a.m.
" 11.05 " .....		12.55 p.m.
" 2.45 p.m. ....		4.00 "
" 5.40 " .....		6.57 p.m.

Trains Leave Buffalo via Erie Railway.

Buffalo .....	Lv.	7.25 a.m.	2.50 p.m.	9.50 p.m.
Avon .....	Ar.	10.00 "		
Hornellsville .....	"	1.50 p.m.	6.16 p.m.	1.25 a.m.
Corning .....	"	2.03 "	8.05 "	3.05 "
Elmira .....	"	2.43 "	8.46 "	3.45 "
Waverly .....	"	5.35 "	9.23 "	4.25 "
Owego .....	"	6.23 "	10.04 "	5.06 "
Binghamton .....	"	7.30 "	10.53 "	5.53 "
Susquehanna .....	"	8.38 "	11.43 "	6.43 "
Paterson .....	"	6.00 a.m.	6.00 a.m.	1.00 p.m.
Newark .....	"	7.00 "	7.00 "	1.15 "
New York .....	Ar.	6.45 a.m.	6.45 a.m.	1.45 p.m.

THE FASTEST TIME ON RECORD!

— VIA —

# WABASH LINE!!

**87 Miles the Shortest and over 3 Hours  
the Quickest Route!**

FROM ST. LOUIS AND THE SOUTHWEST

— TO —

## POINTS EAST!

Via Detroit, where connection is made with the Grand  
Trunk Railway of Canada.

—:0:—

## CHEAP EXCURSION TICKETS

SOLD AT OUR

St. Louis Office, 408 Walnut St. (Southern Hotel),

— FOR —

**NEW YORK, BOSTON, PORTLAND,  
MONTREAL, QUEBEC.**

And all prominent watering places in the East, enabling  
passengers to stop off at the various points of interest on  
the ST. LAWRENCE RIVER, and along the route at  
their pleasure.

---

Pullman Palace Sleeping Cars on all Trains.

---

Ask for Through Tickets, via the "Wabash Fast Line."

---

**W. L. MALCOLM,**

General Pass. Agt., Toledo.

**A. ANDERSON,**

General Manager, Toledo

LE

RIDGE.

00 p.m.

50 a.m.

30 "

12 p.m.

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York

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p.m.

# CENTRAL VERMONT LINE OF STEAMERS

(N. T. CO.)

There will be a Boat of this Line leave Chicago from foot of North La Salle Street daily, at 7.00 p. m., stopping at

**MILWAUKEE, GLEN HAVEN,**

DUNCAN, PORT HURON,

**Detroit, Cleveland, St. Catherines, Oswego**

CAPE VINCENT,

*Clayton, Alexandria Bay,*

**BROCKVILLE, OGDENSBURG**

**CONNECTING AT PORT HURON**

With Express Trains on Grand Trunk Railway.

**AND AT OGDENSBURG**

With Central Vermont Line for all points in New England States, and with Royal Mail Line of Steamers and Grand Trunk Railway for

*MONTREAL, QUEBEC, ETC.*

 Fare, including Meals and Berth on Steamer, as low as by any other Route.

*Office foot of North La Salle St., Chicago.*

J. H. GREEN, Western Pass. Agent



THE  
**QUEBEC AND GULF PORT**  
 STEAMSHIP COMPANY.

**Great Pleasure Route**

FROM **QUEBEC** DOWN

**The Gulf of St. Lawrence**

TO

Father Point, Metis, Gaspé, Perce, Paspébiac,  
 Dalhousie, Chatham, New Castle, Point  
 du Chêne, Charlottetown, Prince Ed-  
 ward Island, Pictou, and by Rail-  
 road and Steamboat connection

TO

**ST. JOHN, N. B., HALIFAX, N. S.**

And all Points in the Maritime Provinces,

**PORTLAND and BOSTON.**

The scenery along the Gulf is grand and beautiful, and the air is cool and invigorating, even in the warmest months. Most of the landing points are

**FAMED SEA BATHING RESORTS,**

And Sportsmen and Anglers will find this Route unrivaled. The Rivers, Bays and Inlets swarm with Trout and Salmon.

