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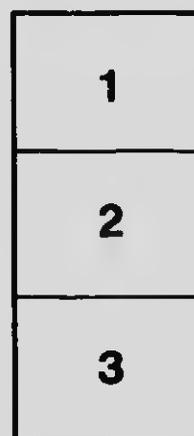
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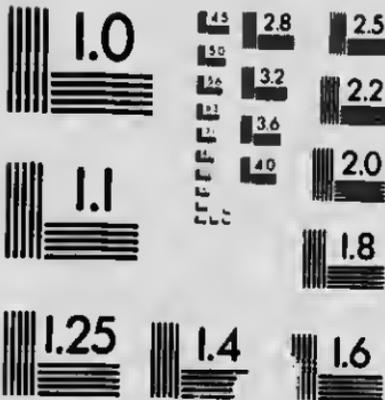
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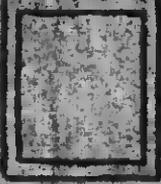
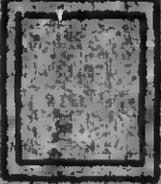
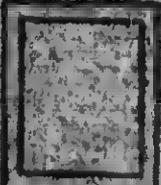
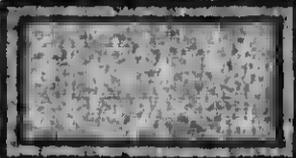
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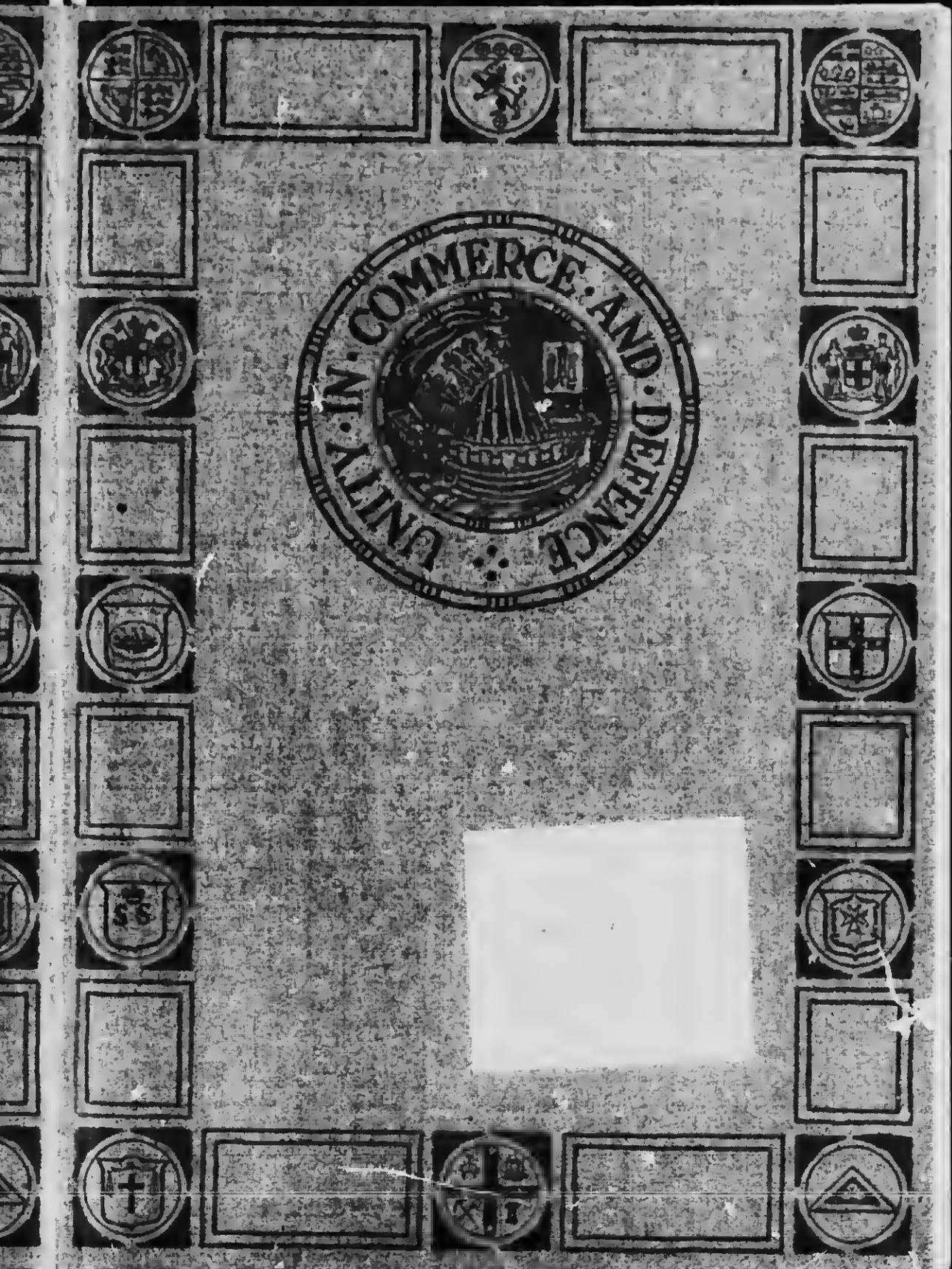
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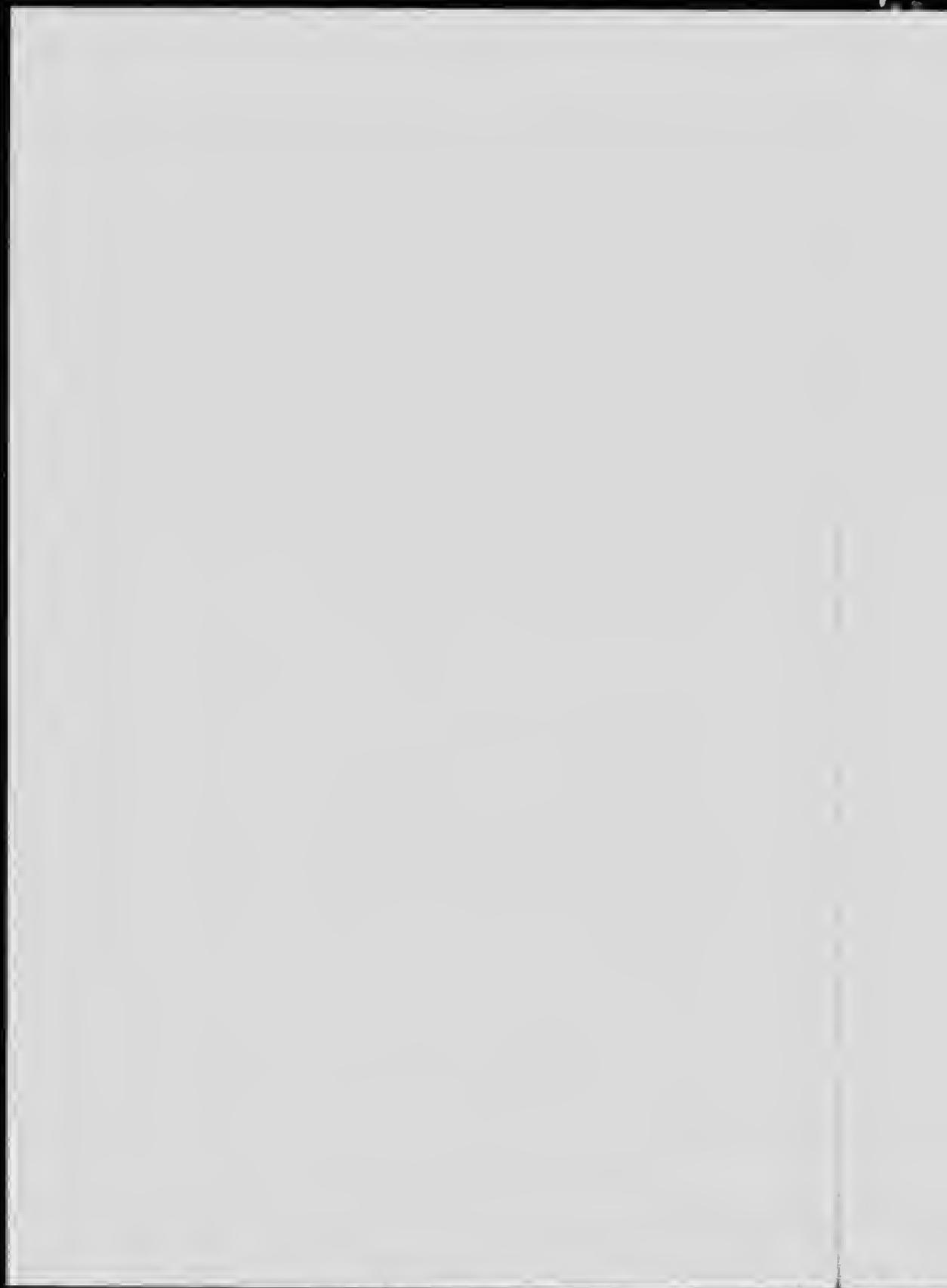


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THE TOUR THROUGH  
CANADA  
NINTH CONGRESS OF  
CHAMBERS OF COMMERCE

THE BRITISH EMPIRE  
SEPTEMBER · OCTOBER  
NINETEEN · TWENTY



*CANADIAN NATIONAL · GRAND  
TRUNK RAILWAYS ·  
CANADIAN PACIFIC RAILWAY  
TEMISKAMING & NORTHERN  
ONTARIO RAILWAY ·*

6.4



## F O R E W O R D

**I**N historical lore, in romance and in tragedy there is no geographical part of the continent more famous than the Province of Quebec. For the extent and variety of its scenic effects it is a wonderland, while in rivers and lakes Nature has been prodigal in her gifts.

Definite history of Quebec dates back to 1534, when Jacques Cartier landed at Gaspé, that gloriously rugged part of the province jutting into the Gulf of St. Lawrence. True, tradition says that hardy Vikings visited the scene generations before the famous Frenchman ventured upon the shore. But they came to fish and not to possess land. Cartier, on the other hand, came, as historians tell us, for the purpose of possessing the country "in the name of France and of Christ," and planted a cross so signifying. A year later he came again to emphasize the fact, and in 1541, in order to put the final seal upon his venture, he entered the Gulf of St. Lawrence for a third time but accompanied by several hundred volunteers who were to hold the new Kingdom of France. And hold it France did until 219 years later it was lost to the British. But in the meantime the Province of Quebec had become the cradle in which was rocked the Canadian nation that was to be.

Among the nine provinces comprising the Canada of to-day Quebec is by far the largest, having an area of 703,653 square miles, and within which could be comfortably tucked away Germany and Austria-Hungary as they were in pre-war days, and Belgium, Holland, Denmark and Bulgaria. Under the French régime the pro-

vince was known as New France until 1663. Then it was officially designated Quebec, an Algonquin name signifying a narrow passage between two bodies of water. Ninety-seven years later, when it came under British rule, its official name became Canada, but within its territory was also included what is to-day the older part of the Provinces of Ontario stretching to the Detroit River. Although the name Quebec was again restored in 1774, seventeen years later it was officially designated Lower Canada, while Ontario became Upper Canada. In 1841 a change was again made, the two provinces becoming East and West Canada respectively, while at Confederation in 1867 the one became Quebec and the other Ontario.

Industrially, the Province of Quebec's outstanding feature is agriculture. The agricultural lands of the province are noted for their fertility, while ninety-five per cent. of the farmers own their own farms. The area under cultivation for field crops last year was about eight million acres, the aggregate yield from which in value was \$308,000,000. The most important crop was hay and clover, the total value of which was \$132,462,000. Next in order were oats, valued at \$60,712,000; potatoes, \$48,688,000; wheat, \$10,070,000; turnips, \$14,723,000; barley, \$8,764,000; buckwheat, \$6,938,000; mixed grains, \$6,384,000; fodder corn, \$5,139,000; peas, \$4,435,000; beans, \$3,856,000. The aggregate value of the live stock on the farms of the province, according to the figures is about \$252,500,000.

In respect to its dairy industry, Quebec has during the last few years been making more rapid headway than any other province in the Dominion, and especially in production of creamery butter, of which it is now the largest producer in the Dominion.

The census of ten years ago placed the total value of the farm property of Quebec at \$300,000,000. That it to-day exceeds one billion dollars there can scarcely be any doubt.

As a manufacturing centre Quebec ranks second among the provinces of the Dominion. The latest available figures, namely those of the census of 1915, give the total factory output of the province a value of \$387,900,000 and the capital employed at \$584,972,000. In certain factory products Quebec leads all the other provinces. This is particularly true in respect to paper and pulp, boots and shoes, sugar and cottons. Of the first-named it produces about one-half of the Dominion's total output.

For the vastness of its forest resources Quebec is famous, the annual product of which has a value of nearly \$41,000,000. This,

of course, includes paper and pulp. Lumber and other saw mill products have a total value of over \$20,000,000. Government experts estimate that in the old part of the province alone the forests contain 330,000,000 feet board measure.

While Quebec is without coal fields of its own, it has enormous potential possibilities in respect to water powers. Without taking into account those in the northern and unorganized part of the province it has available water powers to the extent of 6,850,000 horse-power, of which about 850,000 have been developed for the supplying of electric energy.

The outstanding feature of its mineral resources is its vast deposits of asbestos, from which 85 per cent. of the world's requirements are obtained. The total value of the asbestos produced last year was \$10,658,000, or about one-half the total mineral output of the province.

During the last three or four years there has been a marked revival in the shipbuilding industry of the province, an industry which had its origin about 315 years ago. Last year eighteen vessels, with an aggregate tonnage of 23,347 tons, were built in the yards of the province.

In respect to shipping, the province naturally occupies a prominent position, the aggregate tonnage of the ocean-going steamers alone which left and entered its ports last year being about 4,500,000 tons.

The commercial fisheries of the province have an annual value of about \$3,500,000.

The railway mileage within the province is 5,251 miles, while it has the honor of being the scene of the first railway constructed in the Dominion. That was at ~~the~~ <sup>Quebec</sup> ~~back~~ in 1836.

The population of Quebec is steadily increasing, and that by the natural, rather than by the immigration process. Of its present population of about 2,500,000 over 80 per cent. speak the French language and over 86 per cent. are Roman Catholics, while 87½ per cent. are Canadian born. Since 1871 the inhabitants of French extraction have increased at the rate of 78 per cent. compared with 30 per cent. in those of British ancestry.

The Province of Ontario is a country of wide and varied interests. Situated as it is far inland from where the waves of the Atlantic beat the shores of the North American continent, it naturally came

in for later attention than the provinces by the sea from the early adventurers who crossed the ocean to establish themselves in the New World.

As a matter of fact it was not until 1783 that the settlement of the province can actually be said to have begun. And the influence which brought it about at that particular time was the success which attended the effort of the Thirteen Colonies comprising the American Union to set up an independent nation on their own account. In other words, the men, women and children who flocked into what was then Upper Canada were those who preferred to establish new homes for themselves in that part of the continent that remained under the British flag than to continue their abode in the new Republic. In 1783 alone no less than ten thousand of them entered the province and took up the free grant lands allotted them by the British Government. When the fact is borne in mind that by 1787 the land grants to the United Empire Loyalists aggregated 3,200,000 acres, some conception is obtained of the effect which this trek had upon the settlement of the country.

Upper Canada was in those days the most westerly of the Canadian provinces. So it was for a few years even after it became the Province of Ontario when Confederation was consummated in 1867. Now geographically it is the centre of the Dominion, with a population of over 2,500,000 and an area of 407,262 square miles. From north to south the province has a length of 1,075 miles and from east to west a width of 1,000 miles. Its northern boundary line is in the same latitude as the southern part of Sweden and its southern extremity in the same latitude as the northern part of Spain.

Ontario is particularly fortunate in the extent and variety of the attractions it possesses for the summer tourist. From its eastern boundary on the Ottawa River to where its western limits touch the Province of Manitoba its territory is in continuous touch with that great inland waterway known as the St. Lawrence system which stretches from the Atlantic to beyond the head of Lake Superior. The northern boundary of the province is laved by the waters of James Bay, the southern part of the more famous Hudson Bay, while its interior is dotted with lakes and gridironed with rivers and streams. In all, Ontario has a water area of 41,383 square miles.

During the summer months there are few of the lakes and rivers in the province which have not on their shores and banks resorts to

which tourists are attracted in large numbers, a substantial proportion of which come from the United States.

Both agriculture and manufacturing are outstanding features of the industrial life of the Province of Ontario. Half a century ago it was the principal wheat-producing province of the Dominion, and although it has in this particular been supplanted by the Prairie Provinces, it leads all others in the aggregate value of its farm products. Field crops alone last year yielded a marketable value of \$373,507,000, being obtained from the 9,915,000 acres which were under cultivation. The most important crop was hay and clover, the value of which was \$115,161,000. The value of other important crops was as follows: Oats, \$71,378,000; wheat, \$40,701,000; mixed grains, \$26,672,000; fodder corn, \$25,304,000; corn for husking, \$18,790,000; potatoes, \$20,820,000; barley, \$17,215,000; turnips and mangolds, \$14,027,000; alfalfa, \$6,351,000. Ontario is also noted for the quantity and quality of its fruit, of which it produces about 75 per cent. of the Dominion's total output.

In the western part of the province, and particularly in the counties of Kent and Essex, tobacco cultivation is gradually becoming an important industry. Last year's crop was a record one, being 10,609,000 pounds, valued at \$5,561,730, practically all being the product of the two counties named.

Still another industry which is expanding in the western part of the province is sugar beets, the output last year being 178,000 tons valued at \$1,780,000. The crop is consumed by local sugar refineries.

There has been a marked development in the cultivation of fibre-producing flax during the last three years, with the result that the value of the output is now about \$1,500,000, as compared with \$320,000 in 1915. Hitherto practically the whole of the flax fibre produced in the province has been exported. Now, however, the province having its own linen mills, it is being turned into yarns for home consumption.

In respect to the quality of the live stock on its farms Ontario occupies an outstanding position in the Dominion, thanks to the co-operative efforts of the Government. The latest available figures give the live stock of the province a value of \$369,111,000.

For a great many years the province has occupied a prominent position in respect to its dairy industry. This is particularly true in regard to cheese, the output of which last year was 107,886,724 pounds, with a marketable value of \$24,356,019.

The manufacturing industries of the province have made remarkable headway during the past decade. The aggregate value of the products of its factories must to-day be at least one billion dollars. The census of five years ago showed a value of \$715,531,839, since when there has been a marked expansion in respect to several industries, and particularly in those relating to iron and steel, automobiles, rubber products, paper and pulp, textiles and chemicals. Largely as a result of American enterprise practically all the large automobile factories in the Dominion are located within the Province of Ontario. The most important manufactured products of the province are flour, automobiles, iron and steel products, paper and pulp, packing house products, textiles, lumber, clothing, agricultural implements, machinery, boilers and engines, leather, boots and shoes, biscuits and confectionery, electric apparatus, cement, oils, tobacco and cigars, drugs and chemicals, and steel ships.

During the past decade a remarkable period of expansion in the development of water powers has been experienced, with the result that there is to-day nearly one million horse-power of hydro-electric energy being used in the province for power and lighting purposes. The Hydro-electric Commission, a Provincial Government body, alone is supplying about 300,000 horse-power, serving a population of nearly 1,500,000, its capital expenditure on which is approximately \$100,000,000.

In respect to its mineral resources the Province of Ontario occupies an enviable position. The centre of its mining activities is located in the northern part of the province. About 85 per cent. of the world's supply of nickel comes from the mines in the vicinity of Sudbury. Among the silver producing countries of the world it ranks third. Of gold it produces annually more than any State in the American union except California. The grand total for all minerals produced in the province last year was \$57,482,113.

Up to the end of 1919 the province had produced in metals alone a value of about \$578,000,000, nearly the whole of which was the result of the operations carried on during the past two decades, while in the last fifteen years the silver and gold mining companies have returned to their shareholders in dividends and bonuses a total of nearly \$94,000,000, of which \$78,334,762 is credited to silver and \$15,545,239 to gold producing enterprises.

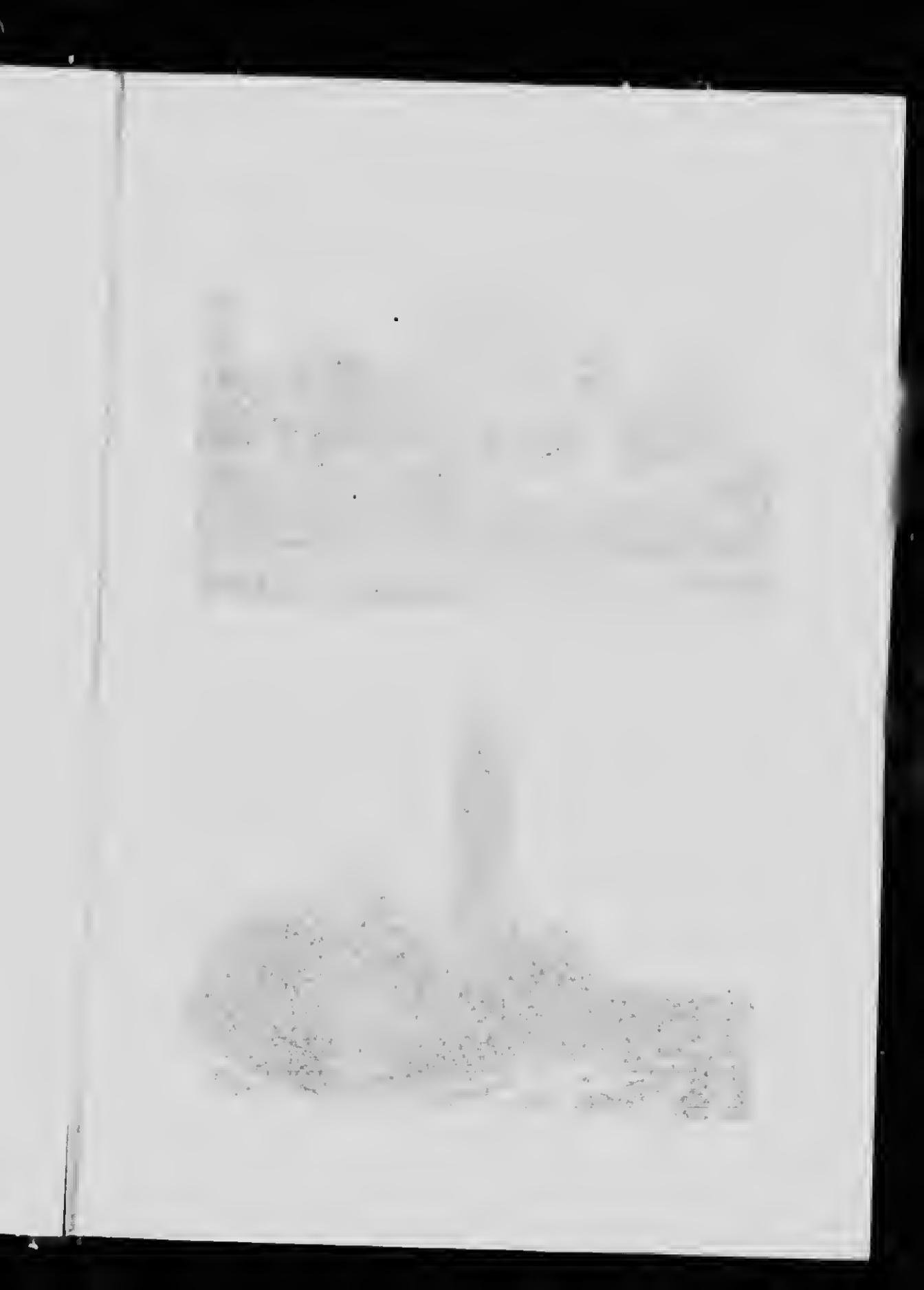
Possessing as it does a forest area estimated at about 202,000 square miles, Ontario is naturally an important centre in respect to the lumber industry. Its pine forests are accounted the most

valuable on the continent, a comparatively recent return estimating the quantity still standing at 20,500,000,000 feet. In all about 25 different descriptions of lumber are annually cut in the mills of the province. The value of the cut in 1917, the latest year for which census figures are available, was over \$31,000,000, while the product of the sash, door and planing mills was placed at \$15,209,000.