The Grand Trunk Railway Offices in Detroit, Chicago, and St. Louis, and all principal Ticket Offices throughout the West, have on sale Excursion Tickets to Boston and Return, reading by Rail to Quebec, Steamer to Pictou or Shediac, by Rail to St. John or Halifax, thence by Boat to Portland and Boston, returning by all Rail to starting Points.

When selecting your Route, ask Agents for Map Circular of Gulf Port Steamers, which will give you full information regarding sailing, points of interest, connection, etc.

**STEVENSON & LEVE,**  
*Passenger Agents.*

**W. MOORE,**  
*Manager.*

General Offices, Quebec, Canada.

1874. TOURIST & PLEASURE SEEKERS. 1874.

—♦♦—  
SUMMER ARRANGEMENT

OF THE

# Lake Champlain and Lake George Steamers

The fashionable thoroughfare and pleasure route between  
 NIAGARA FALLS, MONTREAL & LAKE GEORGE,  
 SARATOGA, TROY, ALBANY, NEW YORK,  
 MT. MANSFIELD, THE ADIRONDACK  
 SPORTING GROUNDS, AND ALL  
 SOUTHERN & WESTERN POINTS.

TWO DAILY TRAINS leave Montreal, connecting at ROUSE'S  
 POINT with the elegant and commodious Steamers—

VERMONT,	-	-	-	Capt. Wm. H. Flagg.
ADIRONDACK,	-	-	-	Capt. Wm. Anderson.
UNITED STATES,	-	-	-	Capt. Geo. Rushlow.

Forming TWO DAILY LINES each way through the Lake, connect-  
 ing at TICONDEROGA with Steamer "Minne-ha-ha," through Lake  
 George; and at WHITEHALL, with Trains of Rensselaer & Saratoga  
 Railroad, for SARATOGA, TROY, ALBANY, NEW YORK, and all  
 Southern and Western points.

The only Route to Lake George, and only Direct Route to Saratoga.

THROUGH TICKETS and information can be obtained at the  
 Ticket Offices, at Niagara Falls, J. N. Bockus, Agent, 89 Great St.  
 James Street, Montreal, (adjoining St. Lawrence Hall), at the Offices  
 of the Grand Trunk Railway, on board of Steamers, at the General  
 Office of the Company, Burlington, Vt., and at GRAND TRUNK  
 RAILWAY OFFICE, 95 LAKE ST., UNDER TREMONT HOUSE,  
 CHICAGO.

A. L. INMAN, Gen'l Supt.

May, 1874.

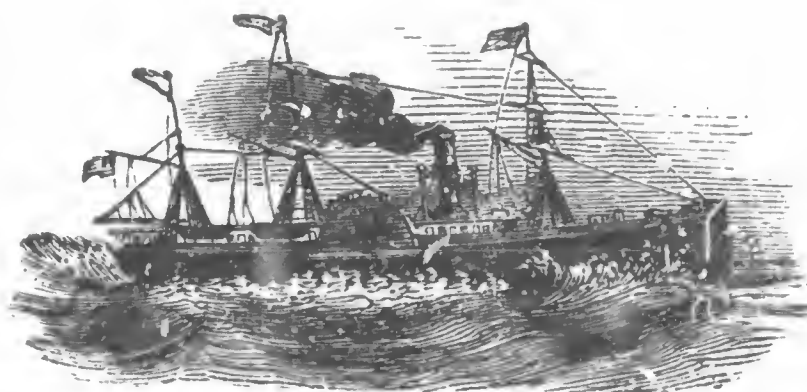
1874.

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1874.

**TORONTO,**

**NIAGARA FALLS AND BUFFALO  
ROUTE.**



**STEAMER**

**“City of Toronto”**

During the Summer Season, makes Two Trips Daily between Toronto Niagara and Lewiston, in connection with the Erie & Niagara Railroad, at Niagara, and at Lewiston with the New York Central Railroad.

Leave TORONTO,	7.00 A. M.	2.30 P. M.
“ LEWISTON,	11.00 “	6.00 “
“ NIAGARA,	11.15 “	6.15 “

Time between Toronto and Buffalo, only 4½ hours.

**N. MILLOY, Agent,**  
No. 8 Front Street, TORONTO.

1874.

**RICHELIEU COMPANY**

---

**DAILY****Royal Mail Line of Steamers!**

RUNNING BETWEEN

**MONTREAL & QUEBEC.**

---

*The Iron Steamers***QUEBEC, Captain Labelle,**

AND

**MONTREAL, Captain Nelson,**

Leave Richelieu Pier, MONTREAL, on alternate evenings,  
at 7 o'clock, arriving at Quebec the following  
morning at 6 o'clock.

FARE, First-Class, including Meals and State Room  
Berth, \$3.50, Canada Money.

Returning, leave QUEBEC daily at 4 P. M., arriving in  
MONTREAL at 6 A. M. Distance, 170 miles.

*For further particulars apply at*

**No. 228 St. Paul Street, Montreal.**

**J. B. LAMERE,**

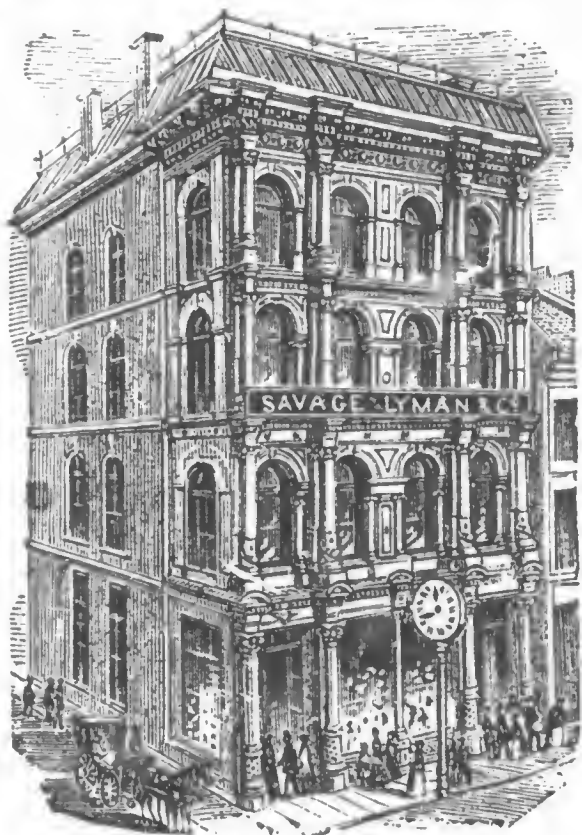
General Manager.

ESTABLISHED 1818.

**SAVAGE, LYMAN & CO.**

Beg to inform their numerous friends and the public that they have  
REMOVED to these magnificent premises,

REMOVED.



226 & 228 ST. JAMES STREET,

Where they will be prepared to show a large assortment of

**Fine Watches, Rich Jewelry,**

—AND—

**ELEGANT SILVER and ELECTRO-PLATED WARE,**

ALSO, A VARIETY OF

Rich Gilt and Bronze Goods, Ormolu and Marble Mantel Clocks,  
Carriage and Hall Clocks, Cabinet Ware in rich Mediæval Gilt  
Trimmings, Russian Leather Goods in great variety, Fans,  
Opera Glasses, Toilet and Dressing Cases and Bags fitted  
up complete, and a large variety of Fancy Goods.

THE WHOLE OF WHICH THEY WILL BE HAPPY TO SHOW VISITORS.

**SAVAGE, LYMAN & CO., 226 & 228 St. James Street,**

SOLE AGENTS OF THE CELEBRATED

**ULYSSE NARDIN'S WATCHES & CHRONOMETERS.**

ESTABLISHED 1834.