The lakes, rivers and streams of the province abound in commercial and sporting varieties of fish. The most important of the latter are bass, trout, maskinonge, pickerel and pike. The commercial fisheries of Ontario have an annual marketable value of between three and four million dollars, the principal descriptions caught being lake trout, whitefish, herring, pickerel, pike and sturgeon.

Ontario is admirably equipped with transportation facilities. The railway mileage within its borders is about 12,000 miles. During the summer months water-borne traffic is equally complete upon its lakes and rivers. Steamers drawing a depth of water up to fourteen feet leave Port Arthur, Ontario, and by way of the lakes, rivers and canals on the St. Lawrence system enter the Atlantic 2,217 miles distant, a voyage which large ocean-going steamers will be able to make when the present undertaking for further deepening and enlarging the canals is completed. The new Welland Canal, for instance, will accommodate vessels drawing thirty feet of water.







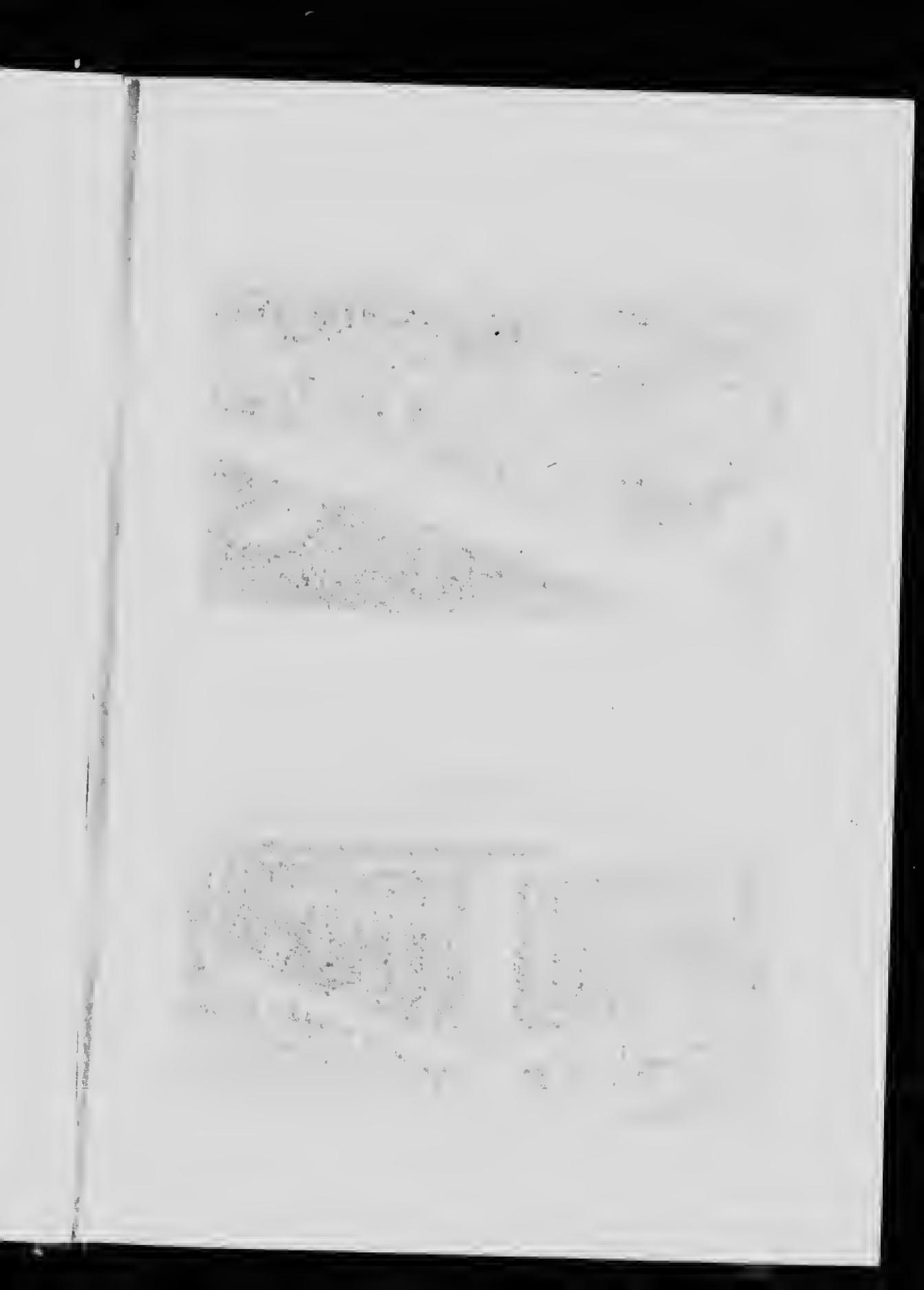


*Province of Ontario Legislative Assembly Building, Toronto*

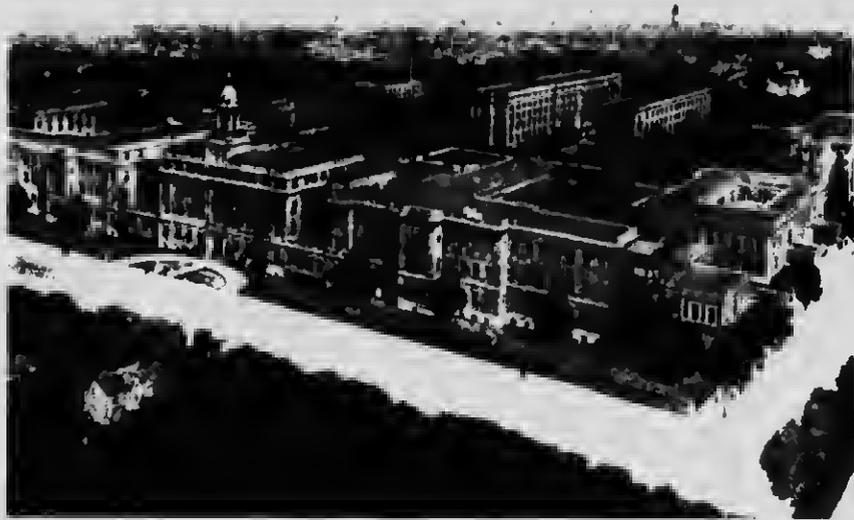


*City Hall, Toronto*









*New General Hospital, Toronto*



*One of the splendid bank buildings of Toronto*



TOUR OF NINTH CONGRESS  
 CHAMBERS OF COMMERCE  
 OF BRITISH EMPIRE  
 SEPTEMBER - OCTOBER, 1920

—  
 SPECIAL TIME TABLE  
 WITH NOTES BY THE WAY  
 —

PROVINCES OF ONTARIO AND QUEBEC

TORONTO TO NIAGARA FALLS

[GRAND TRUNK RAILWAY SYSTEM]

*Friday, September Twenty-Fourth*

Stations on  
Route

Distance from  
Toronto      Schedule of  
                                 Train

**A**T Toronto, in the attractive lake-shore park in which the Canadian National Exhibition is held each year, there is a massive granite boulder bearing the following inscription:

TORONTO  
Population 562,385

0 Miles      Lv.  
                                 10.00 A.M.  
                                 Sept. 24th

"This cairn marks the exact site of Fort Rouille, commonly known as Fort Toronto, an Indian trading post and stockade, established A.D. 1749 by order of the Government of Louis XV, in accordance with the recommendation of the Count de la Galissoniere, Administrator of New France, 1747-1749."

The fall of Fort Frontenac and the danger coming from all sides upon French Canada led the Governor, M. de Vaudreuil, to issue orders in 1758 that if the British appeared at Toronto the buildings there were to be burned and the men to retire to Niagara. His orders were eventually carried out.

In 1760 the British established a fur-trading post on the site. General Simcoe, who had convened the first Parliament of Upper Canada at Niagara-on-the-Lake in 1793, landed at Toronto in the following year, christened the place York, and selected it as the location of the new capital of the Province. The steady progress of the community was interrupted by the war of 1812. An American fleet, consisting of ten armed vessels carrying fifty guns, effected a landing and occupied the place for eleven days. The Halls of Parliament with the library and records were destroyed by fire. With the coming of peace, development began afresh.

Schedule of  
Trains      Distance from  
                 Toronto

Stations on  
Route

and by 1815 the population had risen to twenty-five hundred. The erection of new Parliament Buildings and the building of Osgode Hall commenced, and when the population reached the eight thousand mark, in 1834, it was decided to seek incorporation as a city and restore the old and beautiful name Toronto. When Upper and Lower Canada were united, Toronto lost its status as the capital of the Province, but regained it when Confederation took place in 1867. The growth of population, as shown by the assessment returns, has been as follows:—

1854 . . . . .	38,480	1894 . . . . .	167,653
1864 . . . . .	45,156	1904 . . . . .	226,045
1874 . . . . .	67,995	1914 . . . . .	470,144
1884 . . . . .	105,211	*1920 . . . . .	562,585

\*Directory estimate.

Toronto has often been described as "The City of Churches," or "The City of Homcs." There are more than two hundred churches. Toronto is the seat of an Anglican bishop and of a Roman Catholic archbishop, and the centre from which many of the important boards of the Methodist, Presbyterian and Baptist churches direct their activities. Over forty-six per cent. of Toronto houses are occupied by their respective owners. The city, therefore, compares most favorably in that respect with the large cities of Canada and the United States. As a class, the houses are detached, each having its lawn with flowers and shrubs. Brick and stone are almost universal, the wooden house being practically unknown.

The city has a pleasant situation. The land upon which it rests gradually slopes northward to a range of hills of which a picturesque view is obtained from the sky-scraper buildings which occupy its business and financial centre. At its water-front is a natural harbor about a mile-and-a-half wide by two miles long, which is protected from lake gales by an island. The city has a water frontage of about twelve miles and to its northernmost limit extends back for a distance of about five miles. The total area covered by the city is a little over thirty-three square miles. Scattered throughout the city are seventy parks, recreation grounds and public squares, the total area of which is 1,869 acres, including 408 acres of water for boating.

Toronto is the educational centre of the Province of Ontario. Its most famous educational institu-

tion is the University of Toronto and its affiliated colleges. The university is beautifully situated in the Queen's Park, which covers an area of over thirty-seven acres. Most of the buildings are of modern construction and of artistic design. The chief interest, however, from the architectural standpoint, is associated with the main building of the University of Toronto. It was erected over seventy years ago, covers a large area, is of Gothic design, and with its square tower in its centre presents a most imposing appearance. Of public and high schools, Toronto has about 140 with a total staff of 2,200 teachers, while the scholars in attendance number about 85,000. The aggregate property value of these schools is estimated at about \$16,000,000.

Toronto is also the legal centre of the province, and Osgoode Hall, in which the principal law courts are located, is one of the sight-seeing spots of the city with its rows of stately supporting pillars, dignified iron fence and spacious well kept lawn and flower beds. Situated on Queen street, a couple of blocks east of Osgoode Hall, is the City Hall, another imposing building. Being the capital of the Province of Ontario, the Parliament Buildings are naturally located in the city. These buildings are pleasantly situated in Queen's Park, on an eminence overlooking the spacious thoroughfare known as University Avenue.

As an industrial and commercial centre, Toronto is one of the most important in the Dominion. In the former respect it leads all other cities in the country, the annual products of its factories, of which there are about 1,500, having a value of over \$500,000,000.

The harbor of Toronto is just now the scene of one of the greatest public undertakings in the Dominion, involving as it does a total expenditure of at least \$25,000,000, about one-half of which has already been expended. The object is to create large industrial sites on the waterfront conveniently accessible to both vessels and railways to provide improved harbor facilities, and to create new parks on the island sites for yachting, rowing and canoeing clubs, and a number of driveways and promenades around the island and on the mainland skirting the lake shore.

From the city of Toronto the main line over which we proceed on our journey to Hamilton and Niagara Falls runs in a southwesterly direction and

Stations en Route

Distance from Toronto

Schedule of Train

Schedule of Train	Distance from Toronto	Stations en Route
	3.3 Miles	SUNNYSIDE
	6.6 Miles	MIMICO <i>Population 5,000</i>
	8.8 Miles	LONG BRANCH
	9.8 Miles	GOLF LINKS
	10.7 Miles	RIFLE RANGES
	12.8 Miles	PORT CREDIT <i>Population 2,100</i>
	14.8 Miles	LORNE PARK
	15.8 Miles	CLARKSON'S <i>Population 500</i>
	21.1 Miles	OAKVILLE <i>Population 3,500</i>
	25.3 Miles	BRONTE <i>Population 500</i>
	31.7 Miles	BURLINGTON JCT. <i>Population 2,750</i>
	34.4 Miles	ALDRSHOT <i>Population 100</i>

skirts the western shore of Lake Ontario. After leaving the Union Station we pass through extensive railway yards, indicative of a busy city, and on past large manufacturing plants. On the left is noticed the extensive grounds and buildings of the Canadian National Exhibition. This exhibition is considered the finest annual exposition on the continent. A little farther on to the left a glimpse is obtained of a section of the great harbor improvement in progress, already referred to. Reclaimed land is being transformed into a modern summer resort with a series of parks, boardwalk and boulevard driveway, work on which was commenced last year.

When passing Mimico several large manufacturing plants are seen. A few miles farther on are passed the rifle ranges that are used by the several militia battalions of Toronto. The region threaded to Burlington Junction has become in the last few years a popular one for the location of residences, and many of Toronto's business men make their homes here. It is the beginning of the fertile fruit belt. The territory served by the Grand Trunk lines between Toronto and Niagara Falls is one of the most prosperous and delightful bits of the Dominion; in fact it is known and recognized as the "Garden of Canada." For miles the country is level or gently undulating, rich and beautiful, and has a background of hills which afford shelter. The surrounding country lies in the basin of Lake Ontario and enjoys a climate which really belongs several degrees south. It is in reality a region that is not only a garden but a granary where wide acres of the finest lands produce the best of grain with miles of peach and apple orchards and leagues of luxuriant vineyards.

The Province of Ontario has more than 300,000 acres under fruit, and it is estimated that \$80,000,000 have been invested in the fruit growing industry in the Province. There are more than 300 factories utilizing the products of the fruit farms, and more than fifty co-operative fruit growers' associations do a good work in producing, packing and marketing the fruits. There has been a large increase during the past few years in the vineyard acreage of Ontario, and of the Niagara District in particular, and the bottling of unfermented grape juice is now being proceeded with on a large scale. The approximate annual output of wine in the Province is 275,000 gallons. Under normal conditions of ocean shipping Ontario exports more apples to



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*Section of the Garden of Canada*



*The Welland Canal at St. Catharines, Ont., as seen from an aeroplane*

Copyright Canadian Postcard Co.

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Great Britain than any other Province or State on the American Continent, while the Western Provinces purchase annually about 1,000,000 bushels of Ontario apples. The estimated annual output of Ontario peaches is about 22,000,000 quarts.

As Hamilton is approached a splendid view is had from the train of that progressive city situated on the shore of Hamilton Bay, a beautiful land-locked harbor. A description of Hamilton will be found on pages 41 to 43 of this brochure.

The first station east of Hamilton is Stoney Creek with a population of seven hundred and fifty people, and it has an historic reminder in the Stoney Creek battle-ground. Winona, five miles farther on, is a small and quiet place, with attractions in lake shore resorts. Another five miles and we reach Grimsby, with its Grimsby and Victoria Parks and fine fruit farms. The town has a population of about eighteen hundred and has several industries growing out of its fruit production, such as canning and evaporating works, basket factories, etc. Beamsville is a town of twelve hundred people, well known for its extensive stone quarries, much of the stone for the St. Clair Tunnel under the St. Clair river and the new masonry of the Victoria Jubilee Bridge over the St. Lawrence River at Montreal, having been supplied from this place. Jordan, six miles farther on, is a small town of about four hundred inhabitants, and offers the attraction of twenty miles of lake beach.

Situated on the Welland Canal, about three miles from its Lake Ontario outlet, is St. Catharines, the centre of the Niagara fruit belt and not only an important fruit shipping point, but a city that has made splendid progress as a manufacturing community. It is supplied with abundant power, and has important paper mills and machine works, handsome public buildings, and one of the best collegiate institutes in the Province—Bishop Ridley College, with two hundred boys. It is also a popular health resort, much visited by Southerners. The waters of its mineral springs rank high among the medicinal waters of the world. There are upwards of eighty industries located in the district with over 9,000 employees. Their products are: chains, transformers, motors, boilers, engines, excavators, Yale locks, radiators, conservatories, saws, axes, logging tools, brass, bronze, gloves, silks, cotton hosiery, knitted goods, haircloth, tires, rubber goods, lithograph paper, tissue paper, newsprint,

Sections on  
Route

Distance from  
Toronto Schedule of  
Train

HAMILTON  
Population 100,143

38.7 Miles

STONEY CREEK  
Population 800

45.0 Miles

WINONA  
Population 650

50.3 Miles

GRIMSBY  
Population 1,765

55.2 Miles

GRIMSBY  
BEACH

56.8 Miles

BEAMSVILLE  
Population 1,200

59.3 Miles

VINELAND  
Population 800

63.6 Miles

JORDAN  
Population 500

65.1 Miles

ST.  
CATHARINES  
Population 20,000

70.8 Miles

Arr.  
11.55 A.M.

Lv.  
4.15 P.M.

Schedule of Train Distance from Toronto

Stations on Route

pressed board, canned goods, wine, glass, wagons, carriages, abrasives, leather goods.

The history of St. Catharines begins nearly one hundred and fifty years ago. After the close of the Revolutionary War, many of the United Empire Loyalists migrated to this part of Upper Canada. Grants of land were bestowed upon some of them by the Government in recognition of their loyalty; others who were desirous of settling in the then New West, purchased tracts of land, Col. Simcoe offering favorable inducements to newcomers. Being on the direct route between Niagara, the capital, and Detroit, likewise an English outpost, a stopping-place and settlement was established here in 1797, and the building on the corner of St. Paul and Ontario Streets, now occupied by the Imperial Bank, is on the spot where, in old coaching days, drivers were wont to change horses and passengers embark and disembark. This settlement was known as "The Corners," "The Twelve," "Shipman's," "Huntington," and finally secured its present name, "St. Catharines," in honor of the wife of the late Honorable W. H. Merritt, who had acquired and purchased land, entered into business in the neighborhood, and established a Post Office, which he named St. Catharines.

The settlement had a precarious existence, and during the war of 1812-13 and 1814 its inhabitants were called upon to suffer and fight for the country. In June, 1812, a trooper galloped through the country calling upon all able-bodied men to report for duty at Niagara, war having been declared the previous day, and Col. Simcoe required all officers and men to answer the muster call for service. From harvest field and every occupation men sallied forth with hardly the hope that their country could be saved from the invader, but victories at Queenston Heights and Lundy's Lane made forever sure the part this district was to play in the world's history. It required many months for the struggling settlement to recover from the effect of the war, but little by little improvements were noted. Today the "Garden City" is firmly established and has a bright future.

At Merritton to the right and left of the train may be seen the construction work that is proceeding on the Welland Ship Canal, connecting the waters of Lake Erie and Lake Ontario and giving an outlet to the sea for the vast trade of the Great Lakes. The present Welland Canal is twenty-six

72.8 Miles

MERRITTON  
Population 2,600

miles in length, from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. The difference in level between the lakes is about three hundred and twenty-seven feet, which is overcome by a system of lift locks.

The tonnage carried on the canal is nearly two and one quarter million tons per year. The canal is being enlarged at an estimated cost of \$50,000,000 and a new section eight miles in length is being constructed. The improved canal will have a width at top of three hundred feet and will be two hundred feet wide at bottom, and have a maximum depth of thirty feet. There will be only seven locks as against twenty-five at present, and these new locks will be filled with water in eight minutes from ponds of one hundred and seven to one hundred and fifty acres in extent. The time required to pass a vessel through one of the Ship Canal locks will be about twenty minutes, and the estimated time of passing a loaded freight vessel through the entire canal is eight hours, as against fifteen or eighteen hours on the present canal. When traffic is heavy or becomes congested for any reason, several vessels of present canal size can be passed through the Ship Canal locks at one lockage. There will be twenty-two bridges crossing the canal to carry existing highways and railways, as well as several bridges over pondages.

The following estimated quantities will give an idea of the magnitude of the work on the new canal:

Rock excavation	6,000,000	cubic yards
Earth excavation	40,000,000	"
Concrete	2,500,000	"

This amount of concrete would build a solid wall 20 feet high, 6 feet wide and 100 miles long.

To the end of the fiscal year, March 31, 1920, \$20,500,000 had been expended on the canal improvement.

The following summary of Canada's main canal system between Montreal and Port Arthur (or Fort William) on Lake Superior (14 feet minimum depth of water), may be of interest.