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JOHN HENDERSON & CO.  
**FURRIERS**

IMPORTERS AND MANUFACTURERS OF

Choicest Russian and Hudson Bay Furs,

CRYSTAL BLOCK,

No. 283 NOTRE DAME STREET,

MONTREAL.

---

Tourists are invited to call and see our Stock on view  
during the Summer, embracing the

**FINEST CLASSES OF FURS**

And manufactured in the very best manner.

---

INDIAN CURIOSITIES and FANCY GOODS

WHOLESALE AND RETAIL.



---

MONTREAL'S FAVORITE.

---

SILKS AND KID GLOVES.

---

**BROWN & CLAGGETT**

Invite Visitors from the States to view their

MAGNIFICENT STOCK OF

SILKS, VELVETS, LACES, SHAWLS

RICH EMBROIDERIES,

Ribbons, Dress and Millinery Goods,

Which is as well selected as any in Montreal.

---

A SPECIALTY MADE OF KID GLOVES

Of which we have, of this Spring's Importation, 300 dozen of the best makes in all shades. Having a FIRST-CLASS Dressmaking Establishment connected with our House, we are able, AT SHORT NOTICE, to manufacture to order any goods purchased.

---

GENTS' CLOTHING

Manufactured on the premises in latest American styles.

**BROWN & CLAGGETT,**

*Recollet House, Cor. Notre Dame & St. Helen Sts.*

**MONTREAL.**

J. D. ANDERSON,  
Gents' Clothing House,  
No. 206 ST. JAMES STREET,  
MONTREAL.



Tourists and others wishing bargains in Clothing, can at this establishment secure the **FINEST QUALITY OF GOODS**, well and fashionably made to order at short notice.

Please call and satisfy yourself that no establishment in Montreal can show a better selection of Goods, or give more fashionable or better fitting garments.

MAY 1, 1874.

---

E. G. MELLOR,

IMPORTER OF

FINE JEWELRY, WATCHES

AND

**DIAMONDS,**

*No. 285 Notre Dame St.,*

**MONTREAL, CANADA.**

---

The Proprietor of this Establishment having made a specialty of the above named goods for over twenty years, can show the finest and most extensive stock of

*Fine Jewelry*

TO BE FOUND IN CANADA.

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*All Goods are Marked in Plain Figures*

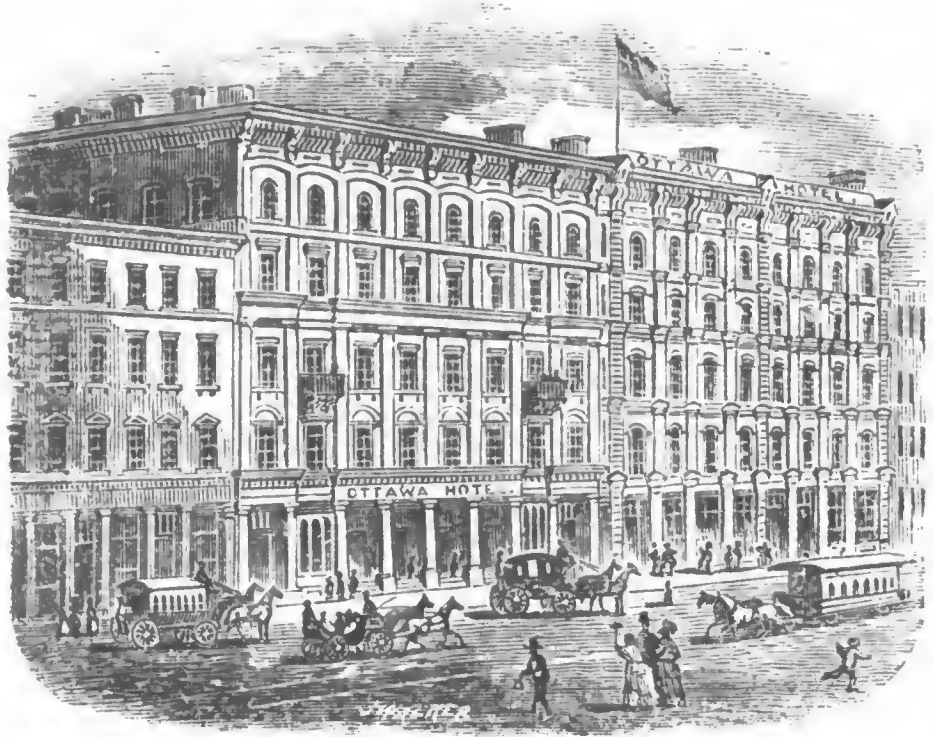
AT LOWEST PRICES.