	Statute Miles
1. Lachine Canal	8½
Lake St. Louis and River St. Lawrence.	16
2. Soulanges Canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall Canal	11¼
River St. Lawrence	5

Stations en Route

Distance from Toronto      Schedule of Train

Schedule of  
Train

Distance from  
Toronto

Stations on  
Route

Statute Miles

4. Farrans Point Canal	1½
River St. Lawrence	9½
5. Rapide Plat Canal	3½
River St. Lawrence	4½
6. Galops Canal	7½
River St. Lawrence and Lake Ontario	228
7. Welland Canal	26½
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, etc.	574
8. Sault Ste. Marie Canal	1½
Lake Superior to Port Arthur or to Fort William	272
To Port Arthur or Fort William	1,214
" Duluth	1,336
" Chicago	1,240

Merritton has good industries, including three paper mills. It is one of the municipalities in the Niagara Peninsula that has shown steady development. The progress of the communities along the Welland Canal has been very striking, but their growth will in all probability be greatly accelerated during the next few years. On the Welland Canal and on the branch line of the Grand Trunk that crosses the main line at Merritton are such thriving centres as Welland, Port Colborne and Thorold. As indicating the remarkable development that has taken place, it may be mentioned that at Port Colborne are situated the largest flour mills in the British Empire and the largest nickel plant in the world, while at Welland there are some of the finest industrial plants to be found in any part of Canada. The Niagara district is ambitious to become the workshop of Canada as well as the garden of Canada. Its ambitions are based upon its splendid transportation facilities and upon the supply of electrical energy. The Canadian power developments in the Niagara district are as follows:

Ontario Power Co.	200,000 h.p.
Canadian Niagara Power Co.	110,000 h.p.
Electrical Development Co.	145,000 h.p.
Dominion Power & Transmission Co.	65,000 h.p.
Now under construction for the Municipalities of Ontario by the Hydro-Electric Power Commission—	
Queenstown-Chippawa Development (initial development)	300,000 h.p.

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*Niagara Falls, showing the American Falls to the left and the Horseshoe Falls to the right*



*The steel arch bridge of the Grand Trunk across the Niagara Gorge*

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In the neighborhood of Merritt is the battlefield of Beaver Dams, which Canadians regard with pardonable pride. During the war of 1812, when the Americans were in possession of Forts George and Niagara and the British troops had fallen back on Burlington (now Hamilton), the British General advised the Canadian volunteers to disband and return to their homes as he was contemplating the possibility of abandoning all that section of the Province to the foe and retiring to Kingston. In this crisis, being thrown entirely upon their own resources, the Canadians proved themselves equal to the emergency. The incident is described as follows:

Merritt's militia regiment of light horse, with some other militiamen and volunteers, established themselves at a building known as "De Cew's Stone House," converting it into a little fortress, whence they harassed the Americans, driving off their foraging parties and intercepting their supplies with such success and impunity as only an intimate knowledge of the country could have given them. Colonel Boerstler was sent from Niagara with two field pieces and six hundred men to break up this little stronghold and one or two other outposts of the British, who, since the decisive battle of Stony Creek, were moving back towards Fort George, and he might have succeeded but for the patriotic spirit and bravery of a woman. Laura Secord, the young wife of James Secord (a militiaman lying wounded at Queenstown), saw the American troops moving from Niagara, and, learning their destination, set out at night and walked twenty miles through the woods to warn the little band at the stone house of Boerstler's approach. At any time it would have been a difficult journey, but in war time, with the risk of meeting some savage Indian or other lawless marauder in the lonely woods, only a woman of singular energy and courage would have undertaken it. Mrs. Secord, however, accomplished it in safety, and when Colonel Boerstler arrived at Beaver Dams at 6 o'clock in the morning, he found his march impeded by a small number of militiamen and a party of Indians, led by their chief, young Brant. This number, altogether about two hundred, seemed trebled when seen through the thick foliage of the trees, from among which they poured volley after volley from their muskets on the surprised and bewildered Americans, every volley accompanied by the fierce yells of the Indians. While Boerstler was still uncertain

Stations on  
Route

Distance from  
Toronto      Schedule of  
Trains

Schedule of Train Distance from Toronto

Arr 4 45 P.M. 82.2 Miles

Stations en Route

NIAGARA FALLS  
Population 14,500

whether to advance or retreat, Ensign Fitzgibbon, with forty soldiers, the only British troops in the neighborhood, arrived at the spot and took in the situation at once. With admirable courage and coolness Fitzgibbon tied a white handkerchief on a musket, and, holding it up, advanced alone, calling on the enemy to lay down their arms and surrender, upon which Colonel Boerstler, believing the whole British army was in front, surrendered his force of six hundred infantry, fifty cavalry, two field guns, and a stand of colors to the young ensign and his two hundred and forty men.

Ten miles from Merritton the Falls of Niagara are reached. The passage of time has not detracted from the sublime spectacle afforded by this famous cataract, nor has it lessened the number of visitors who are annually drawn to the banks of the gorge to witness the waters of Lake Erie come tumbling in one grand plunge over a precipice, one hundred and sixty-four feet in height, in their journey towards the ocean, by way of Lake Ontario and the St. Lawrence River. While there are waterfalls of greater height, the immense volume of water, and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historic traditions associated with the entire neighborhood render a visit to Niagara an event which is remembered as long as life lasts.

To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the febleness of words in attempting to convey to their readers an impression of the spectacle. It is estimated that the water is 30 feet deep where it flows over the centre of the Horseshoe Falls and that over 20,000,000 tons of water pass over the cataract every hour. Ninety-five per cent. of the water flows over the Canadian Fall and five per cent. over the American. The Canadian Fall is about 3,000 feet in width and the American Fall about 1,100 feet wide.

Scientists estimate the age of the falls at from 30,000 to 35,000 years. The cataract is believed to have been first located at Queenston and to have worn its way gradually back to its present position. The original fall is said to have been fed only by Lake Erie. The theory is, that prior to that time, the great upper Lakes emptied either through the

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Mississippi Valley or the Ottawa Valley. A gradual tilting of the earth's crust is understood to have thrown the balance in favor of the St. Lawrence route, and hence the dimensions of the Niagara of to-day. There are those who declare that the movement of the earth Niagara-wards is now being reversed, and that at some remote period, tens of thousands of years hence, Lake Huron, Lake Superior and Lake Michigan will again flow down the Mississippi, thus robbing Niagara of its glory and power. The limestone formation over which the cararact pours is declared to be older than the Alps, the Pyrenees or the Himalayas.

It would be impossible to compile a complete list of the distinguished personages who have visited Niagara Falls. It may, however, be stated that Queen Victoria's father, the Duke of Kent, spent two weeks here in 1791; that King Edward VII came to the falls while Prince of Wales in 1859; that King George and Queen Mary spent some time in this locality as the Duke and Duchess of York. The latest member of the British Royal family to enjoy Niagara was the present heir to the throne, Edward, Prince of Wales, who was the guest of the Canadian Park Commissioners for a few days in 1919.

It is difficult to improve on nature; but at Niagara, without spoiling the natural attractions, they have made the Falls pleasanter for man's enjoyment by a variety of devices. One of the most successful is the electric illumination of the cataracts at night. Here is earth's grandest theatre for stage effects. As daylight fades and the dusk of evening blots out the landscape, the lights on the bridges and on either shore appear, but leave the great gulf in shadow. Suddenly a shaft of intense light falls athwart the face of the two great Falls. From another direction comes another and still another. The details of down-pouring flood, of rock and tree and shrub, are revealed, wonderfully vivid against the background of blackness. The great batteries of lights are scientifically placed and skilfully concealed; but the illumination which their reflectors send upon the Falls, and sweep up and down the surrounding shores, lights up the scene with ten million candle-power. It is a fascinating and satisfying exhibition, and adds greatly to the evening enjoyment of the visitor. The Falls are illuminated from June 1st to October 1st.

This wonderful beauty spot will be guarded from desecration for all time. The Canadian and

Stations on  
Route

Distance from  
Toronto

Schedule of  
Train

Schedule of Distance from  
Train Toronto

Stations on  
Route

United States authorities have taken active measures to see that this shall be so. They have, indeed, greatly improved the territory in the immediate vicinity of the Falls, creating two of the most delightful of parks.

The problem has also been solved of utilizing the water-power of the Falls without disfiguring the landscape. The plants of the power companies on either side of the river have indeed added a new element of interest. Nowhere else is the electrical utilization of water-power to be seen on so large a scale. The first modern power development, started October 24th, 1890, resulted in the delivery August 26th, 1895, of one hundred thousand horse-power. The present power development totals six hundred thousand horse-power, sixty-five per cent. of this being utilized in Canada. The estimated total power development to be obtained at Niagara without impairing the beauty of the Falls is two and one half million horse-power, equivalent to sixteen million tons of coal per year. Important development work is now proceeding at Chippawa and Queenston on the Canadian side to increase the supply of hydro-electric energy.

There is much of historic interest in the vicinity of Niagara. The western bank of the international river is rich in its historic suggestiveness, covering all the outstanding periods of Canadian history—the day of the Indian, the end of the French régime, the British conquest, and later, the war of 1812, the uprising of 1837, and the Fenian Raid of 1866. The story of each period is told in battlefield and fortress, in monument and cairn, and in decaying structures. Every mile of the Canadian Niagara is a mile of historic association, and in the heart of it the Falls of Niagara present to the world one of Nature's greatest marvels. A mile down the river from the Falls is Queenston Heights. This is one of the most sacred spots in Canadian history. In the war of 1812-1814, American troops crossed the river from Lewiston, landed on Canadian soil and took possession of the Heights. Early the same morning—that of October 13th, 1812—the British Governor, Sir Isaac Brock, left Fort George, Niagara-on-the-lake, and hastened to the scene on horse back. Riding up the river road, he set his little army in battle array and stormed the Heights. The engagement cost him his life and a grateful country erected a splendid monument in his memory.



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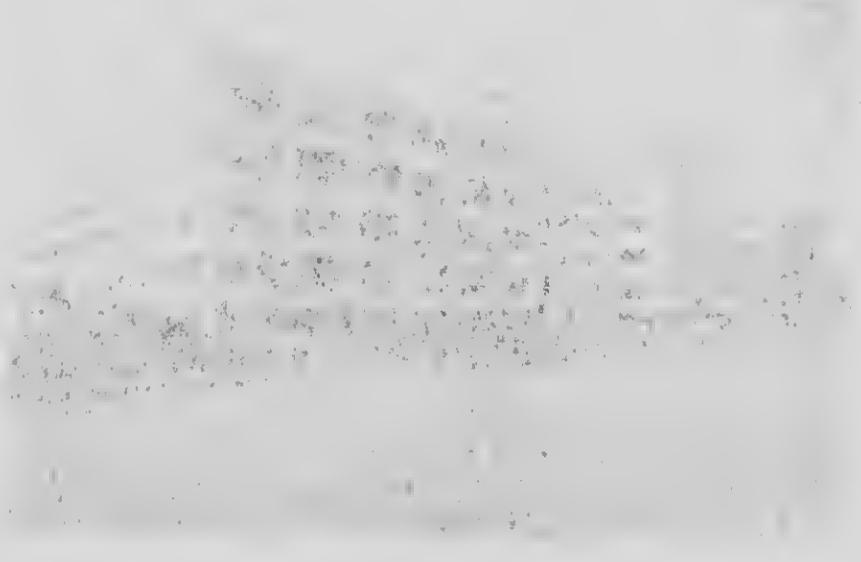
*Dr. Alexander Graham Bell, Inventor of the Telephone, on the steps of the  
Bell Memorial at Brantford, Ont.*



*A section of the industrial district of Brantford, Ont.*

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*Victoria Park is typical of the beautiful public spaces of London, Ont.*



*One of the modern factories of London, Ont.*

11

11

## NIAGARA FALLS TO BRANTFORD AND LONDON

(GRAND TRUNK RAILWAY SYSTEM)

*Monday, September Twenty-Seventh*

**T**HE route followed between Niagara Falls and Hamilton is the same as that traversed on the southbound trip, the train running through a region that is not only a garden but a granary where wide acres of the finest lands produce the best of grain with miles of peach and apple orchards and leagues of luxuriant vineyards.

Leaving Hamilton, a splendid view is offered of the Dundas Valley with the pretty little town of Dundas nestling in its midst. Dundas has acquired some renown as a summer resort by reason of the beauty of its scenery and the mineral springs and baths situated some three miles distant. The town has a twenty-five acre park, and its industries include plants for the manufacture of machine tools, engines, cement brick, furniture, etc. The villages of Copetown, Lynden and Alford are passed through and we reach Brantford.

Brantford is known as the "Telephone City." It is situated on the Grand River. After the revolutionary war in the United States the noted Chief, Joseph Brant (Thayendenegea), and the Six Nation Indians who remained loyal to the British Crown, had their great services recognized by an Imperial grant of six miles of territory on both sides of the Grand River from its mouth to its source. The river valley at that period constituted a good hunting and fishing district and the surroundings were considered ideal for the Red Man. Not long after the arrival of the Indians a small white settlement commenced to develop on the site where the city now stands and in 1830 the Six Nations surrendered the land for sale by lots to actual settlers. They also parted with most of their other holdings until they now only occupy some forty-five thousand acres in what is called the Township of Tuscarora, which is located about eight miles from the city. Their numbers show a slight increase each year and the present total is somewhat over four thousand. When His Royal Highness the Duke of Connaught paid a visit to the Six Nations Reserve in 1874 he was asked by the Indians to become a patron of a movement to erect a memorial to Brant. He readily consented and the outcome was the erection of a monument in

Stations on  
Route

Distance from  
Niagara Falls      Sched  
Tr.

NIAGARA FALLS  
*Population 14,500*

.0 Miles      Lv.  
9.00 A.M.  
Sept. 27th

HAMILTON  
*Population 108,143*

43.5 Miles

DUNDAS  
*Population 5,078*

49.9 Miles

COPETOWN  
*Population 200*

54.8 Miles

LYNDEN  
*Population 500*

59.2 Miles

ALFORD

63.6 Miles

BRANTFORD  
*Population 32,159*

67.8 Miles      Ar.  
11.15 A.M.  
Lv.  
10.00 P.M.

Schedule of Distance from  
Train Niagara Falls

Stations on  
Route

Victoria Park at Brantford The sculptor, Mr. Percy Wood, of London, England, has in a most effective work depicted Brant addressing his warriors. On the east and west side of the pedestal are two separate groups of three Indians, each representative of the Six Nations Tribes, while four bas-reliefs depict an Indian Council, an Indian dance, a wolf and a bear. The bronze figures were cast from guns captured at the battle of Waterloo and in the Crimea.

The Indians in the early days used to ford the river at a point within the present municipal area, hence the term Brant's Ford, which afterwards became "Brantford." Brant County is also named after the Chief. The progress of the place since the period named has been of a most steady nature. It is a manufacturing centre, the output consisting largely of agricultural implements, although the range of industrial products is very diverse, and for some years this centre has ranked third in the Dominion in the matter of manufactured exports to all quarters of the Globe. One of the most notable features of the city is the large number of well kept homes owned by the industrial classes. Trees line both sides of the streets and there are many parks and playgrounds. The residents have always shown a marked tendency towards municipal ownership and the water-works and street railway systems belong to the citizens. There are many splendid public schools and the Collegiate Institute is admittedly one of the finest and best equipped of its kind in the Province. Churches are numerous and well supported.

Brantford has more than eighty industries, including large agricultural implement factories, iron and wooden industries, clothing, clay and cement products, automobiles, electrical fittings, silk mills, steel plant, automatic scales, and more than a score of wholesale houses supplying a rich mixed farming country. Altogether Brantford has 10,000 employees on the pay rolls of its industrial plants. One of the finest housing schemes for workers has been developed here by the Dominion Steel Products Ltd.

The "Bell Homestead" is situated on Tutela Heights adjacent to the city, and it was here that Dr. Graham Bell developed the idea of the telephone, the first successful experiment in talking over a wire for any distance having taken place between "Bell Home" in Brantford and the neighboring village of Mount Pleasant. The

Homestead is now the property of the city and a handsome monument to the inventor and invention was unveiled not long ago in the centre of the city by His Excellency the Duke of Devonshire, Governor-General of the Dominion of Canada. The noted inventor was present at the ceremony and related the story of his great achievement. Mr. Allward, of Toronto, whose design for the monument was accepted as the result of open competition, has conveyed the idea of wide distance and the annihilation of space. Two figures of heroic size are shown standing the one in a speaking and the other in a listening attitude, and on a long central panel between there is the carving of a half recumbent figure representing man, who is sending forth three floating messages representing Knowledge, Joy and Sorrow. It is worthy of note that an automatic 'phone system, also a Brant County invention, is in operation in the city.

On the outskirts of Brantford there is situated St. Paul's Church, "His Majesty's Chapel of the Mohawks," erected by King George III in 1785. This is the first church built in Ontario, and in the welfare of the congregation Chief Brant took a very deep and active interest. The original bell is on view at the entrance to the edifice, and is inscribed as having been cast in 1786 in London, England. Not far from the church is the Mohawk Institute where Indian boys and girls receive a home and education. It was established by the New England Company. In this building can be seen the silver communion service which was a present to the Six Nations by Queen Anne in 1712, when the tribes occupied Mohawk Valley in what is now New York State.

In addition to the great advantage of having a place on the main line of the Grand Trunk Railway, Brantford is also served by many branches and radial lines. During the Great War, the city and county had some six thousand men don the khaki, a Canadian record for a community of similar population. His late Majesty King Edward VII, when Prince of Wales, visited Brantford in 1860, and His Majesty King George V, when Duke of Cornwall and York, in 1901, and His Royal Highness the Prince of Wales in 1919.

Leaving Brantford the journey is continued over the main line of the Grand Trunk, passing through a charming countryside. Paris is a thriving town picturesquely situated. Its industries include two

Stations en  
Route

Distance from  
Niagara Falls      Schedule of  
Train

Schedule of Train	Distance from Niagara Falls	Stations on Route
	75.0 Miles	PARIS <i>Population 5,130</i>
	75.5 Miles	PARIS JCT.
	77.7 Miles	PRINCETON <i>Population 500</i>
	80.3 Miles	GOBLES <i>Population 130</i>
	85.4 Miles	EASTWOOD <i>Population 100</i>
	89.8 Miles	WOODSTOCK <i>Population 10,051</i>

knitting factories, alabastine works, flour mill and woollen cloth mill.

Woodstock is regarded by its admirers as the prettiest inland city in Ontario. It is situated on the Thames River at the junction of the main line of the Grand Trunk with the Georgian Bay and Lake Erie Branch and is a growing centre which has developed naturally with the commercial expansion of the Dominion, and in conformity with the refinement and culture of its earliest settlers.

Viewing Woodstock historically the names of many notable old English families are recalled. Admiral Vansittart and his agent Captain Drew were the advance guards of a number of English gentlemen who reinforced a small settlement in the woods here in 1834, and about the same time came the late Colonel Alexander Whalley Light, to whom was made a grant of land by the Crown of 900 acres, along the banks of the Thames. At that time the Woodstock district with the exception of a few houses, a small store and a tavern, was little less than a wilderness. As late as 1854 the houses in Woodstock numbered 200 and the population 1,085. In 1901 the requisite population for cityhood was attained. So it is that within the lifetime of residents now living, Woodstock has developed from a hamlet of English settlers into a thriving city of beautiful homes, well-kept streets and prosperous business houses. It is interesting to note that the original town plot was quaintly described in official form as "the extreme westerly portion of the township of York opposite Oxford and washed by the Thames."

Situated in the rich agricultural county of Oxford and at the east end of the beautiful Thames Valley, Woodstock is a great market place, the produce of farm and garden being handled in large quantities in one of the finest markets in Western Ontario, while commercially the city's location on the main line of the Grand Trunk Railway is a big factor in the handling of the output of the many manufacturing concerns, of which there are nearly forty in the city. These include many big factories devoted to the production of furniture, pianos and organs, textile products, stoves, wire fencing, leather, knitted goods and numerous other articles. In the way of public utilities the city is well provided for, both the electric light and the waterworks systems being under municipal control, while natural gas is piped in and cheaply sold. There are eleven

churches, some of them beautiful architecturally, eight fine schools, including Woodstock College. In city or county are the Oxford Hospital for epileptics, a House of Refuge, a \$100,000 courthouse and a fine Government armory, the latter two buildings being located in the city limits. Running through the Thames Valley is a trolley line which takes Woodstock people into the open spaces and brings trade from the outlying points, while additional recreational sources are the four splendid parks located in the city. Indeed, aside from being a growing business centre, Woodstock is perhaps as pretty and as cultured a place of residence as can be found in the province. With its beautiful shade trees on nearly every street, its many miles of permanent pavement, its substantial and stately homes, its splendid waterworks and lighting systems, it is a delightful place in which to live and is equally attractive as a manufacturing and business centre.

Between Woodstock and London the journey is continued over the double track main line of the Grand Trunk. Ingersoll is the most important town in this section, and is a picturesque place of 5,500 population. It is situated on the River Thames in the County of Oxford, noted for all kinds of dairying produce. In addition to the immense quantity of butter and cheese made here, Ingersoll ships to all parts of the Dominion its condensed milk and its famous hams and bacon. It is moreover a manufacturing centre, its thirty-five plants being always busily engaged. It is the home of the oldest manufactory of machine screws in the Dominion. It is famous also for its pianos and organs, high-grade furniture and agricultural implements.

London has long been known as the "Forest City" on account of the many trees that line its principal streets. It is, however, a busy, bustling centre of commerce, a wholesale mart and manufacturing point. The forest has now been transformed into the shaded avenues and business streets of a modern city, while the farms of Middlesex, fertile and well cultivated, form one of the strongest bulwarks that any community could desire. London is a pleasant place in which to live. It offers to the home-seeker all the advantages of a modern city and some attractions which are peculiarly its own. Between seventy and eighty per cent. of its citizens own their own homes.

Stations en Routes      Distance from Niagara Falls      Schedule of Train

BEACHVILLE <i>Population 500</i>	94.7 Miles	
INGERSOLL <i>Population 5,500</i>	99.3 Miles	
DORCHESTER <i>Population 400</i>	105.9 Miles	
LONDON EAST <i>Population 4,000</i>	114.3 Miles	
LONDON <i>Population 60,000</i>	115.5 Miles	Arr. 11.30 P.M.

Schedule of  
Train      Distance from  
                 Niagara Falls

Stations on  
Route

As a transportation centre, London is admirably situated, and the existence of a twenty-three mile municipally owned and operated railway, connecting the city with Port Stanley, the fine harbor on Lake Erie, gives it a decided advantage as an assembling point of raw materials, particularly for iron and steel products and fuel. The large United States iron and coal bearing areas lie immediately to the south.