**EIGHTEEN LARGE SHOW CASES**

Full of the Finest Jewelry.

MELLOR'S is the only store in Canada that has the above number of Show Cases containing Gold Jewelry exclusively.

# OTTAWA HOTEL.



This well-known and popular first-class Hotel is located on St. James and Notre Dame Streets, and is near the Post Office, Banks, Theatres and all Public Buildings, and will comfortably accommodate three hundred and fifty Guests. The House has been thoroughly refitted and furnished with every regard to comfort. Hot and cold water, with Baths and Closets on each floor. The aim has been to make the "Ottawa" the most unexceptionable first-class Hotel in Montreal.

No exertions will be spared by the proprietors, or their assistants, to make this a comfortable home for the traveling public.

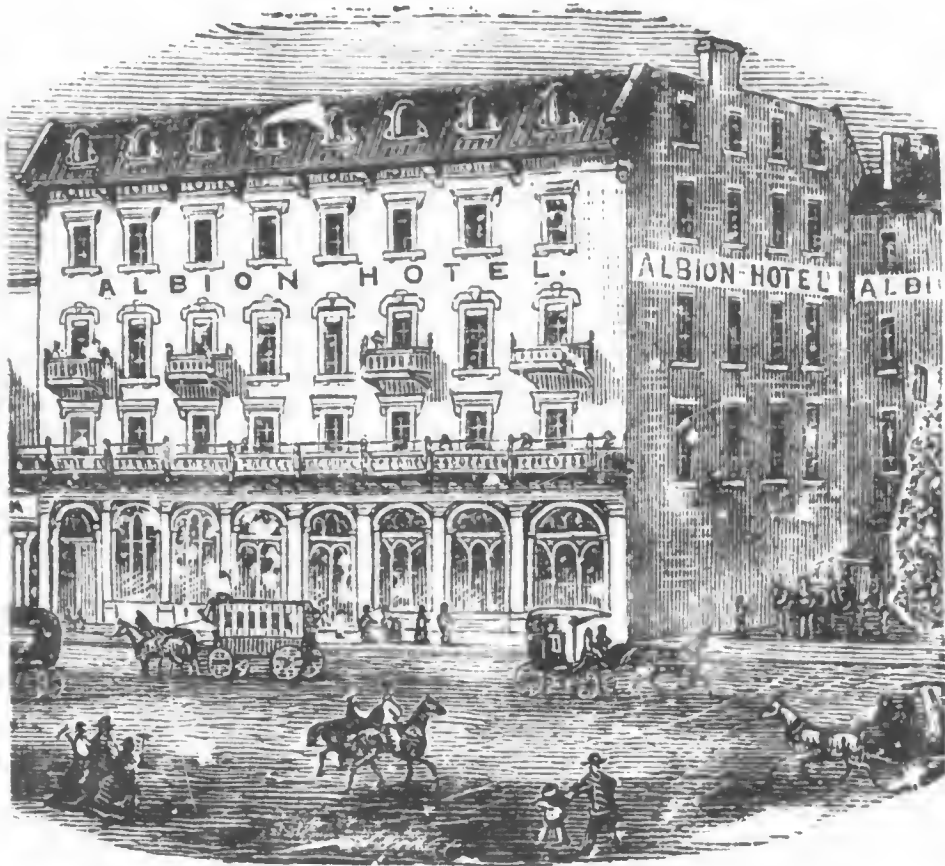
Montreal Telegraph Office in the House.