The financial centre of Western Ontario, London has eleven chartered banks, with a score of urban and suburban branches, nine trust and loan companies, and the head offices of two important life insurance companies. The city is an ecclesiastical centre also, being the seat of the Bishop of Huron and the Bishop of London. There are two magnificent cathedrals, St. Pauls and St. Peters, and over fifty fine churches, every denomination being represented. Educational facilities are probably unsurpassed by any other city of London's size, there being twenty-eight public schools and numerous colleges including the Western University, which confers degrees in arts and medicine. There are two handsomely equipped hospitals, one of them, Victoria Hospital, being the second largest in Canada.

London is an important manufacturing centre also. About thirteen thousand people are employed in normal times in its industries, which, large and small, number over two hundred and fifty, manufacturing over seventy distinct lines. Metal work shops employ a large number of men and London is noted for its biscuits and candy, garment making and cigar factories; large wholesale houses handle all staple lines of merchandise, doing business all over the Dominion.

London attained the rank of city in 1855. It "grew up" from a backwoods settlement created by a pioneer named Peter McGregor, who favored the spot for his farm because here the River Thames "forked," that is, the north and south branches of the stream united at this point. There are many reminders in name here of the older London. The Canadian London has its Piccadilly, its Pall Mall, its Blackfriars, and so on. The court-house is a large building in the Elizabethan style of architecture, being an exact copy of Malahide Castle, Ireland, and possesses a great deal of historical interest.

## LONDON TO WINDSOR

(GRAND TRUNK RAILWAY SYSTEM)

*Tuesday, September Twenty-Eighth*

**F**ROM London to Chatham the route lies through a series of villages and thriving little towns, the largest of which are Glencoe and Thamesville, with populations of about a thousand. Chatham is another of the Canadian towns that have adopted English names. It is the county town of Kent and is situated on the Thames River. Served by six railway lines, it is the shipping point of a rich agricultural district, while manufactories, representing both British and American capital, have found it an advantageous place for industrial undertakings. Natural gas is a cheap fuel that is secured from the Tilbury East gas field, a few miles distant, while Chatham is also a distributing centre for Niagara power.

The territory of which Chatham is the centre is in point of climate in advance of other parts of Ontario, giving it an advantage in the growing of crops which demand a lengthy season. The climatic conditions, with short winters, which are never severe, make the city a pleasant place for a home. The city has upwards of twenty miles of paved roadways, and has cement walks on all its streets, while its famous shade trees have earned it the name of the "Maple City."

Outstanding among the manufacturing industries of the city is the Dominion Sugar Company, which has the largest sugar beet plant in Canada and the second largest on the American Continent; the Canadian plant of the Wilson Company, the third largest packers on the American Continent, while Libby, McNeil & Libby, manufacturers of canned goods, have one of their largest Canadian plants in Chatham. This city is also the home of the Gray-Dort Motors, manufacturers of automobiles, as well as the Hayes Wheel Company, making automobile wheels, transmissions, and rear axles; the Dowsley Company making springs; and Merritt and Company making wood bent goods of various kinds for automobile purposes. The International Harvester Company has a large Canadian wagon plant in this city.

Chatham has splendid educational facilities and charming playgrounds. Tecumseh Park, in the exact centre of the city, is Chatham's favorite playground. Here, one minute's walk from the

Stations on Route	Distance from London	Schedule of Trains
LONDON <i>Population 60,000</i>	0 Miles	Lv 5:00 P.M. Sept. 28th
HYDE PARK JCT <i>Population 100</i>	4.1 Miles	
LOBO	7.4 Miles	
KOMOKA <i>Population 275</i>	10.0 Miles	
MOUNT BRYDGES <i>Population 400</i>	14.7 Miles	
LONGWOOD <i>Population 15</i>	20.7 Miles	
APPIN <i>Population 165</i>	25.7 Miles	
GLENCOE <i>Population 1,000</i>	30.4 Miles	
NEWBURY <i>Population 410</i>	36.6 Miles	
BOTHWELL <i>Population 800</i>	41.8 Miles	
THAMESVILLE <i>Population 900</i>	49.3 Miles	
NORTHWOOD <i>Population 100</i>	55.3 Miles	
VOSBURG	59.0 Miles	
CHATHAM JCT	59.8 Miles	
CHATHAM <i>Population 18,000</i>	64.0 Miles	

Schedule of Train	Distance from London	Stations on Route
	72.7 Miles	PRAIRIE SIDING
	78.1 Miles	JEANNETTE'S CREEK <i>Population 150</i>
	84.1 Miles	STONE POINT <i>Population 150</i>
	87.9 Miles	ST CLAIR <i>Population 80</i>
	92.9 Miles	BELLE RIVER <i>Population 200</i>
	96.9 Miles	PIECE <i>Population 57</i>
	100.2 Miles	PIKE CREEK <i>Population 150</i>
	102.0 Miles	TECUMSEH <i>Population 400</i>
	108.7 Miles	WALKERVILLE <i>Population 6,270</i>
Arr. 5.45 P.M.	110.1 Miles	WINDSOR <i>Population 11,129</i>

main business thoroughfare, athletic sports are held, while it is also a favorite recreation spot for women and children. Here also is the baseball diamond, the cricket crease, and one of the best lawn bowling greens in Ontario. On summer evenings band concerts are held here. The Thames, on the banks of which Tecumseh Park is situated, is a favorite stream for canoeing and motor boating. Victoria Park, not far from the centre of the city, is larger than Tecumseh Park, and a splendid picnic ground. Within easy distance, 14 miles from the city on Lake Erie, are the summer resorts of Erie Beach and Erie Eau. Here are situated the summer cottages of many of Chatham's citizens.

Soon after passing through Chatham glimpses are obtained from the right of the train of beautiful Lake St. Clair. Walkerville is the first of the "Border Cities" to be passed through by the train. It is a port with good steamship connections, and is a busy manufacturing centre.

The Border Cities of Ford, Walkerville, Windsor, Sandwich and Ojibway—an unbroken six-mile front of stores, factories, dwellings and other buildings, fringe the river on the Canadian side; and, as it were, gaze as though for inspiration across the mere 800 yards of clear, beautiful water separating them from the splendid City of Detroit—America's Great Motoropolis.

Prior to the past few years, the Border Cities were but a string of picturesque yet stagnant hamlets—and nothing more. The average traveller thought of them only as a sort of stopping-off point from which one ferried to Detroit. Detroit was the destination: the Border Cities a somewhat insignificant incident en route.

But the automobile gradually insinuated itself into the realm of human necessities, and Detroit's skyline began to indicate wondrous change. Majestic edifices grew tier by tier under the deft hands of their builders, until they dwarfed into insignificance the proudest structures of yesterday.

And, the Border Cities watched and wondered and admired. Then, almost unconsciously, the Law of Emulation began to operate. On one side of the river, extraordinary progress and prosperity; on the other tranquility and stagnation. Something was utterly wrong. A mere 800 yards of dividing water did not explain this startling contrast. And, so it was that the Border Cities emerged from their sunlit

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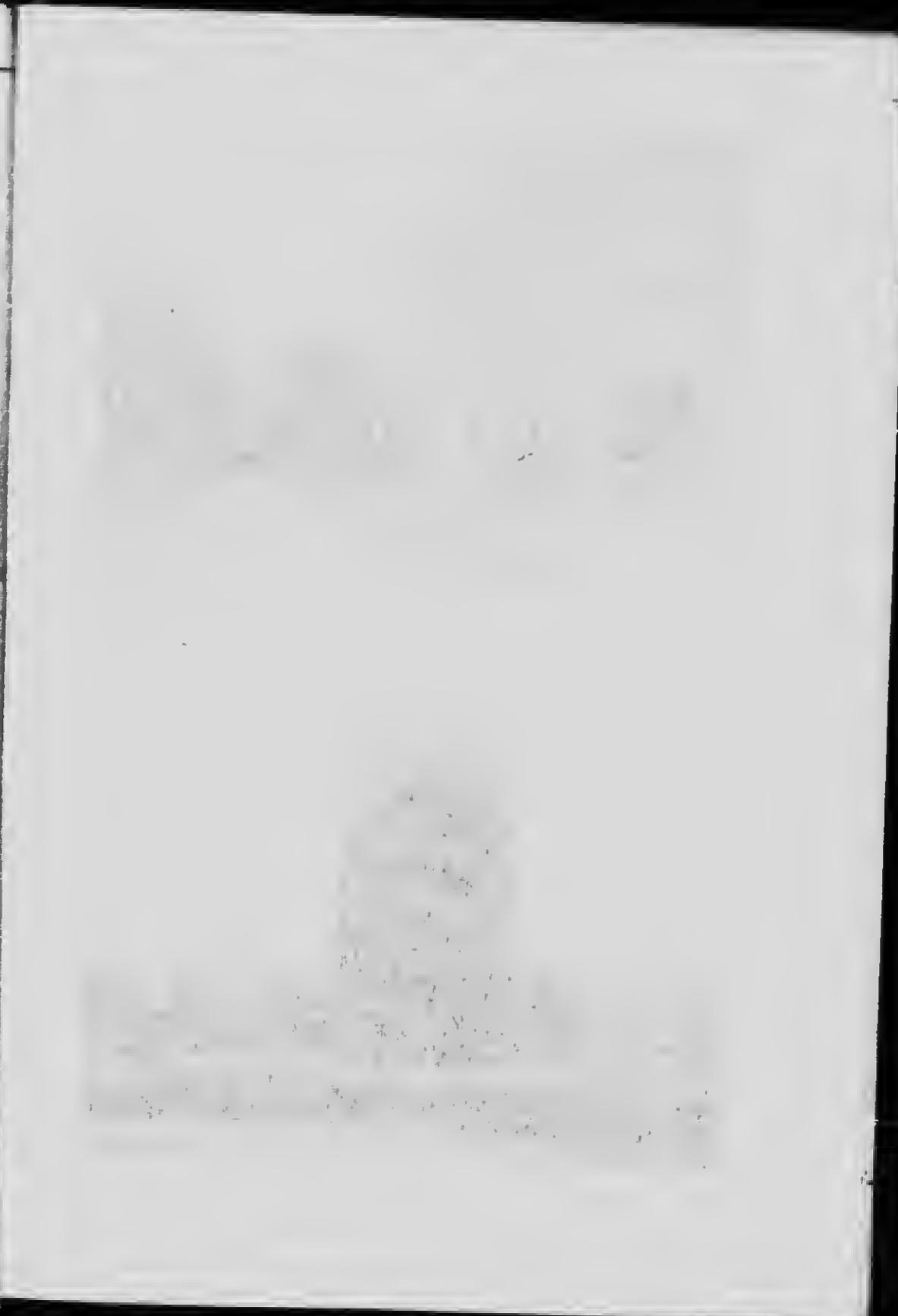
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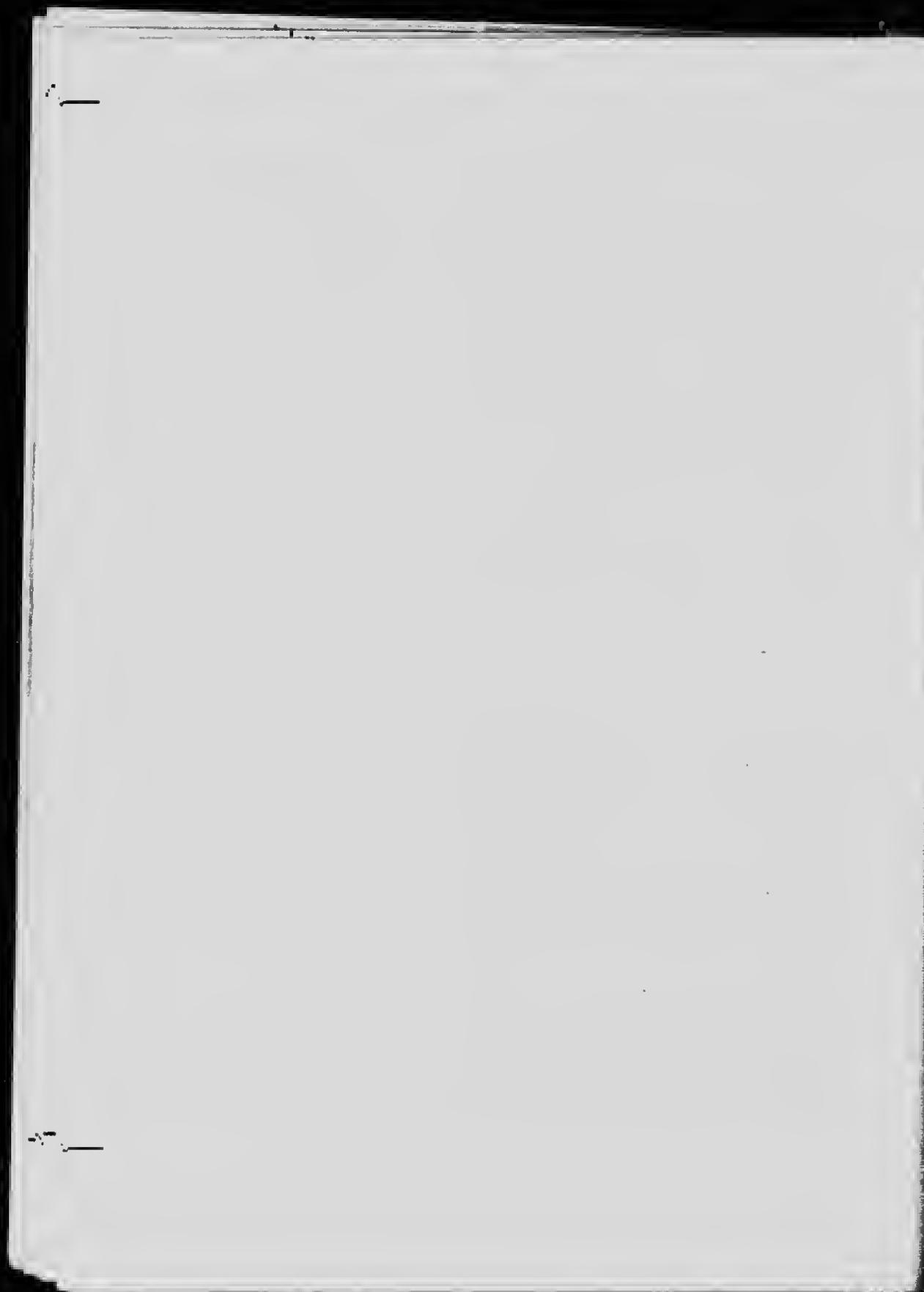
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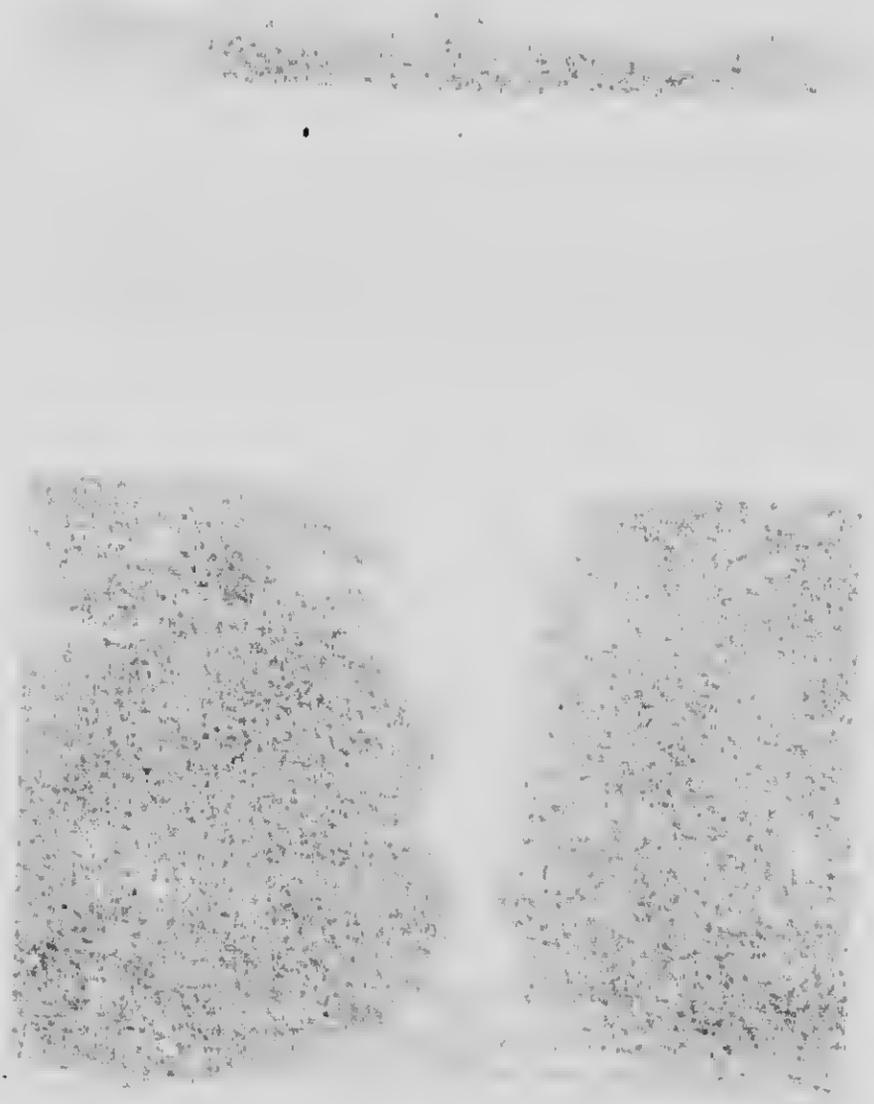
*City and County Offices, Chatham, Ont.*



*St. Mary's Church at Walkerville, Ont., one of the Border Cities*

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*Car Ferries connect Windsor and Detroit*



*Devonshire Road is one of the many tree-fringed streets of Windsor, Ont.*



somnolence, and, for the first time, recognized their unique industrial potentialities. Thrilled with a common purpose, the leaders drew together, and the organization of a Chamber of Commerce, embracing all the Border Communities, was the first concrete result. It is the only Chamber of Commerce in the British Empire which involves so many different and distinct municipalities, perhaps, the only one in the entire world. It works for them all with absolute impartiality and just as for one community.

Ere very long, the well-directed activities of the above body induced the location at the Border Cities of several important United States industries; and then, the American manufacturer re-discovered this the most southern extremity of the Dominion. Canada was one of his most important markets. That she would swiftly become more and ever more so seemed inevitable seeing that she undoubtedly was the line of least resistance for world migration. In addition, business with many British possessions could be most economically conducted through Canada, owing to tariff preferentials granted to Canadian products. Indeed, there were many compelling reasons for the establishment of branch factories in Canada, and especially at the Border Cities, so conveniently close to many exceedingly important industrial centres in the neighboring States.

Factories began to stream in. No fewer than forty-eight concerns, large and small, established during 1919; while this year, others have come in at an average of over one per week. In all, the Border Cities now have 198 operating industries. Almost all of these represent American capital and enterprise.

Like so many other Ontario centres, Windsor has, through its name at least, association with an historic English town, and it celebrated on the same day, in 1892, the birthday of Queen Victoria and its advent to the ranks of Canadian Cities.

Car ferries are operated by the Grand Trunk Railway System to carry its trains, both freight and passenger, across the Detroit River, thus linking up, for traffic purposes, Canada with the United States and the eastern divisions of the Grand Trunk with its lines west of the Detroit and St. Clair Rivers.

Stations on  
Route

Distance from  
London      Schedule of  
Train

Schedule of Train	Distance from Windsor	Stations on Route
Lv. 12.00 (midnight) Sept. 29th	0 Miles	WINDSOR Population 33,129
	110.0 Miles	LONDON Population 60,000
	111.3 Miles	LONDON EAST Population 4,000
	113.1 Miles	POTTERSBURO Population 250
	115.8 Miles	FAIRFIELD
	118.0 Miles	WYTON Population 50
	120.8 Miles	THORNDALE Population 250
	125.8 Miles	KELLY'S Population 50
	131.6 Miles	ST. MARY'S Population 4,000
	132.6 Miles	ST. MARY'S JCT. Population 33
	137.6 Miles	ST. PAULS Population 300
	142.7 Miles	STRATFORD Population 18,106

## WINDSOR TO QUELPH AND HAMILTON

(GRAND TRUNK RAILWAY SYSTEM)  
 Wednesday, September Twenty-Ninth  
 and Thursday, September Thirtieth

**F**ROM Windsor to London the route is the same as that traversed on Tuesday the 28th, and need not be described again. From London a branch line of the Grand Trunk is followed for a distance of twenty-two miles, taking the traveler through a good farming country. At St. Mary's Junction the train gains access to the important line of the Grand Trunk connecting Toronto and Sarnia and ten miles farther on Stratford is reached.

Stratford is a solid city which is making steady progress. It has railway facilities which are unsurpassed in Ontario, no less than six branches of the Grand Trunk Railway spreading out from the city like the spokes of a wheel. Its industrial importance dates back to 1871 when the Grand Trunk locomotive shops were moved to this city from Toronto. It is not too much to say that for a score or more of years these important shops proved the backbone of the city. With their arrival began an era of industrial prosperity to which more than to anything else may be ascribed the very material progress of the town in recent years. The first locomotive shops in Stratford were small and insignificant in comparison with the development of later years. At first, in fact, only some two hundred mechanics were employed, but in 1888 the new buildings were completed and the staff increased by the transference of several hundred workmen from Hamilton. The shops have been steadily enlarged since that time and now employ more than one thousand mechanics. Stratford has become the Dominion's premier furniture manufacturing centre. While she boasts of many other important industries turning out just as high-class products, furniture making is Stratford's specialty and the excellency of the manufactured articles has a Dominion-wide reputation.

Stratford's position in the industrial world is recognized throughout the Dominion. But the city glories in more than its factories. It is a city, clean and well kept, in which a vast majority of citizens own their own homes. It is a city of exceptional advantages, fine churches, well equipped hospitals, and spacious parks—a city where the

standard of living is high. The educational facilities include kindergartens, public schools, collegiate institute with manual training and domestic science department, two business colleges and a large provincial normal school. Stratford has excellent streets, a large weekly market, a \$25,000 Y.M.C.A. building, and an up-to-date sewage disposal plant, a beautiful city hall and court house, most attractive golf links, efficient fire protection system, fourteen churches, a large hospital, six banks, two theatres, skating rink, curling rink, driving park, armory and thousands of comfortable homes. The growth of the city has been steady and continuous. The feature of the city from a scenic standpoint is beautiful Riverside Park along the banks of the Avon. This park is probably unsurpassed for beauty in the Province of Ontario. In its shaded walks and driveway, and in canoe or boat on its lovely waters, the citizens of Stratford have opportunities for spending their leisure hours amid ideal surroundings.

Twenty-six miles from Stratford is Kitchener. Kitchener and its neighboring municipality, Waterloo, form one city for all practical purposes. Situated 1,100 feet above sea level and in the heart of the beautiful Grand River Valley, the climate is at all times equable and without extremes of temperature. The surrounding country is rolling, fertile, productive farming land, and under the tillage of the thrifty husbandmen is counted among the most productive in Ontario. This community was originally settled one hundred and twenty years ago by Pennsylvania immigrants; augmented by large emigration from Germany, with a sprinkling of English and Scotch; and to-day the population of some 28,000 is largely of Teutonic extraction, possessing in a marked degree all the characteristics of energy, thrift, and adaptability. The home-loving quality of the people is also attested by the noteworthy fact that sixty-five per cent. of the ratepayers of Kitchener own their homes; and in few places are found such uniformly high class residences all of brick and stone, surrounded by beautiful lawns, fragrant flowers and productive gardens. There is a total absence of a slum or tenement district. The city owns its public utilities: street cars, water, gas, electric light and power, etc. It was the first town in Canada to be served and lighted by electric energy generated at Niagara Falls.

Stations en Route

Distance from Windsor

Schedule of Train

- SHAKESPEARE  
Population 400 149.3 Miles
- NEW HAMBURG  
Population 1,800 156.3 Miles
- BADEN  
Population 670 158.8 Miles
- PETERSBURG  
Population 100 162.2 Miles
- KITCHENER  
Population 22,500 168.7 Miles

Schedule of  
Train

Distances from  
Window

Stations on  
Route

Kitchener, however, is best known as an industrial centre. In this community of less than 30,000 people are one hundred and seventy industrial establishments, many of continent-wide reputation and sending their wares to all parts of Canada and the distant parts of the world. Kitchener leads all Canada in its production of furniture, rubber and felt footwear, commercial felts, buttons, automobile tires, leather, men's whitewear also trunks and travelling bags; and its industries are expanding and new manufactories coming in, indicating a healthy growth and stability of industry. The semi-annual Furniture Exhibitions at Kitchener attract visitors and buyers from every part of the Dominion. Excellent factory sites are available, with railway facilities and street car services, and less than a mile from the centre of the city.

The many churches give evidence of the moral life of the community as do the numerous public and separate schools, the business colleges and St. Jerome's College of the educational aspirations. There is a free public library, a Y.W.C.A. and a Y.M.C.A. Recreation is not forgotten, and in all fields of healthy sport Kitchener is well advanced. It is one of the few Canadian cities maintaining professional baseball; its hockey club has won the world's amateur championship; its lawn bowlers have carried off Provincial and Dominion honors on many occasions; its golf club has many devotees; lawn tennis and other sports are encouraged.

The financial institutions of the Twin City are as famous as are its manufactures, the Mutual Life and Dominion Life Assurance, the Economical and Farmers' Fire Insurance, and the Waterloo County Loan institutions being national in scope while local in promotion and management. The big banking institutions of Canada have evidenced their confidence in the city by erecting substantial banking premises. Kitchener's present is healthy and prosperous, its future bright with promise of continued expansion.

Fourteen miles from Kitchener is Guelph. Guelph is a flourishing little city which is adding to its industrial fame year by year. It is also the centre of the fertile and prosperous county of Wellington, and in many respects resembles a picturesque English county town. It was founded as a townsite in 1827 and was made a city in 1879, having by reason of its name been known as "the Royal City." It is built of limestone on a series

172.9 Miles

BRESLAU  
Population 250

177.6 Miles

MOSBOROUGH  
Population 25

182.6 Miles

GUELPH  
Population 16,800

Arr.  
6.00 A.M.  
Sept. 30th  
Lv.  
4.00 P.M.

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of hills around which the River Speed winds. Avenues of soft maple and ornamental trees have been planted along the roads and boulevards. It is noted for its healthful climate, being 1,143 feet above sea level at the highest point. On approaching the city the Church of Our Lady Immaculate, on a hill dominating the town, arrests the attention of the traveller. This church was designed after the Cologne Cathedral, and its interior architecture, decorations, paintings, and windows are unusually fine. There are in addition fifteen other churches in the city.

Guelph has eight parks with a total acreage of one hundred and fifty acres, and is building along the banks of the River Speed a park and driveway. Guelph Horticultural Society, which has the second largest membership in Canada, looks after the parks, street corners, and boulevards, converting these into beauty spots. From an educational standpoint the city has many claims to distinction. The Ontario Agricultural College is known all over the world. There are over 1,250 pupils. The buildings are situated on College Heights, on the outskirts of the city. There are two courses for young men— one of two years, leading to an Associate Diploma and covering the practical details of the best methods of farm work; and the second, a four-years' course, leading to the degree of B.S.A. from Toronto University. To young ladies, the Macdonald Institute offers three-month courses in cooking, sewing and laundry work; a home-maker course of one year, and two-year courses to prepare professional housekeepers and teachers of domestic science for our public and high schools. In addition to the regular work of the College, short courses for farmers in stock judging, seed judging, horticulture, dairying and poultry husbandry are offered during the winter months. Students in attendance have come from each of the provinces of Canada, and from Brazil, East Indies, England, Holland, Ireland, India, Japan, Jamaica, Mexico, New Zealand, Scotland and Wales.

The Ontario Provincial Winter Fair is held annually at Guelph. The average attendance is over 40,000. This is possibly the best sheep show in Canada. It is said to surpass all other Clydesdale shows on the American continent and it is the largest and best poultry show in Canada. Authorities state that in number and quality of birds the Guelph Fair equals any poultry show in the world.

Stations on  
Route

Distance from  
Windeor      Schedule of  
Train

Schedule of Train	Distance from Windsor	Stations on Route
	190.0 Miles	ROCKWOOD <i>Population 750</i>
	195.7 Miles	ACTON <i>Population 1,800</i>
	198.7 Miles	LIMEHOUSE <i>Population 250</i>
	201.9 Miles	GEORGETOWN <i>Population 2,500</i>
	204.3 Miles	STEWARTTOWN <i>Population 100</i>
	209.9 Miles	MANSEWOOD <i>Population 50</i>
	212.9 Miles	MILTON <i>Population 1,850</i>
	219.3 Miles	ASH <i>Population 25</i>
	221.2 Miles	TANSLEY
	226.7 Miles	BURLINGTON JCT. <i>Population 2,750</i>
	229.4 Miles	ALDRESHOT <i>Population 100</i>
Arr. 6.00 P.M.	233.7 Miles	HAMILTON <i>Population 108,143</i>

The recent history of Guelph shows a consistent, substantial growth of population. The population was 10,822 in 1900; 14,789 in 1910; 16,975 in 1919. Greater Guelph, which includes College Heights, Speedwell and Wellington Heights, has now a population of about 20,500 people. Guelph is a noted centre for gray iron castings, and supplies the trade throughout the Dominion. Manufactories are constantly being added to. The manufacturers of Guelph number 103. Among them is the Bell Piano and Organ Company, a large English corporation; the Taylor-Forbes Company, Ltd., said to be the largest manufacturers of fine castings in Canada; the International Malleable Iron Company, Ltd.; the F. E. Partridge Rubber Company, Ltd., and the Northern Rubber Company, Ltd.; the White Sewing Machine Company, Ltd., and the Guelph Carpet and Worsted Spinning Mills, Ltd., another large British concern. The only linen mill in Canada is located in Guelph, and the city is a noted centre for gray iron castings. A list of the manufacturers shows that the output of the different factories is very varied, whilst in volume it amounts to between \$15,000,000 and \$20,000,000 per annum.

Proceeding from Guelph to Hamilton, the journey is continued through a series of villages and small towns. At Georgetown the main line of the Grand Trunk is crossed, this being a busy centre with three paper mills and other industries.

Writers, at various times, have referred to this progressive and thriving hub of industry as the "Manchester of Canada," "Pittsburgh of Canada," "Electric City," "Ambitious City" and many other equally applicable appellations, but it is as "The City Beautiful" that Hamiltonians prefer their home city to be known, and it is as "The City Beautiful" that it is known to visitors who have viewed the wonderful panorama from the brow of the escarpment which native Hamiltonians proudly refer to as their "mountain."

Nestling between the mountain and Hamilton Bay, on a strip of land varying in width from one and a half miles to three miles, its streets lined with stately trees, mostly maples, the green foliage dotted everywhere with well-cared-for red brick houses, and with the blue waters of Hamilton Harbor and Lake Ontario in the background, the city has a wonderful geographical situation.

With a wisdom that has been more than justified in recent years, the City Fathers of Hamilton

legislated in a way that kept the factories fairly well confined to the northeastern section of the city, far removed from the best residential sections and in such a position that the prevailing southwest winds would blow the smoke and gases from such of them as burned large quantities of coal out over the waters of the bay and lake where they could do no harm. Another factor in the elimination of the smoke nuisance has been the cheapness of electric power for manufacturing purposes, making it unprofitable as well as undesirable for the manufacturer to use coal, save in a few exceptional cases. Hamilton was the first city in the world to solve the problem of transmitting water-generated electric power long distances and, in consequence, Hamilton enjoyed for many years the benefit of low power rates, which other Ontario municipalities have enjoyed only in very recent years, since the coming of Ontario Hydro Electric Power. Thus has Hamilton succeeded in growing into a great manufacturing centre and at the same time maintaining its reputation as "The City Beautiful."

Population has been increased by natural growth and also by the return to Hamilton of the majority of the 15,000 men who enlisted there for service in the Great War. And, by the way, it may here be mentioned that Hamilton played no inconspicuous part in the winning of the War. In comparison to population, no city in Canada had a more enviable record for contributions in men, money and munitions, and for results along many other patriotic lines.

The city has more than doubled in size during the present century. In 1899 the population was only 51,011; in 1909 the assessors report 66,967 men, women and children domiciled within the city. In 1919 the population was 110,137, while this year the population figures should top the 120,000 mark.

Here are some figures that give an idea of the city's standing:

Total value of assessable property	\$93,682,840
Total assets	\$20,430,431
City Debt	\$14,437,390
City's area (acres)	7,134
Number of houses	23,500
Number of industries	513
Number of employees	30,500
Mileage of suburban electric railways	83
Mileage of street railway	30
Banks and branches	33

Stations on  
Route

Distance from  
Windsor      Schedule of  
Train

Schedule of  
Train      Distance from  
                 Windsor

Stations on  
Route

Number of churches	83
Number of hospitals	5
Public libraries	3
Public parks	22
Acreage of parks	550
Number of schools	52
Enrollment of schools	21,000
Daily newspapers	3
Number of theatres	17
Number of hotels	32

It is Hamilton's boast that it has attracted more American industries of importance than any other Canadian city, such big companies as the International Harvester Co. of Chicago; Westinghouse Company, Chicago; Meriden-Britannia Company, Meriden, Conn.; and more than fifty others having located their Canadian branches here. During 1919 thirty-two new industries, several of them American concerns, and one a very large British concern, selected Hamilton as a manufacturing location. Included in the number were the Firestone Tire & Rubber Co., Akron, Ohio; Hoover Suction Sweeper Co., North Canton, Ohio; Norton Company, Worcester, Mass.; Carr Fastener Co., Boston, Mass.; Abrasive Co. of America, Bridesburg, Pa.; Lynate Co., Philadelphia, Pa.; Quaker City Chemical Co., Philadelphia, Pa., and Porritts and Spencer, Bury, England.

Hamilton is also the centre of the steel and iron industries in Ontario. It is also the hub of the textile industry, having upwards of a dozen spinning, knitting and weaving mills, some of them being numbered among the largest in the country. The capital invested in industry totals well over the one hundred million dollar mark, while the factory pay-rolls mount up to about \$30,000,000 a year.

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*Riverside Park and the River Avon, Stratford, Ont.*



*Kitchener, Ont., offers recreational as well as industrial facilities*





*St. George's Square, one of the notable thoroughfares of Guelph, Ont*



*This imposing church at Guelph, Ont is modelled after Cologne Cathedral*

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## HAMILTON TO NORTH BAY (GRAND TRUNK RAILWAY SYSTEM)

Friday, October First and  
Saturday, October Second

**T**HE journey from Hamilton to North Bay is made by night. The region passed through to Allandale is one devoted to farming. From Allandale to North Bay the train threads the heart of "The Highlands of Ontario." Allandale is beautifully situated on the western shore of Kempenfeldt Bay, an arm of Lake Simcoe. Leaving Allandale, the train continues to skirt the shore of Kempenfeldt Bay for another mile until Barrie is reached. Here the steamboats await the train in summer to carry visitors to the resorts situated around the shores of Lake Simcoe. Barrie is the principal town of the county of Simcoe, supplying a prosperous farming community, and is itself a popular summering place visited by thousands of tourists.

Twenty-two miles north of Barrie is Orillia. This is one of the most progressive towns in these Northern districts and, like Barrie, is also a tourist centre. It is built on the shores of Lake Couchiching, the Indian "Lake of Many Winds," has a high altitude and possesses a delightfully invigorating atmosphere. The region around Orillia has many historical associations. It was here that the intrepid explorer, Samuel de Champlain, spent the winter of 1615-1616 on one of the most hazardous of his expeditions. Lake Couchiching, the blue waters of which fringe Orillia's beautiful public park, was a battle area for the Iroquois and Ojibways and in one of the clashes between the opposing Indian races, near Orillia, four hundred war canoes are said to have taken part.

The whole of this portion of Ontario is one great maze of lakes, streams and forests, and it is too rocky, for the most part, to have attracted agricultural settlers. Lakes innumerable of all shapes and sizes, and full of wooded islands, form the characteristic feature of this wondrous wilderness. Camping places abound on the countless sandy beaches between the water's edge and the upward climbing forests behind. The hotels and boarding houses offer splendid accommodation.

Gravenhurst stands in a well forested area, offering an ample supply of fine hemlock and birch, and its principal industries are boat and carriage

Stations on Route	Distance from Hamilton	Schedule of Train
HAMILTON Population 108,143	.0 Miles	Lv. 9.00 P.M. Oct 1st
A' DERSHOT Population 100	4.2 Miles	
BURLINGTON JCT. Population 2,730	6.9 Miles	
TANSLEY	12.5 Miles	
ASH Population 25	14.4 Miles	
MILTON Population 1,850	20.7 Miles	
MANSEWOOD Population 50	23.8 Miles	
STEWARTTOWN Population 100	29.4 Miles	
GEORGETOWN Population 2,300	32.3 Miles	
TERRA COTTA Population 100	37.6 Miles	
CHELTENHAM Population 250	40.3 Miles	
INGLEWOOD JCT. Population 500	43.0 Miles	
CALEDON EAST Population 200	49.4 Miles	
CENTREVILLE Population 52	52.4 Miles	
PALGRAVE Population 300	55.6 Miles	
TOTTENHAM Population 600	61.7 Miles	
BEETON Population 850	66.3 Miles	
RANDALL	71.0 Miles	
COOKSTOWN Population 300	75.2 Miles	
THORNTON Population 500	81.1 Miles	
VINE Population 20	86.0 Miles	
ALLANDALE	91.0 Miles	
BARRIE Population 6,775	92.3 Miles	
GOWAN Population 100	97.8 Miles	
ORO Population 100	102.4 Miles	
HAWKESTONE Population 300	106.0 Miles	
ORILLIA Population 8,047	114.3 Miles	

Schedule of Train	Distance from Hamilton	Stations on Route
	116.5 Miles	ATHERLEY JCT <i>Population 250</i>
	120.8 Miles	RAMA <i>Population 25</i>
	121.8 Miles	LONGWOOD <i>Population 15</i>
	126.8 Miles	WASHAGO <i>Population 450</i>
	128.4 Miles	SEVERN <i>Population 250</i>
	134.2 Miles	KILWORTHY <i>Population 50</i>
	140.4 Miles	GRAVENHURST <i>Population 1,600</i>
	151.2 Miles	BRACEBRIDGE <i>Population 2,350</i>
	155.9 Miles	FALKENBURG <i>Population 60</i>
	164.1 Miles	UTTERSON <i>Population 250</i>
	170.5 Miles	MARTINS
	174.9 Miles	HUNTSVILLE <i>Population 2,400</i>
	184.4 Miles	NOVAR <i>Population 300</i>
	190.0 Miles	SCOTIA JCT <i>Population 81</i>
	191.9 Miles	BURK'S FALLS <i>Population 975</i>
	211.6 Miles	SUNDRIDGE <i>Population 500</i>
	217.4 Miles	SOUTH RIVER <i>Population 650</i>
	228.6 Miles	TROUT CREEK <i>Population 500</i>
	236.1 Miles	POWASSAN <i>Population 600</i>
	248.1 Miles	CALLANDER <i>Population 800</i>
	251.8 Miles	NIPISSING JCT

building and saw mills, there being good power obtainable at cheap rates. Within the last few years, the Grand Trunk Railway System has built a spur from Gravenhurst to the shore of Lake Muskoka, and there placed a station, known as Muskoka Wharf, and to this point run the through express Muskoka trains. Connecting with these trains are the steamboats which serve all the resorts on the three lovely lakes, Muskoka, Rosseau and Joseph, which are known to travellers as "The Muskoka Lakes."

Bracebridge is the county centre in the Muskoka district and has shown steady advancement during the past few years. The district supplies tan-bark and all kinds of woods, and tanneries and sash and door factories have located here.

Huntsville is situated on Muskoka River at the connecting point between two beautiful lakes: Vernon and Fairy. The river winds its picturesque course through the heart of the town. Huntsville is the point of embarkation for the whole Lake of Bays District, a region of great natural beauty, comprising some of the most beautiful water stretches in this country of lakes.

At Scotia Junction the Ottawa division of the Grand Trunk joins the Northern Division and passengers can travel east to the Algonquin Provincial Park of Ontario (forty-three miles), to Madawaska and Ottawa, or west to Parry Sound and Georgian Bay points. The Algonquin Provincial Park of Ontario comprises nearly two million acres of lake and woodland and is conceded to be one of the best resorts on the American continent for the angler and the holiday maker who loves the "out of doors." There are over fifteen hundred lakes in the Park, varying in size from one acre to several acres.

Burk's Falls and Maganetewan Wharf are the points of embarkation for the trip up the Maganetewan River, which drains a territory of about four thousand square miles and offers ideal canoe trips. The Maganetewan River is just equidistant between the Muskoka Lakes and Lake Nipissing. This is a splendid sporting territory, with the wild and rugged scenery. There is a good steamboat service to the various points on the river.

Between Sundridge and Nipissing Junction the train passes through a fertile tract of land, well tilled farms being in evidence. The altitudes, it

may be stated, along this part of the line, are among the highest in the Province of Ontario, South River being the highest point and also the dividing point between two watersheds. The country in this region is diversified with rivers and small lakes, affording splendid fishing.

North Bay is situated on Lake Nipissing and is the home of many railroad men, and a base for mining, lumbering and farming supplies. It is a railway divisional point, with repair shops, etc. It is the terminal of the Northern Division of the Grand Trunk, is on the main line of the Canadian Pacific Railway, while the Temiskaming and Northern Ontario Railway runs from here to Cobalt, Cochrane and other points in the Temiskaming district.

The industries of North Bay include two planing mills, two sawmills, brick plant, box factory, car repair shops, machine shops and furniture factory. North Bay is one means of access to the French River district, one of the most desirable vacation points in Northern Ontario. Its great fishing possibilities appeal to the angler, for here he may satisfy his taste for maskinonge, bass, pickerel and other fishing. To spend long days in the open—to breathe fresh, pure and life-renewing air—to paddle along quiet, alluring bays in the shadow of towering, moss-covered rocks, and forget business cares—who does not yearn for such a real holiday? The French River is in reality a chain of small lakes connecting Lake Nipissing on the east with Georgian Bay on the west, a distance of sixty miles. It is an unsurpassed out-of-door region. By means of Lake Nipissing and the French River, Lake Michigan was discovered and explored and missionaries sent out, while the English settlers were still trying to obtain a precarious foothold upon the Atlantic seaboard. Fishing and hunting in these vast wilds offer great sport; maskinonge, pike and pickerel appeal to the fisherman, while for the hunter there is the best of deer shooting to be had, some bear and an abundance of small fur-bearing animals and game birds.