BROWNE & PERLEY, *Proprietors.*

# ALBION HOTEL,

McGILL AND ST. PAUL STREETS,

MONTREAL, CAN.,



Has, for twenty years, been the favorite resort of the general traveling public of the United States, as well as of Canada, when visiting Montreal on business or pleasure. It is centrally located on McGill Street, the great thoroughfare and commercial centre of the city, commanding a magnificent view of the River St. Lawrence, the Victoria Bridge on the left, and a full view of Victoria Square and Mount Royal on the right.

The Hotel is furnished throughout in a superior manner, and everything arranged with a view to the comfort of guests.

It is one of the largest Hotels in the Dominion, having ample accommodation for 500 guests; and while kept in first-class style, charges will be extremely moderate.

The traveling community will consult their own interests by remembering the ALBION HOTEL, when visiting Montreal.

**DECKER & STEARNS.**

# MONTREAL HOUSE



CUSTOM HOUSE SQUARE,  
MONTREAL, - CANADA.

THE MONTREAL HOUSE is well worthy the attention and patronage of the first class traveling and commercial public. It has a frontage of 180 feet on Custom House Square, commanding the most interesting and picturesque view of the River for miles above and below the Victoria Bridge. Being situated near the Custom House, Post Office, Banks, etc., renders it the most desirably located hotel in Montreal.

The long experience of Mr. Decker in hotel life is a sufficient guarantee (at least to his numerous acquaintances and friends,) that the hotel will be kept in a manner to secure the comfort of its guests and the patronage of the traveling public.

**DECKER, STEARNS & MURRAY,**

*Proprietors.*

 Montreal Telegraph office in the house.



# THE ST. LOUIS HOTEL

*St. Louis Street, Quebec,*

Which is unrivaled for size, style and locality in Quebec, is open throughout the year for business and pleasure travel.



It is eligibly situated, near to and surrounded by the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace, which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietor, in returning thanks for the very liberal patronage he has hitherto enjoyed, informs the public that this hotel has been thoroughly renovated and embellished, and can now accommodate about 500 visitors; and assures them that nothing will be wanting on his part, that will conduce to the comfort and enjoyment of his guests.

**WILLIS RUSSELL, Proprietor.**

ALSO,

## RUSSELL HOUSE,

(LATE CLARENDON),

*Corner of Ann & Gorden Streets,*

Will be run in connection with the St. Louis Hotel. Business men will find arrangements made for their especial accommodation at reasonable rates for board. Also, eligible sample rooms for commercial travelers.

**WM. RUSSELL & SON, Proprietors.**

# ALLAN LINE!

Under Contract with the Government of Canada for carrying the Canadian and United States Mails, is composed of

## TWENTY ONE Clyde-Built Iron Steamships!

They are built in water-tight compartments, are unsurpassed for Strength, Speed and Comfort, and are fitted up with all the modern improvements that practical experience can suggest.

### LIVERPOOL LINES.

#### EASTWARD.

Sail from QUEBEC, regularly, every Saturday morning, about nine o'clock, for LIVERPOOL, calling at Londonderry. Also for LIVERPOOL, direct, every Tuesday or Thursday.

#### RATES OF PASSAGE.

CABIN, \$70 or \$80, Gold, according to location of Berths, all sharing equal privileges in the saloon, to LIVERPOOL or LONDONDERRY; to LONDON, \$5 additional; to PARIS, \$15 additional; to HAMBURG, ANTWERP or ROTTERDAM, \$10 additional. Children under twelve years, half fare. Infants, free.

INTERMEDIATE Passengers not carried eastward to Liverpool.  
STEERAGE at lowest current rates.

#### WESTWARD.

Sail from LIVERPOOL, regularly, every Thursday, about noon, for QUEBEC, calling at Londonderry. Also for QUEBEC, direct, every Tuesday.