Stations on  
Route

NORTH BAY  
Population 11,000

Distance from  
Hamilton

Schedule of  
Train

256.2 Miles      Arr.  
7.00 A.M.  
Oct. 2nd

Schedule of  
Trains

Distance from  
North Bay

Stations on  
Route

**NORTH BAY TO COPPER CLIFF,  
ESPANOLA AND SAULT STE. MARIE**

[CANADIAN PACIFIC RAILWAY]

*Saturday, October Second*

Lv  
8.00 a.m  
Oct. 2nd

.0 Miles

NORTH BAY  
Population 11,000

**L**EAVING North Bay by the main line of the Canadian Pacific Railway, there are evidences on every hand of the mineral development of the region. Sturgeon Falls is a thriving town which numbers among its industries large pulp and paper mills, soda water plant, saw mill, planing mill, electric light and power company and a flour and grist mill. Big game and fish are, of course, plentiful. Leaving the station the railway crosses the falls of the Sturgeon River and anyone to whom Kipling's lines are familiar cannot fail to think:

" Thence I ran my first rough survey—  
\* \* \* \* \*

Plotted sites of future cities, traced the easy grades between 'em,

Watched unharnessed rapids wasting fifty thousand head an hour;

Counted leagues of water-frontage through the axe-ripe woods that screen 'em—

Saw the plant to feed a people—up and waiting for the power! "

10.0 Miles

BEAUCAGE  
Population 700

14.5 Miles

MEADOWSIDE

23.3 Miles

STURGEON  
FALLS  
Population 4,000

26.4 Miles

CACHE BAY  
Population 1,200

33.9 Miles

VERNER  
Population 1,300

38.0 Miles

NIRK

43.0 Miles

WARREN  
Population 2,000

48.5 Miles

HAGER

55.1 Miles

MARKSTAY  
Population 456

62.8 Miles

STINSON

67.1 Miles

WANAPITEL  
Population 200

71.2 Miles

CONISTON  
Population 1,600

72.2 Miles

ROMFORD  
Population 100

79.0 Miles

SUDBURY  
Population 7,215

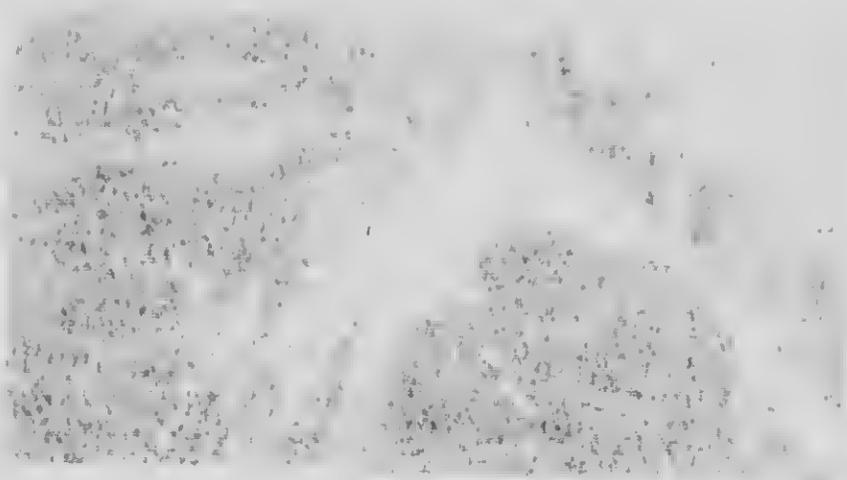
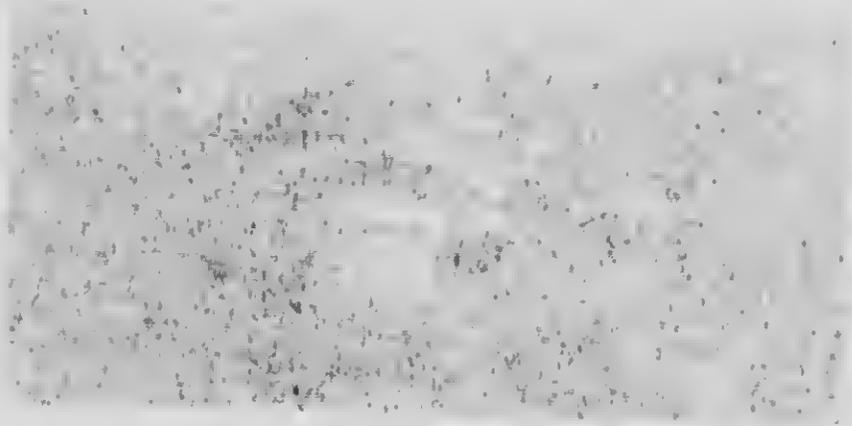
The day of the romance of Northern Ontario is not yet over. It has, perhaps, taken on soberer tints than of yore, but it has heroes still in the guise of Government surveyors, of railway builders or miners, of the fire-fighters of the forest, or the modern pioneers of the settlement whose courage is put sometimes and often to strange and unexpected tests. In the midst of such a country lies Sudbury, the junction of the Toronto branch with the main transcontinental line of the Canadian Pacific Railway. Near Sudbury are the greatest nickel mines in the world, supplying over two-thirds of the the world's consumption of this metal. The area of the "nickel basin" is about 550 square miles. Smelting is carried on a short distance from the city, the process removing the large iron content and producing nickel-copper matte suitable for refining. The nickel content averages 3.09 per cent. and the copper content 2.12 per cent. Near here, too, in the Moose Mountain Range is the largest iron range in Canada. A number of smelters reduce the ores and these furnaces are situated quite close to the city. Mills and factories devoted

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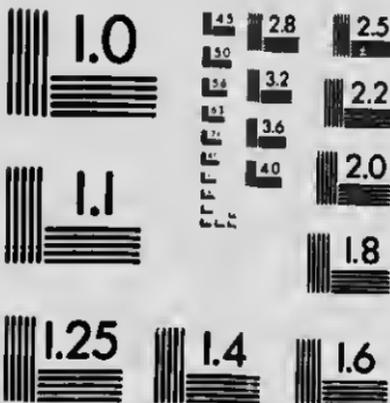
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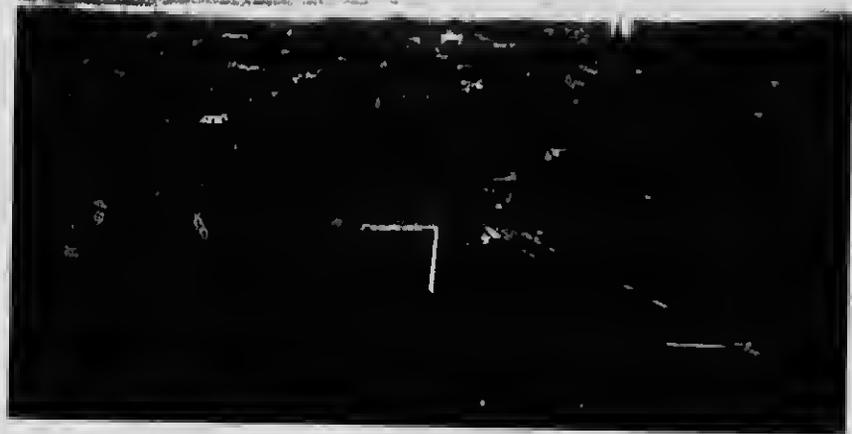


**APPLIED IMAGE Inc**

1653 East Main Street  
Rochester, New York 14609 USA  
(716) 482 - 0300 - Phone  
(716) 288 - 5989 - Fax

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*Hamilton, Ont., from the top of the city's Incline Railway*



*King Street is in the heart of the business district of Hamilton, Ont.*



to the lumber trade and its by-products form a goodly proportion of the city's industrial enterprise, but four railway construction companies as well as twenty-five lumber companies add to its prosperity. Like all points in this Northern Ontario country, the district round about Sudbury abounds in game.

From Sudbury four branches of the Canadian Pacific Railway radiate in as many directions. One of the most important of these branches is the line which traverses the country between Sudbury and Sault Ste. Marie, generally known as the "Soo" branch. Copper Cliff, like all exploited parts of the District of Sudbury, is rich in metalliferous deposits, in this case copper and nickel being especially prevalent. Mining and smelting are both carried on extensively.

Whitefish Station, nineteen miles west of Sudbury, is the gateway to the beautiful Lake Penache country. This lake, offering a splendid variety of attractions and inducements to the lover of the out-of-doors, is the centre of a maze of lakes and streams spread over the country between the "Soo" branch of the Canadian Pacific Railway and the eastern end of the North Channel of Georgian Bay. The black bass fishing is superlatively good, the fish running to an unusually large size. Both flies and live bait can be used with success. Pike and dore are abundant, as are also lake trout. Red deer are plentiful throughout the region; some moose are found south of the lake in the district round Harry and Balsam Lakes; black bear are distributed in fair numbers, generally through the country and are quite plentiful in the vicinity of the La Cloche mountains.

Canoe trips can be made in all directions, among which may be mentioned a fine two-day's trip down the Whitefish River to its mouth, with short and easy portages; another, due south to Collins Inlet on Georgian Bay, a somewhat harder trip but through a country plentifully stocked with fish and game; through Lavass and Long Lakes into Wahnapiatae River and thence up the river to its source in Wahnapiatae Lake—a very pleasant and easy excursion for a week or ten days; with numerous shorter trips into the chain of smaller lakes which surround Penache.

Canada is now the second largest pulp and paper producing country in the world, rapidly overtaking the United States, which has hitherto held first

Stations on Route	Distance from North Bay	Schedule of Train
COPPER CLIFF <i>Population 3,975</i>	83.5 Miles	Arr. 10.35 A.M. Lv. 3.00 P.M.
NAUGHTON <i>Population 283</i>	90.2 Miles	
WHITE FISH <i>Population 300</i>	97.3 Miles	
VICTORIA MINE <i>Population 350</i>	100.9 Miles	
WORTHINGTON	104.1 Miles	
TURBINE	107.3 Miles	
NAIRN <i>Population 400</i>	111.6 Miles	
LORNE	118.0 Miles	

Schedule of Train	Distance from North Bay	Stations en Route
Arr. 4.05 P.M.	120.9 Miles	ESPANOLA Population 2,400
Lv. 8.00 P.M.		
	127.2 Miles	WEBBWOOD Population 663
	132.3 Miles	MAYTOWN
	137.5 Miles	MASSEY Population 800
	145.4 Miles	WALFORD Population 150
	150.7 Miles	SPANISH Population 400
	156.5 Miles	CUTLER Population 400
	163.8 Miles	SHEPPARD
	174.2 Miles	ALGOMA Population 120
	181.4 Miles	BLIND RIVER Population 1,500
	185.2 Miles	MISSISSAUGA Population 250
	191.8 Miles	DEAN LAKE Population 92
	200.9 Miles	DAYTON
	205.7 Miles	LIVINGSTON
	209.8 Miles	THESSALON Population 1,800
	212.2 Miles	SHERWOOD
	213.9 Miles	NESTORVILLE Population 700
	215.8 Miles	GLEN OTTER
	221.1 Miles	BRUCE Population 672
	228.3 Miles	PORTLOCK
	230.3 Miles	DESBARATS Population 104
	237.4 Miles	ISBESTER
	239.5 Miles	BAR RIVER Population 20
	243.4 Miles	ECHO BAY
	249.5 Miles	GARDEN RIVER Population 700

place. The industry is distributed widely over the Dominion and is becoming one of the most important in Canada. In view of the present crisis in the paper and pulp trade, it is interesting to note that in 1917 the total production of wood pulp was 1,464,308 tons, of which about 55% was converted into paper in Canada and the remainder exported, mostly to the United States. Espanola, in the Algoma country, is famous for its large mill, and of late, owing to the negotiations between Canada and the United States concerning paper and pulp, public interest in the mill as well as in the company's stock has been widespread.

The map of Algoma shows a vast territory stretching some three hundred and sixty miles northwards from the "Soo" to the Albany River. Its southern portion is checkered with townships, already numerous enough to make several counties after the pattern of those of old Ontario, but bearing a small proportion to the huge blank spaces of the north, marked only with the names of the lakes and rivers that plentifully water that "Great Lone Land." The lines of the townships run on the north into the larger oblong of the Mississauga Forest Reserve. Indirectly, the Canadian Pacific Railway Company had a hand in the setting apart of the vast reserve by calling the attention of canoe travellers to the Mississauga River. This flows through a large block of pine timber, and the authorities, fearing that the coming of tourists would cause increased danger of forest fires, decided to take measures to protect the valuable pine. Accordingly, on February 24, 1904, an Order-in-Council created the Mississauga Forest Reserve, comprising about 2,900 square miles. This Mississauga Canoe Trip offers to the enthusiast for a real bush life one of the finest opportunities for a long canoe and fishing trip to be found anywhere on this continent. This trip has the advantage that both its beginning and its terminus are very conveniently situated as regards railway accessibility. It is begun at Biscotasing, 88 miles west of Sudbury on the main line of the Canadian Pacific Railway, and it is usually ended at Blind River, on Lake Huron, 102 miles west of Sudbury on the "Soo" branch of the railway. The trip, in effect, forms, roughly, the base of a triangle of which these two railway lines are the sides. The trip is not a hard one, especially for those who have had experience in canoe work and know what to take and how to get along when the going is not

good. The portages are numerous, but many of them are very short, merely "carries" round rapids or between lakes. The trip can be made by rather quick paddling in about two weeks, but to get full enjoyment and satisfaction out of it, about four weeks should be allowed. Guides can be obtained from the Hudson Bay Company, Biscotasing, and for one long portage near Clear Lake special arrangements must be made in advance for waggon conveyance. Blind River has abundant water power for its saw mills, machine shop and box factory. Near the village are deposits of copper, silver, gold and iron. The neighborhood supplies various kinds of lumber while the beautiful scenery, good fishing and big game hunting add to the attractions of the place. From Thessalon steamers run to Collingwood, Owen Sound, the "Soo" and Mackinack Island. The town owns its own electric light and waterworks system. Two sawmills, two planing mills and a smelter operate in Thessalon.

Indian Settlement, French Outpost and Mission, Fur-trading Post, the advent of Steel and Paper Mills—these are the stepping stones by which Sault Ste. Marie has come into prominence during the past three centuries until it is now a flourishing industrial and manufacturing centre with splendid shipping facilities both by rail and water.

Nestling at the foot of a gentle hill, the city extends for about four and one-half miles along the picturesque St. Mary's River, which connects the two great inland bodies of water—Lakes Superior and Huron. Long ago Sault Ste. Marie was known to the Ojibway Indians (whose descendants still live at Garden River on the outskirts of the city) as Baw-a-ting (rapids). These rapids tumble over rocks for a distance of half a mile and now supply the city with its light and power.

Very early in the seventeenth century hardy fur traders of the Beaver Trading Company pushed their way westward, carrying the flag of New France to the Sault, and in 1632 Baw-a-ting was changed to Sault de Gaston in honor of Jean Baptiste Gaston, the younger brother of Louis XIII. Close on the trail of the early voyageurs, and as eager to gain converts as the traders had been for furs, came the Jesuit Fathers. By 1668 a small settlement of twenty to twenty-five voyageurs had been formed and their glowing reports brought the famous Pere Jacques Marquette to

Sections on  
Route

Distance from  
North Bay      Schedule of  
Train

SAULT STE.  
MARIE (Ont.)  
Population 13 300

258 2 Miles

Arr.  
12.00  
(midnight)

Schedule of  
Train

Distance from  
North Bay

Stations on  
Route

the Mission. He built a chapel and stockade, fear of the Indians calling for means of defense. About this time Sault Ste. Marie took its final name in commemoration of a vision to one of the fathers. In this vision the Virgin Mary bade the priest take heart and carry on. On June 14th, 1671, France officially took possession of "Sainte Marie du Sault, together with Lakes Huron and Superior, the Islands of Manitoulin and all countries, rivers, lakes and streams adjacent thereto." In the year 1700, as a result of trouble between the French and the Indians, the Iroquoia, ever a ferocious tribe, went on the war path, drove the Jesuits from the Mission and devastated the whole Superior North Shore. The region lay dormant until 1750 when, by the coming of Repentigny, a Canadian gentleman, who was sent to build a French fort, the friendship with the Indians was renewed. Indeed, between his followers and the Indians this strong friendship prevailed until the French supremacy was wrested away by the English in 1762. Under English rule, the Sault steadily progressed as an important fur-trading post and little of historical interest is recorded until 1812 during the war with the United States. When Samuel Johnston, the leading light at that time, who had gathered together the men of the village some hundred strong, left to join an expedition for the recapture of Fort Mackinac, the undefended homes of his men were attacked and pillaged by an American force under Major Holmes, and the Northwest Trading Company's stores, buildings and equipment burned—although there still stands near the ship canal the well-preserved remains of the Company's block house. As a result of the subsequent treaty between Great Britain and the United States, it is just one hundred years ago, 1820, that control of the territory on the south shore of St. Mary's River passed to the latter country.

In 1821, the first steamboat, "Walk-in-the-Water," made its appearance and about the same time the Hudson Bay Company erected large stores in the Sault and conducted the business and religious life of the community. The building of the first American ship canal commenced in 1853 and was considered a tremendous engineering feat at that time. The principle used in constructing this lock was about the same as that employed by the Indians in building locks for the canoes, one lock of which still stands to-day alongside the Canadian Ship Canal. Those were the days when it took

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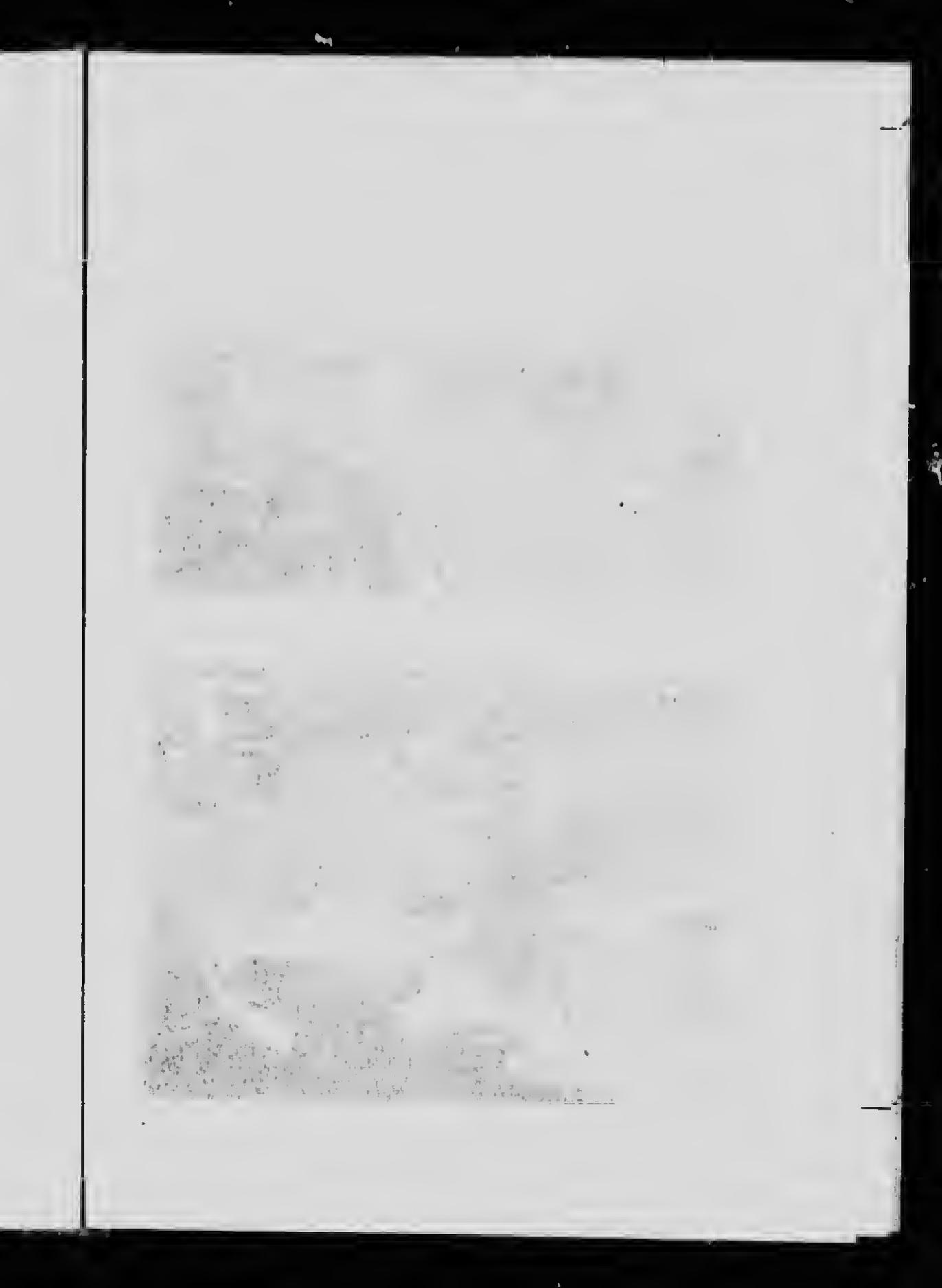
*The Muskoka Lakes are ideal summer playgrounds*



*Hunting Parties have good fortune in the "Highlands of Ontario"*

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*North Bay is a busy railroad terminal*



*In Lake Nipissing and the French River district*

214

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weeks to bring the mail from the east. Three times a month the courcours called when the "going" was good, in winter travelling by snowshoe and dog-train. The first church was erected by the Government in 1832; the building was later converted into a residence and is still in use. The district of Algoma was declared in 1858 and the first courthouse erected in 1866. In 1875 the first local newspaper, *The Algoma Pioneer*, made its appearance. The little village steadily progressed and in 1881 Sault Ste. Marie became a town. Shortly afterwards the Canadian Pacific Railway built its branch line from Sudbury and in 1887 construction was commenced on the present Canadian Ship Canal. This canal is one and one-eighth miles long, 150 feet wide and 22 feet deep, with one lock 900 feet long, 60 feet wide and 22 feet deep. For many years this was the largest lock in the world, but the third American lock has taken away this honor. The completion of the lock, which took seven years, gave great impetus to Canadian ship-building industry and commerce. This is shown by the following comparison: in 1895 there passed through 1,193 vessels with a tonnage of 748,371; last year 4,069 boats were locked through, carrying 6,485,099 tons. The total flow of water over the St. Mary's Rapids available for power purposes after the needs of navigation have been taken care of is estimated at 60,000 feet per second, which has been allotted equally between Canada and the United States. This 60,000 cubic feet flow will develop 90,000 horse power—all the American share has been developed and 30,000 h.p. developed on the Canadian side, leaving a reserve of 15,000 h.p. for future growth of the city's industries. Plans have been formulated by the Great Lakes Power Company for the immediate development of 9,000 additional horse power.

The Canadian Pacific Railway Company, among numerous other distinctions, has the honor of operating its trains to and from Sault Ste. Marie, Michigan, over the longest bascule bridge in the world, which crosses the United States ship canal at that point. The bridge is 356 feet long between the centres of the piers, and 336 feet between trunnion and trunnion. It has two folding leaves which open to permit vessels to pass through the canal and close in such a manner as to form one rigid span from pier to pier for use of the trains. Each leaf is composed of two riveted trusses, 168 feet long and 55 feet deep, spaced 20 feet apart. and

Stations en  
Route

Distance from  
North Bay      Schedule of  
Train

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Stations on  
Route

counterbalanced by heavy overhead masses of concrete suspended from counterweight trusses. Each leaf with its machinery is carried on a tower, the trunnion being at the base of the framing which carries the bearing for the counterweight and the accompanying mechanism. An especially interesting feature is the arrangement which allows for expansion and contraction at one end of the span, accomplished by one entire tower with its leaf and counterweight being placed on rollers so that it is free to move when the bridge is closed. Electricity is the operating power of the bridge and it can be opened and closed in one minute and a quarter. The weight of structural steel in the entire bridge is 1,400 tons, and each of the two bascule leaves, with its floor system, weighs about 400 tons.

Sault Ste. Marie is also interesting because here the steamers of the Canadian Pacific Railway Company and of the Northern Navigation Company Great Lakes Fleets stop for a short time on their journey between Port McNicoll and Fort William and between Sarnia and Port Arthur. This delightful water trip makes a pleasant variation in the long transcontinental journey, but it is also very popular as an independent excursion, thousands of tourists crossing the Great Lakes every season. The steamers plying the Great Lakes are the most comfortable and modern. Many of the steamers are Clyde-built and offer luxurious accommodation for a large number of passengers. The cuisine is excellent, which is as it should be, because the two-day trip across the breezy lakes with their beautiful scenery and oceanic stretches of water whets even the most fickle of jaded appetites and each meal is eagerly awaited.

Sault Ste. Marie's two principal industries, as can be seen in even the very short time ashore from the steamer, are the steel mills and paper mills. These are the result of plans of Francis H. Clergue, who commenced construction on the first steel mill in the last years of the 19th century. The steel plant now employs some 3,000 men with a yearly payroll of over \$5,000,000. It has four blast furnaces in operation, the principal products being steel rails, smaller sizes of structural steel, merchant steel, alloy steel and pig iron. The present yearly production is about 350,000 tons which it is proposed to increase to 450,000 tons when the new structural mill, now being erected at a cost of approximately \$7,000,000, is completed. One hundred and sixty

by-product coke ovens are operated with a capacity of 45,000 tons per month. By-products include tar, ammonia sulphate and gas. Considerable of the iron ore used in the mills comes from the company's own mines on the Michipicoten Iron Range.

The Sault's second industry is the Spanish River Pulp and Paper Mills. The newsprint mill, with a daily capacity of 225 tons, is the largest in Canada. In addition the following mills are operated: sulphite mill with 150 tons daily capacity; ground-wood mill, 170 tons ground-wood pulp daily; and board mill for making cardboard and heavy wrapping paper, 35 tons daily. 800 men are employed in the mills and some 1,500 in the woods.

This city has grown from a small town of 826 people with assessed valuation of \$480,001 in 1887, to 22,000 with \$15,116,237 assessment in 1919. It is served by four railroads, several steamship lines and has one and one-half miles of commercial waterfront. It has a splendid residential section, 15 miles of paved streets, 17 churches and 14 schools, a business college, a Carnegie library, a modern fire department, a \$350,000 courthouse under construction, 2 hospitals, 7 hotels, the Shingwauk Home for Indian children, excellent golf links, boat club, large skating and curling rink and electric street railway. Being a border city, it has a large import and export tonnage and the Government maintains adequate customs and immigration departments here. Numerous summer homes extend for miles along St. Mary's River and the city is the tourists' Mecca during the summer months.



### SAULT STE. MARIE TO NORTH BAY

[CANADIAN PACIFIC RAILWAY]

*Sunday, October Third and*

*Monday, October Fourth*

The journey from Sault Ste. Marie to North Bay is made over the route already traversed on the westbound journey.

SAULT  
STE. MARIE

NORTH BAY

Stations en  
Route

Distance from North Bay    Schedule of Train

Distance from Sault Ste. Marie	Schedule of Train
.0 Miles	Lv. 11.00 P.M. Oct. 3rd
258.2 Miles	Arr. 7.00 A.M. Oct. 4th

Schedule of Train      Distance from North Bay

Stations on Route

**NORTH BAY TO COBALT,  
NEW LISKEARD, HAILEYBURY,  
TIMMINS AND IROQUOIS FALLS**  
[TEMISKAMING & NORTHERN ONTARIO RAILWAY]

*Monday, October Fourth and  
Tuesday, October Fifth*

Lv.  
7.30 A.M.  
Oct. 4th

0 Miles

NORTH BAY  
Population 11,000

**T**RAVELLING over the lines of the Temiskaming & Northern Ontario Railway (owned by the Ontario Government), from North Bay the route lies through a maze of lake-land, river, pine forest, mineral range, and rich agricultural country. In this great new land, particularly the district of Temiskaming, the resources are so great as to stagger the imagination. Although mining is yet young, the silver and gold mines have produced \$254,001,586 up to the middle of 1920. This was made up of 136 tons of pure gold, valued at \$65,500,000, and actually 12,875 tons of pure silver bullion, valued at \$188,411,972. This amounts to close to five carloads of solid gold, allowing 60,000 pounds to each car, while to move the silver so far produced from this district, a total of 429 cars would be required—actually over seventeen trainloads of solid silver, made up of 25 cars to each train, and each car containing approximately 7,000 pounds of silver. These facts may be such as to bring up visions that utterly eclipse the tales of Captain Kidd. Nevertheless, they find no place in fiction but constitute the correct record of the output from the silver and gold mines of this part of Northern Ontario. And perhaps the most interesting of all to this present generation is the fact that leading geologists declare that mining is still only in its infancy in this country, one of the most recent utterances of Dr. W. G. Miller, Provincial Geologist for the Ontario Government, being this: "When Ontario's resources become better known, there is little doubt that further prospecting will lead to discoveries quite as wonderful as those of Cobalt."

1.3 Miles

NORTH BAY  
JCT.

5.0 Miles

TROUT MILLS

7.4 Miles

LOUNSBURY

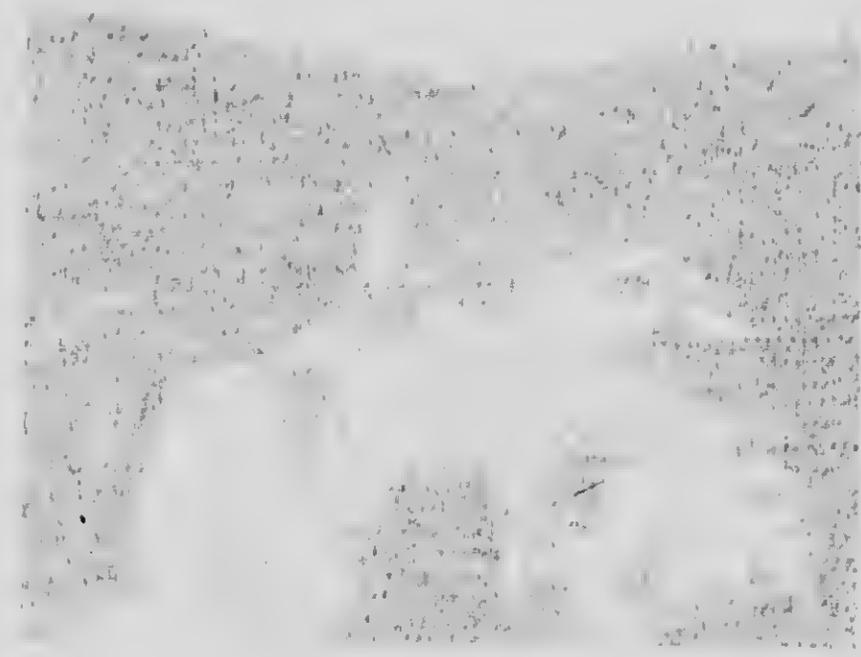
10.0 Miles

FERONIA

At Trout Lake you gain your first sight of a typical northland lakelet. The white splashes on the great sea of green forest background show the sites of the summer homes which dot the farther side of the lake. Past Feronia the track falls into the valley of the North River. The lines of steel cross and recross the tortuous torrent, seeking to find the path of least resistance to the summit of this mountain defile.

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*Aubury Falls, Mississauga River, near Blind River, Ont.*



*One of the great Pulp and Paper enterprises of Ontario is seen at Espanola*

100.

100.



100.

100.



*Canadian Locks on Sault Ste. Marie Canal*



*Sault Ste. Marie Mill of the Spanish River Pulp and Paper Company*

102.

102.

On past Widdifield is the land of the red deer. Near by is Otter Lake, full of the most tempting trout, and all about is the paradise of the sportsman. Passing Mulock on the left hand, we catch glimpses of the corduroy of the old colonization road built from North Bay to Lake Temiskaming in 1888. From Mulock the adventurous tourist may find his way into Anderson and a chain of smaller lakes, all abounding with the best of trout fishing. Five miles on from Mulock we reach "The Summit." Here the rails of the T. and N. O. reach their greatest height above the sea.

At Jocko, the Hawkesbury Lumber Company have their depot, and all around are signs of the lumberjack's life. Riddle is the centre of a nest of woodland lakelets. From Riddle you may float your "birch" through a maze of lakes and rivers down into the Ottawa.

At Diver you are in the Moose country. Passing Otter you enter the raspberry country. In July the sides of the track are lined with bushes red with the luscious fruit. Here, the streams and lakes to the left open up canoe routes into the great lakeland of the Timagami country, any one of which repays a trip of exploration. At Bushnell you are at the starting point of a dozen different canoe routes leading off into the interminable forest in all directions. At your left rises a lofty hill said to be a mass of iron ore. A few miles on from Bushnell, where the cleared allowance on either side of the track widens out to 300 or 400 feet, you enter the Timagami Forest Reserve. From here for fifty or sixty miles to the north and west stretch the marvellous areas of pine lands which the Ontario Government has set apart as a Forest Reserve, thus preserving the timber wealth in the interests of the people.

At Kenney is a depot of the Spanish River Pulp and Paper Company. This concern employs 1,200 men. The pulpwood taken out is used in their pulp mill at Sturgeon Falls. Passing Redwater you skirt Redwater Lake, on your left for some two miles. At Redwater are found the farthest south mining claims on this line of wonderful mineral discoveries. In the station is an old deserted shaft from which one of the early miners hoped to extract values in silver and gold. A few miles north of Redwater you come upon Rabbit Creek, a beautiful bubbling brook which you cross and re-cross in such a marvellous way that you fall to asking your-

Stations en  
Route

WIDDIFIELD

MULOCK

TOMIKO

JOCKO

RIDDLE

OSBORNE

DIVER

OTTER

BUSHNELL

KENNEY

REDWATER

DOHERTY

Distance from  
North Bay

14.8 Miles

19.4 Miles

28.6 Miles

33.1 Miles

35.2 Miles

39.0 Miles

41.1 Miles

42.9 Miles

48.4 Miles

49.7 Miles

56.8 Miles

64.7 Miles

Schedule of Train	Distance from North Bay	Stations en Route
	73.1 Miles	TIMAGAMI
	79.8 Miles	OWAISSA
	84.3 Miles	RIB LAKE
	90.7 Miles	JOHNSON
	95.4 Miles	LATCHFORD
	99.9 Miles	GILLIES DEPOT

self from which car window you will next have a vision of its loveliness. Doherty is situated on Lower Twin Lake, and a few miles farther on we reach Timagami.

Ten years ago Timagami was an unknown wilderness. Now it is the happy summer home of thousands of delighted tourists who come year after year. Resting in the midst of the green wilderness of the Timagami Forest Reserve like some gigantic octopus with innumerable legs and arms and feelers stretching out in every direction into a wonderland of evergreen hills, lies Lake Timagami. Imagine this lake with its 1,600 islands and islets! There are 1,259 islands surveyed and marked on the Government map, ready for leasing to the prospective cottager. Visiting four islands each day and remaining forty days each year, it would take you ten years to merely pay each one a flying visit. Timagami has 3,300 miles of shore line. you paddled around it once to explore its beauties you would have a canoe trip from Halifax to Vancouver and on some 200 miles into the Pacific Ocean.

Rib Lake Station is on Rib Lake. For six miles we skirt the lake on the left, catching glimpses of beautiful scenery. Passing Johnston we see Johnny Lake on our left, and farther on the shining stretches of Bay Lake. Here are the sidings of the J. R. Booth Pulp Limits, and lumber is everywhere in evidence.

Still looking out of the left windows just before we cross the Montreal River, we note the rossing plant of the Canadian Pulp and Timber Co. The Montreal River is crossed on a steel bridge of three spans. The power which has here gone to waste for countless centuries is now being utilized and the dam of the Northern Ontario Light and Power Company can be seen stretching across the river above the bridge. At Gillies Station is the st of the Gillies Lumber Company. After p. .ing Cassidy we are carried on to the world-famed Cobalt.

Silver was discovered here seventeen years ago. Messrs. McKinley and Darragh, engaged in cutting ties for the construction of the T. & N.O. Ry. one Sunday afternoon were idling about, tossing pebbles into the lake. They were interested to find that which, to them, appeared to be small nuggets of lead. Further search revealed the presence of many such nuggets. Curiosity prompt-

Arr. 12.00 (n'n)  
Lv. 5.00 P.M.  
Oct. 4th

COBALT  
Population 5,630

ed these men to have the nuggets analysed, at which time it became known that they were in reality pieces of silver eroded down from the silver-bearing veins which outcropped at surface. It was more than two years before excitement manifested itself to any very large degree, owing to the tendency to doubt the presence of precious metal in very large quantities in this province. From the year of discovery, 1903, up to the middle of 1920, the mines of Cobalt have produced 309,010,836 ounces of silver valued at \$188,411,972. Dividends paid amount to more than \$80,000,000, while the treasuries of the operating companies contain between \$15,000,000 and \$18,000,000. The net profit realized has thus amounted to about fifty percent of the total production, reflecting both the richness of the deposits and the efficiency with which the mines have been operated. Current production from these mines is at the rate of about 1,000,000 ounces of silver every thirty days, while ore reserves assure a large output for a long time to come. The Nipissing mine, producing at the rate of over \$4,000,000 a year is the largest producing silver mine in Canada, in fact being one of the leading producers in the British Empire. Not only is silver being mined in the rich Cobalt district, but it has also been found at intervals for some 20 miles to the south-east and also at intervals for about 60 miles to the north-west. At this late date, with interest becoming more or less decentralized from the point of greatest concentration of metal at Cobalt, the outlying districts are beginning to offer promise of yielding a large amount of silver. Developments of great importance are, therefore, still expected from this field.

At Cobalt Station you may notice one of the enterprises initiated with a view to winning an increased supply of the precious white metal. This is the basin of Cobalt Lake, now practically dry. This lake was pumped out in order to allow of mining operations under the bed of the lake and some of the richest veins in the camp are now being worked there. Kerr Lake, a short distance from the town, was also removed from the map in a similar way in order to ensure the safety of mining operations under the bed of the lake. In the early days of the camp the silver ore was shipped in box cars to be milled at other points, but great ore crushing plants are now in operation and what was at one time considered waste material from the mines is turning out silver in paying quantities. One of

Stations en  
Route

Distance from  
North Bay      Schedule of  
Train

Schedule of Train

Distance from North Bay

Stations en Route

107.0 Miles

108.7 Miles

Arr.  
5.30 P.M.  
Oct. 4th

Motor trip to Haileybury where train is re-joined at 11.00 p.m.

113.9 Miles

NORTH COBALT

HAILEYBURY  
Population 3,700

NEW LISKEARD  
Population 3,000

these big mills, the Nipissing, may be seen on the hillside across the lake from the railway, overhead ore conveyors taking the mineralized rock from the mine to be crushed. There is enough ore in sight to keep Cobalt busy for many years to come.

At Haileybury agricultural development succeeds the forest and mining district, and one cannot fail to be impressed with the beauty of the surroundings in which these hard working settlers find their inspiration. Haileybury is the home of many of the Cobalt mining men. It is connected with Cobalt by the Nipissing Central Electric Railway, is the judicial seat of the new district of Timiskaming, and one of the oldest and most beautiful towns in Northern Ontario.

New Liskeard, with a population of about 2,500, is perhaps the leading agricultural town in this part of Northern Ontario. Settlers first came to New Liskeard a quarter of a century ago. They travelled here by way of the Ottawa River and Lake Timiskaming, on the shore of which the town is situated. This was several years prior to the building of the T. & N. O. Ry. On account of the advanced state of agricultural development in the vicinity of New Liskeard, the produce from this area is larger than from any other part of the district. This in itself is pointed to as evidence in support of the contention that as the agricultural lands in all parts of Northern Ontario become more highly developed and with more of the timber removed, the crops which may be grown may include most of those now grown successfully in old or Southern Ontario.

Leaving New Liskeard the train enters what is known as the "Clay Belt." This is a vast new land, which, roughly, may be said to extend from the Bell River in Quebec to 400 miles west of the Ontario-Quebec boundary, varying in depth north and south from 25 to 100 miles, and served by the Canadian Government Railways and the T. & N. O. The clay belt proper comprises an area of at least 16,000,000 acres of level or undulating ground, with an entire absence of stones. The soil is a rich clay or clay loam, and it is a safe statement that from 65 to 75 per cent. is good farm land, and this percentage will be considerably increased by comprehensive drainage, which the rivers will aid in making easy.

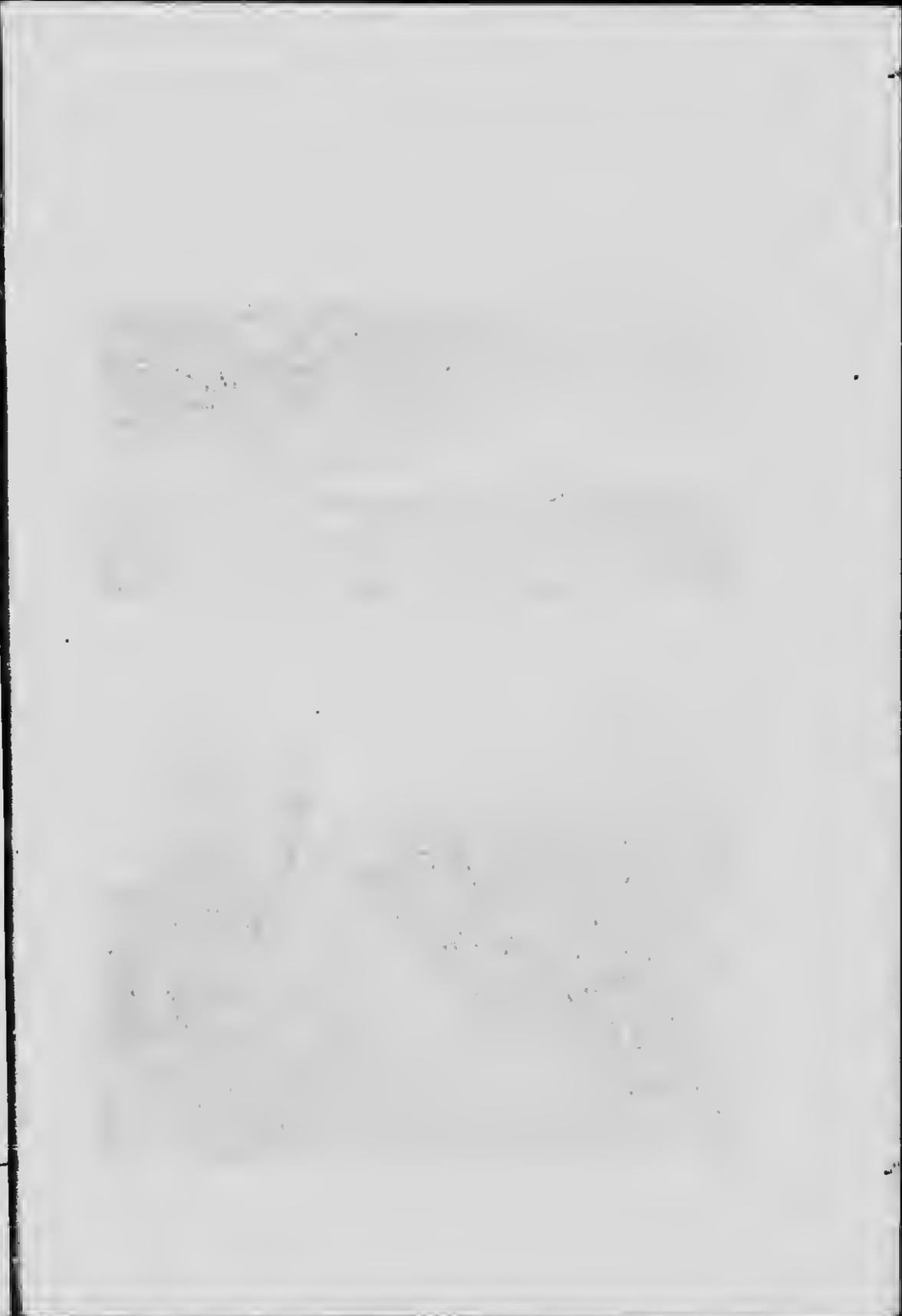
The country about Earleton is very beautiful, and the agricultural lands are partially level and

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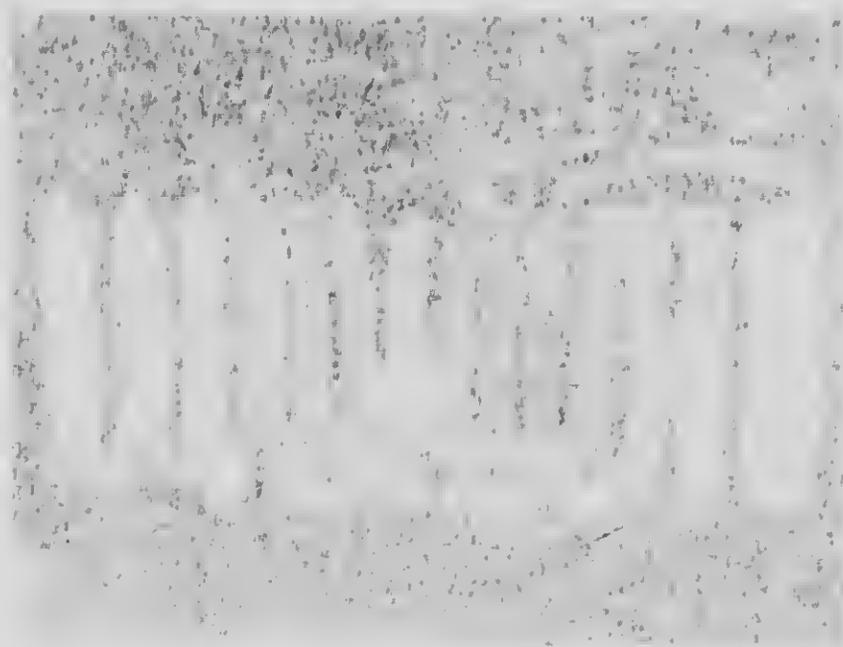
*The Town of Cobalt with Cobalt Lake in the foreground*



*Rich vein of pure silver discovered on the surface at Cobalt*

100 —

100 —



101—

102—



Copyright Arthur H. Cole

*Nearly fifty thousand ounces of Cobalt Silver ready for shipment*



*Hollinger Gold Mine (lower picture) and McIntyre Mine (upper) at Timmins, Ont.*

101 —

102 —

partially rolling, but unsurpassed in fertility. From Earleton, the Elk Lake Branch runs a distance of twenty-eight and a half miles to Elk Lake on the Montreal River. In addition to being a mining camp, Elk Lake is the centre of a great lumbering business.

Englehart is a thriving point. Over \$200,000 has been expended in erecting a handsome depot, attractive parks and greenhouses and homes for the railway employees. No better farming land can be found anywhere than in the vicinity of Englehart. It is also a divisional point on the T. & N. O. Ry.

From just beyond Englehart a branch of the T. & N. O. runs out to Charlton, a progressive town, beautifully placed at the foot of Long Lake and in the midst of excellent farming land. There are ten sawmills on Long Lake and in the vicinity, and a daily steamboat service up the lake for thirty miles.

After leaving Chamberlain we cross the north branch of the Blanche River on a high trestle and plunge into an almost unbroken forest.

At Boston Creek, a somewhat peculiar situation exists. It seems to mark the approximate dividing line between the gold mining areas above referred to and the silver mining districts dealt with farther along in this article. The Miller Independence Mines is the leading mining operation, the property being worked to a depth of 500 feet. Over a year ago, calaverite was discovered (telluride of gold), in spectacular quantities at a point near surface in an exploration shaft. The work at a depth of 500 feet is for the purpose of opening up the downward continuation of this rich body. While the ore throughout the districts is valuable chiefly for the gold content, yet, almost without exception, it contains silver in quantities that offers promise of this metal being found to be a by-product of more or less value.