#### RATES OF PASSAGE.

CABIN, \$78.75 or \$94.50, Gold, according to Sleeping Berth accommodation, all having the same privileges in the saloon. From LONDON, PARIS, HAMBURG, ANTWERP or ROTTERDAM, same additional rates as above for passage to those places. Children under twelve years, half fare. Infants, free.

INTERMEDIATE, \$47.25, Gold.  
STEERAGE, at lowest current rates.

An experienced Surgeon is attached to each Steamer.

#### INTERMEDIATE AND STEERAGE STEWARDESSES

Carried by each Steamer, for the purpose of attending to the wants of the Females and Children.

## Passengers Booked Through from and to Chicago

ON FAVORABLE TERMS.

Excursion or Return Tickets at Reduced Rates.

### PULLMAN'S PALACE CARS RUN TO QUEBEC

IN CONNECTION WITH SATURDAY MORNING STEAMERS.

The advantages by this route are—1st. Its cheapness. 2d. A passage of over two days down the beautiful St. Lawrence before reaching the open ocean, thus affording travelers an opportunity of accustoming themselves to life on board ship, and preparing for rougher seas. 3d. Keeping out of site of land for ordinarily *not over five days* from the time of leaving the coast of Newfoundland to reaching the northern coast of Ireland. 4th. Splendid State Rooms. Spacious Saloons, Sumptuous Table, Prompt and Courteous Attendants, Regular Physician on Board. 5th. Ocean Passage being about 300 miles shorter than by way of New York or Boston.

## BALTIMORE LINE.

Sailing every alternate Tuesday from BALTIMORE for LIVERPOOL, and from Liverpool for Baltimore, calling at Halifax, Queenstown and Norfolk each way.

*Rates of Passage and Accommodations same as by LIVERPOOL Lines.*

## GLASGOW LINE.

WEEKLY.

EASTWARD—From Quebec to Glasgow.

CABIN, \$60, Gold.  
INTERMEDIATE, \$40, Gold. STEERAGE, at lowest current rates.

WESTWARD—From Glasgow to Quebec.

CABIN, \$68.25, Gold.  
INTERMEDIATE, \$45, Gold. STEERAGE, at lowest current rates.

Children, under twelve years, half fare. Infants, free. Excursion or Return Tickets at REDUCED RATES.

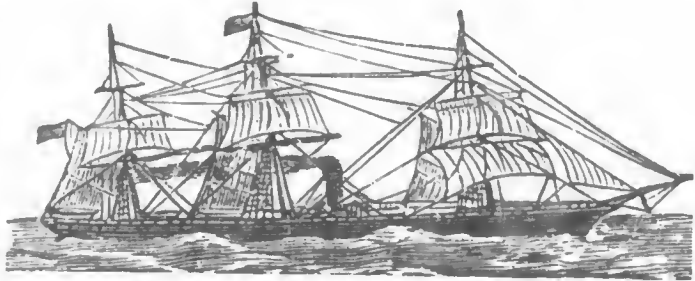
## ALLAN & CO.,

Gen'l Western Agents,

72 & 74 LaSalle St., Chicago.

# CUNARD LINE

(Established 1840.)



British and North American  
*ROYAL MAIL* *TELEGRAPH* SHIPS,

**BETWEEN LIVERPOOL, BOSTON AND NEW YORK,**

Calling at Cork Harbor.

 **FOUR SAILINGS EVERY WEEK.**

## BOTHNIA AND SYTHIA BUILDING.

Abyssinia,	Canton,	Kedar,	Falmyra,	Scotia,
Aleppo,	China,	Malta,	Parthia,	Sidon,
Atlas,	Cuba,	Marathon,	Russia,	Tarifa.
Algeria,	Hecla,	Morocco,	Samarra,	Tripoli.
Batavia,	Java,	Olympus,	Siberia,	

Passengers booked to and from all parts of Europe at Lowest Rates

### European Agencies.

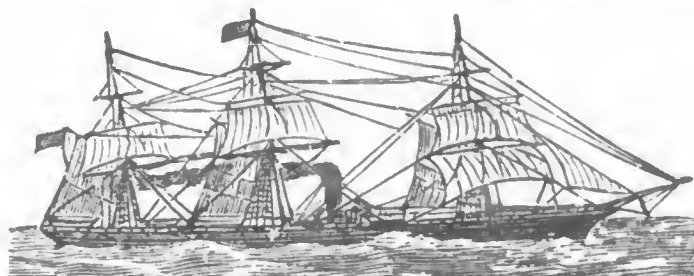
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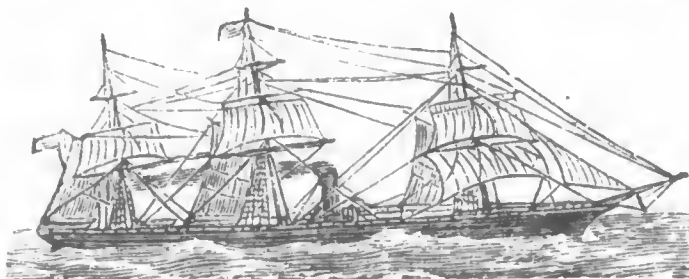
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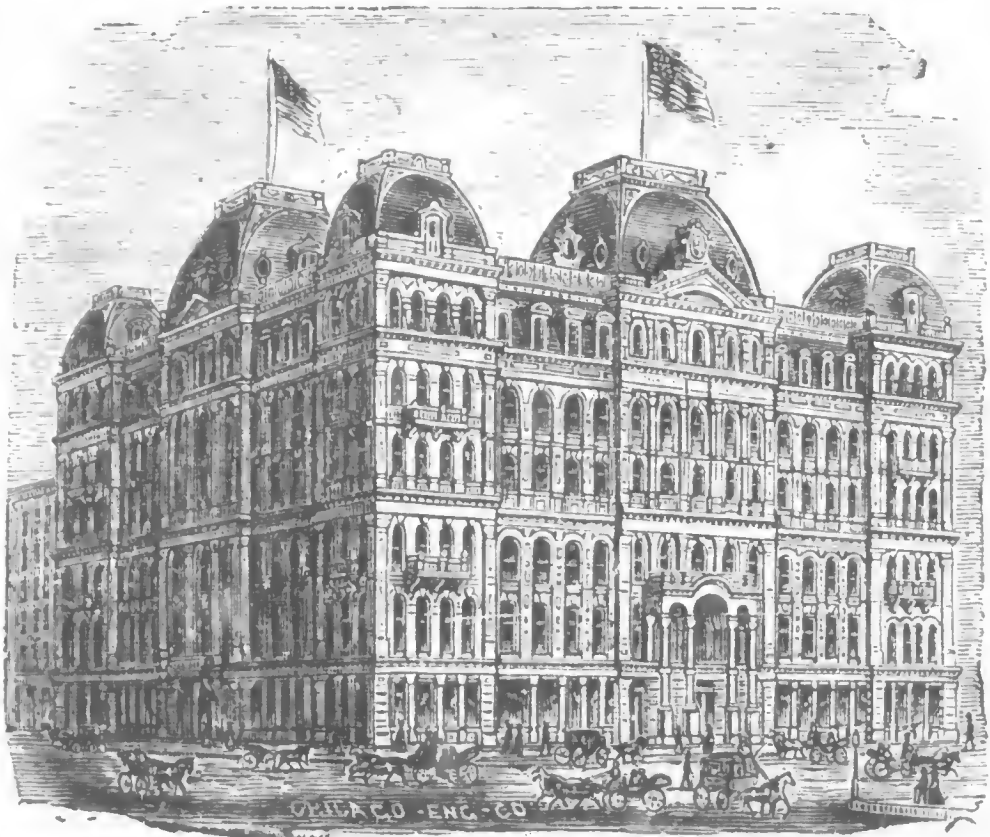
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