At Swastika, industry again turns to mining. From here, the Ontario Government is constructing a macadam road some six miles in length which passes through the Kirkland Lake gold area. At present, the Lake Shore, Teck-Hughes and Kirkland Lake mines are producing gold at the rate of about \$110,000 monthly, while the Tough-Oakes mine and the Wright-Hargreaves are each expected to commence producing in fall at the rate of

Stations on Route	Distance from North Bay	Schedule of Train
UNO PARK	119.7 Miles	
MAYBROOK	122.8 Miles	
THORNLOE	126.1 Miles	
EARLTON JCT	129.9 Miles	
HEASLIP	136.2 Miles	
ENGLEHART <i>Population 700</i>	139.8 Miles	
CHAMBERLAIN	142.7 Miles	
WAWBEWAWA	144.7 Miles	
KRUGERDORF	147.5 Miles	
MINDOKA	152.3 Miles	
BOSTON CREEK	154.2 Miles	
ROSEGROVE	157.5 Miles	
DANE	160.7 Miles	
SWASTIKA	165.8 Miles	

Schedule of Train	Distance from North Bay	Stations en Route
	169.3 Miles	KENOGLAMI LAKE
	177.1 Miles	SESEKINIKA
	184.0 Miles	BOURKES
	196.0 Miles	RAMORE
	201.3 Miles	VIMY RIDGE
	204.1 Miles	BELLEEK
	206.0 Miles	MATHESON <i>Population 175</i>
	210.1 Miles	WATABEAG
	213.9 Miles	HOMER
	216.1 Miles	NUSHKA
	219.1 Miles	MONTEITH
	223.0 Miles	KELSO
	225.7 Miles	PORQUIS JCT.
	228.7 Miles	ALEXO
	230.7 Miles	FIELDING
	232.2 Miles	McINTOSH SPRINGS
	235.7 Miles	CONNAUGHT
	240.3 Miles	DRINKWATER
	242.7 Miles	KEYSON
	243.7 Miles	HOYLE
	247.0 Miles	THREE NATIONS
	249.7 Miles	PORCUPINE
	252.3 Miles	SOUTH PORCUPINE <i>Population 1,500</i>
	257.3 Miles	SCHUMACHER

\$40,000 each per month. These mines are but newly opened up, and in the coming year should be producing at the rate of \$2,500,000 annually. In addition to the mines mentioned, are a number of others in the development stage, and the indications appear to be that additional producers will be added to the list as work proceeds. As yet only a very small part of the prospective area has been developed, and the field presents attractions for mine exploration and development work perhaps not surpassed by any other field in the world.

At Sesekinika we catch a glimpse of Lak Sesekinika, a dream of beauty, reminding one of Timagami on a smaller scale. Having passed Sesekinika Station we cross the height of land—the Ridge Pole of Canada. At Matheson we are again in the land of Clay. A peculiar feature of the Matheson district is the fact that the town is essentially supported by the agricultural district, but that at points in its vicinity where rock formations are found to jut up through the clay lands, gold has been found to occur in commercial quantities. A notable instance is the Crossus mine, where about \$100,000 was mined during the course of sinking a shaft seven feet wide, nine feet in length and to a depth of only 100 feet. The occurrence of gold here was the richest, perhaps, found in quartz or lode mining. The only reason why the mine did not develop to a place of world prominence was due to the vein being quite narrow and the gold occurring in patches. The town of Matheson, therefore, is not only situated in the centre of a big agricultural district, but it is also the distributing point for a mineral area of considerable promise.

For the purpose of assisting settlers in the selection of crops grown best in the agricultural districts of this part of Northern Ontario, including the Temiskaming and Cochrane clay-belt, the Ontario Government has established an experimental farm at Monteith. The fact that grain, hay and root crops grown here actually command a leading place among the exhibits at the annual Canadian National Exhibition, held each fall in Toronto, seems to testify conclusively to the great value of the agricultural lands and a suitable climatic condition.

Leaving the main line at Porquis Junction, we proceed to the western end of the Porcupine branch of the T. & N. O. Ry., where is situated the town of Timmins. Timmins is located in the heart of the

Porcupine gold area, the richest gold-mining district so far opened up in Canada. The mines of the district are producing gold at the rate of over \$10,000,000 a year, and have ore reserves which guarantee a long life, probably assuring an output of perhaps \$15,000,000 annually at such time as adequate men can be secured. The leading mine is the Hollinger Consolidated which alone has ore in sight amounting to approximately \$40,000,000, with current production amounting to close to \$7,000,000 a year. This mine is equipped with machinery adequate to treat over 3,000 tons of ore every twenty-four hours, from which an average of about \$9 in gold is recovered from each ton treated. The Hollinger ranks among the leading gold mines of the world, and is regarded as the greatest gold mine in the Western Hemisphere. The Dome Mine is the second largest gold mine in Canada, having ore reserves amounting to nearly \$10,000,000. The ore contains between \$5 and \$6 to the ton—actually only a little more than a quarter ounce of gold in each ton of ore, yet the enterprise is a big, successful commercial proposition. The McIntyre-Porcupine mine, also situated here, is the third largest gold mine in Canada, while several other gold deposits are being worked which promise big success for their operators. In all directions from the Porcupine mining district stretches an undeveloped area which constitutes an excellent field for further exploration. In addition to the ore reserves above mentioned, it should be kept in mind that these mines are only in the early stages of development.

Stations on  
Route  
**TIMMINS**  
Population 500

Distance from  
North Bay  
258.8 Miles

Schedule of  
Train  
Arr.  
7.00 A.M.

Lv.  
12.00 (n'n)  
Oct. 5th

Returning to Porquis Junction, the train enters upon the Iroquois branch of the T. & N. O. Ry. and proceeds to Iroquois Falls. Here is situated a pulp and paper industry which commands a prominent position among plants of its kind in the world.

**IROQUOIS  
FALLS**  
Population 482

Distance from  
Timmins  
40.1 Miles

Arr.  
2.05 P.M.  
Oct. 5th

The Abitibi Power and Paper Company was started by a few business men in the autumn of 1912. On August 4th, 1914, the date of the declaration of war by Great Britain upon Germany, the first groundwood pulp was made, and from that date the story of the building of the plant is one of steady success, as steam plant, sulphite mill, paper mill and offices were one by one completed and put into operation. In October of 1915 all four paper machines were producing Abitibi newsprint paper and the delivery of the finished product to the public was begun. The daily average output of the plant

Schedule of Train      Distance from Timmins

Stations en Route

is now over 240 tons of newsprint paper. The big 202" machine is the largest paper machine on the continent. Following along the lines of the original design, the plant is being enlarged and it is expected that the new mill will soon be in operation. This will increase the daily output of plant to 450 tons. Two of the new paper machines measure 232 inches in width, and are the largest paper machines in the world.

From the first the Abitibi Companies devoted their attention to the living conditions under which the men should work. The land for a considerable distance around the mill buildings was cleared, and a model town planned. Streets were laid out and macadamized, wide lanes were provided down which the sewers and electric trunk lines were laid, several miles of concrete curbing and sidewalks have been installed, and each year a certain number of comfortable two-storey cottages have been built until to-day two hundred and ten modern residences provide homes for many employees. Parks there are in plenty, delightfully laid out in flower beds and mountain shrubbery by expert landscape gardeners, and well-equipped athletic grounds, tennis courts and bowling greens afford the opportunity to beguile many an idle hour. A hotel accommodating 160 guests, comfortably furnished in modern way, is a centre of social activity. A bowling alley has been built containing a restaurant and billiard hall, and weekly assemblies are held in the Town Hall when an Abitibi orchestra furnishes music for dancing. There are three churches, an Anglican and a Roman Catholic completed and free from debt, and a United Church in course of construction.



**IROQUOIS FALLS TO NORTH BAY**  
 (TEMISKAMING & NORTHERN ONTARIO RAILWAY)

*Tuesday, October Fifth, and  
 Wednesday, October Sixth*

The journey from Iroquois Falls to North Bay is made over the route already traversed on the northbound trip.

Schedule of Train      Distance from Iroquois Falls

Lv.                      .0 Miles  
 5.00 P.M.  
 Oct. 5th

Arr.                    232.7 Miles  
 3.00 A.M.  
 Oct. 6th

**IROQUOIS FALLS**  
 Population 482

**NORTH BAY**  
 Population 11,000

**NORTH BAY TO OTTAWA**  
 [CANADIAN NATIONAL RAILWAYS]

*Wednesday, October Sixth*

**T**HE route from North Bay to Ottawa is by way of the direct line of the Canadian National Railways. The shore of Lake Nipissing is followed for a few miles, affording glimpses of that splendid body of water which is about fifty miles long and ten miles wide. Callender is the distributing centre in connection with the lumber industry. Traversing the Petawawa Canyon, excellent views are obtained of this rugged wilderness. From a large plain dotted with tiny farms and clearings a view is obtained of Lake Wistwasing with its shining surface, while away to the north extends the valley of the Mattawa and the great escarpment of the Laurentian Hills, purpled by distance.

Near Foster the line enters the Algonquin Provincial Park of Ontario. In the opinion of men who have travelled extensively in quest of out-door pleasures, there is no region on the North American continent which can surpass the Algonquin Park in opportunities afforded to the angler and the canoeist. This great playground, with its area of approximately 3,000 square miles, has been a reserve for twenty-five years. Heavily wooded with pine, balsam, spruce and tamarack, and with more than fifteen hundred lakes and streams within its boundaries, the park possesses all those characteristics which go to make up an ideal playground for the people and a sanctuary and breeding ground for wild life. The lumberman and the trapper might have completely spoiled this wonderful region, but a far-sighted Provincial Government decided that a territory so attractive should not be permanently marred by the encroachment of men with destructive designs, but should instead be set aside for all time for the people and as a refuge for the creatures of the wild.

The first season under the new régime, in which hunting and trapping was prohibited, saw a notable increase in wild life. With the passing of each year the supply of game has become noticeably larger. This is especially the case with regard to the beaver. Virginia deer have also become very abundant, notwithstanding the fact that large hunting parties are to be found each year just outside the boundaries of the Park. Having roamed unmolested the deer have lost much of their fear of mankind, and splendid

Stations en Route	Distance from North Bay	Schedule of Train
NORTH BAY <i>Population 11,000</i>	0 Miles	Lv. 3.30 A.M. Oct. 6th
CALLENDER	8.8 Miles	
ASTORVILLE	12.7 Miles	
ALDERDALE	18.7 Miles	
WASING	24.0 Miles	
FOSTER	26.5 Miles	
BAECHLER	31.7 Miles	
CORISTINE	39.1 Miles	
ASCALON	43.7 Miles	
DAVENTRY	51.2 Miles	
GOVERNMENT PARK	57.4 Miles	

Schedule of Train	Distance from North Bay	Stations en Route
	61.4 Miles	BRENT
	65.4 Miles	ACANTHUS
	74.2 Miles	RADIANT
	84.4 Miles	AGNONE
	91.9 Miles	BRAWNY
	102.0 Miles	ACHRAY
	109.4 Miles	KATHMORE
	113.9 Miles	DAHLIA
	119.8 Miles	INDIAN
	128.5 Miles	ALICE
	133.5 Miles	HIAM
	138.5 Miles	PEMBROKE JCT.
	145.4 Miles	FINCHLEY
	152.6 Miles	BEACHBURG
	159.2 Miles	FORESTERS FALLS
	166.0 Miles	DUFORT

pictures are taken of them by hundreds of people, not expert photographers, who spend their vacations in cruising from lake to lake through the vast chain of waterways. Included among the fur-bearing animals in the reserve are the otter, mink, martin, fisher, raccoon, lynx, fox, ermine, muskrat, skunk, wolf and bear.

The Canadian National line traverses the Northern section of the Algonquin Park for a distance of eighty-two miles, while the southern section of the reserve is served by the Grand Trunk Railway System.

Leaving the Park near Dahlia Station the Canadian National line threads the valley of the Indian River to Pembroke. Pembroke is situated at the confluence of the Ottawa and Muskrat rivers and at the foot of a long stretch of navigable water. For many years it has been an important centre in connection with the lumber trade and to-day is gradually being transformed into a prosperous manufacturing town, while on three sides it is surrounded by an excellent agricultural district which contributes to its importance as a marketing centre.

The route from Pembroke is through a fine agricultural country, Beachburg being regarded as the centre of one of the best grain growing districts in Ontario. Approaching Portage du Fort, the Ottawa River is crossed and the Province of Quebec is entered.

Portage du Fort is a picturesque little town at the foot of a formidable series of rapids and falls with a combined drop of about 100 feet. In the old pioneer days a seven-mile portage led to Bryson at the beginning of the next navigable stretch above,—hence the name "Portage of the Strong," no weaklings being tolerated in the vicinity. In those days navigation was by bark canoe, and commencing with the voyage of Champlain over three hundred years ago, a steady stream of these picturesque craft went back and forth, to and from, the far-flung trading posts of Lake Huron and Lake Superior. No wonder the history of the Ottawa River is replete with interest and romance, and that its course is marked every mile or two by names conferred by the French voyageurs.

After the voyageurs came the lumbermen, holding sway for three-quarters of a century, and adding much to the history and nomenclature of the river. Their great rafts of squared timber, a couple

of acres in area, dotted over with little sleeping cabins, dominated by the central cooking caboose with its open fire, and manned by a crew of from twenty-five to thirty giants in slouched hats, spiked boots and brilliant-hued neckwear, were almost as picturesque and unique as a brigade of great birch canoes sweeping up the river, with its fifty voyageurs straining at their paddles to the strains of "En Roulant ma Boule" or "La Claire Fontaine." However, the romance of the river has gone to a large extent, though it may yet become one of the greatest river highways of the world should the projected Georgian Bay Canal be constructed. In the meantime the valley of the Upper Ottawa River abounds in natural wealth, not the least important part of which consists of such minerals as iron ore; marble of the purest white, blue and gray; phosphates, limestone, graphite, corundum, and mica. There is still much timber available, while the water powers are enormous.

Fifteen miles from Portage du Fort is Norway Bay, a promising summer resort situated on a fine strip of sandy beach. Just before Fitzroy is reached, the Ottawa River is again crossed. Rideau Junction is an important divisional point, where the line to Toronto branches off. The Rideau River close by was made navigable, to Kingston on Lake Ontario over a hundred years ago. Built before the days of the steam railway, the Rideau Canal, as it is called, was originally intended as a military highway, suggested by the difficulty of getting supplies and troops from Montreal to the Great Lakes during the War of 1812. The canal has never been of real commercial value, since the subsequent construction of the St. Lawrence Canals and the Grand Trunk Railway diverted what little traffic it did handle. However, it has always been maintained in navigable condition, and its historic interest, the massive construction of its numerous locks, which even yet show little sign of wear, and the scenic beauties along its route, combine to give it a special interest of its own. The Rideau country is, indeed, a paradise for the summer tourist and the cottager.

Ottawa, the capital of the Dominion of Canada, is a city of stately public buildings, of magnificent driveways and wooded pleasure grounds. It is also a centre of important commercial and governmental undertakings—a city that offers to the visitor, whether on business or pleasure bent, much

Stations on Route	Distance from North Bay	Schedule of Train
STARKS CORNERS	169.2 Miles	
CLARENDON	171.0 Miles	
BRISTOL	177.3 Miles	
NORWAY BAY	180.2 Miles	
PONTIAC	184.9 Miles	
FITZROY	191.7 Miles	
WOODLAWN	197.7 Miles	
DUNROBIN	201.1 Miles	
MALWOOD	203.0 Miles	
SOUTH MARCH	207.7 Miles	
BELLS CORNERS	213.9 Miles	
RIDEAU JCT.	219.2 Miles	
OTTAWA <i>Population 135,154</i>	226.6 Miles	Arr. 11.30 A.M. Oct. 6th

Schedule of  
Train

Distance from  
North Bay

Stations en  
Route

that is of interest and value. The official activities of the Governor-General, who represents the British Crown in Canada, and the Sessions of Parliament create an official life that affords many attractions. For the sightseer there are the splendid government edifices, including the new home of the Dominion Parliament, occupied for the first time in February, 1920, the Victoria Museum, the Royal Mint, the Royal Observatory, the Parliamentary Library, the Archives, the National Art Collection, etc.

Until 1854, or four years prior to its selection as the capital of Canada, the Ottawa of to-day bore the name of Bytown in honor of Colonel By of the Royal Engineers, who made his residence there in 1827 while in charge of the construction of the Rideau Canal. From the geographical and strategical standpoint, Ottawa is generally conceded to be admirably situated as the capital of the Dominion, although its selection was originally received with anything but enthusiasm. Along its northern boundary flows the mighty Ottawa (known in the Indian days as the River of the Algonquins), flecked with the foam created by the famous Chaudiere Falls, while from many parts of the city, and particularly from the terrace on Parliament Hill, a magnificent view is obtained of the Quebec side of the river and of the Laurentian Mountains that stretch hundreds of miles to the Gulf of St. Lawrence. There is also plainly visible a big gap in the range of mountains which marks where the River Gatineau flings its wild torrent while journeying southward to join the Ottawa a couple of miles below. Within the city limits another river, the Rideau, joins the Ottawa, tumbling as it does so over a rocky ledge in the form of a ponderous veil, which led the first French voyageurs to exclaim as they paddled past it, "Le Rideau, Le Rideau!" And Le Rideau it still remains, only in Anglicized form. Up river, and about a mile from Parliament Hill, are the Chaudiere Falls, boiling and smoking in their impetuosity.

Ottawa is to-day a city with a population of 135,000. While Ottawa's outstanding importance lies in the fact that it is the capital of the Dominion, it is as well an important manufacturing centre. This is particularly true in respect to lumber mills and kindred industries. Among other industries are paper mills, match factories, cement works, clothing factories, iron works, stove works, foundries, mica plant, and a factory for the making of gas buoys.

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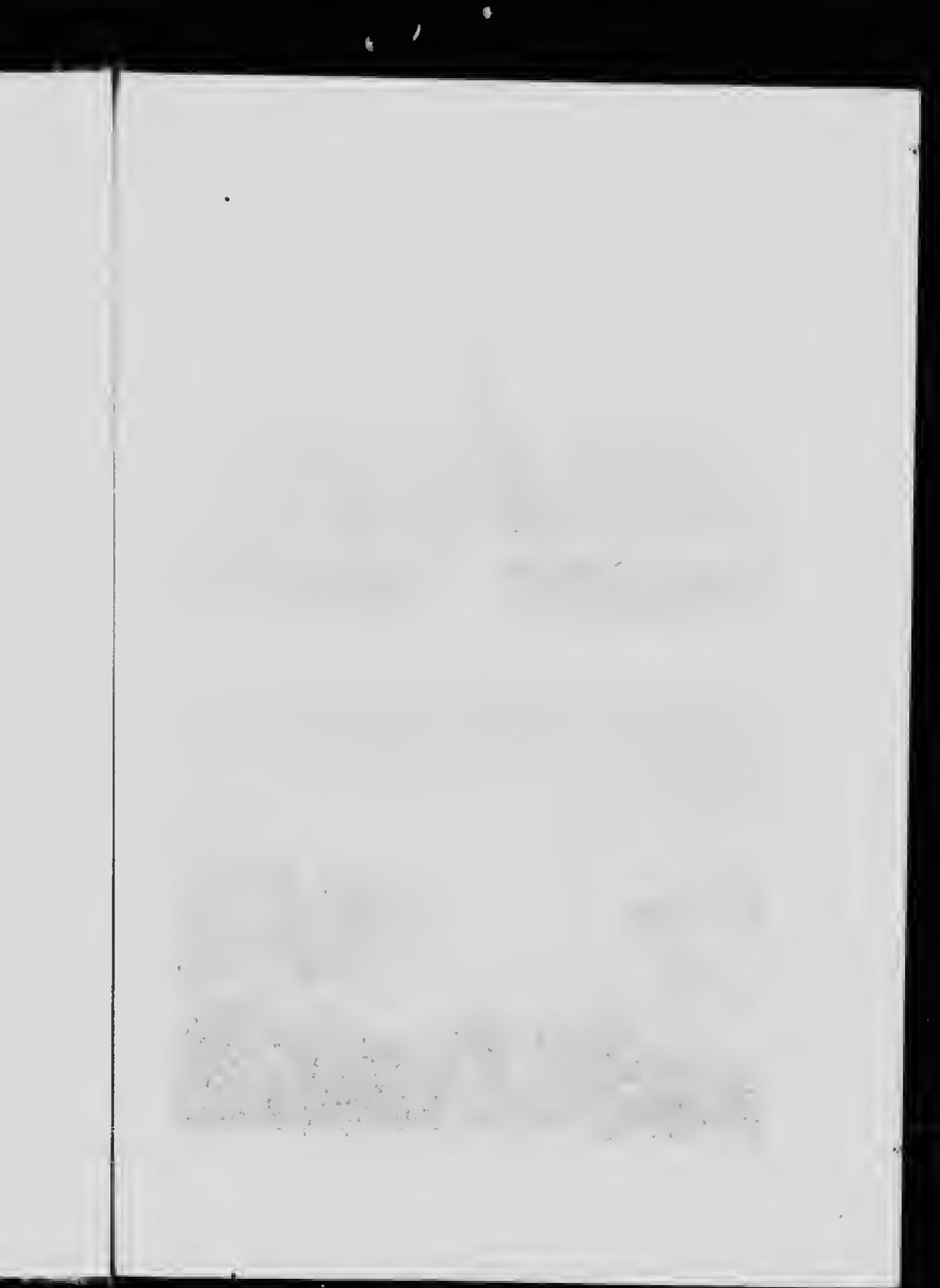
*The Algonquin Provincial Park of Ontario affords the finest sport to the angler*



*There is beautiful lakeland scenery in Northern Ontario*

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100—



100

100



*The New Home of the Dominion Parliament at Ottawa as it will appear when completed*



*Central Architectural Group, Ottawa, showing the Château Laurier*

100

100

The Dominion Experimental Farm is at Ottawa and fruits, flowers and live stock are raised over an expanse of six hundred acres. Here scientific experiments and tests are made to the advantage of the Dominion's agricultural output. The Central Canada Exhibition draws immense crowds of visitors each autumn.

Rideau Hall, the Governor-General's residence, is a mansion with pretty grounds. Their Majesties King George V and Queen Mary, the late King Edward VII, and other members of the Royal Family have stayed here during their official visits to the Dominion.

With the mighty Ottawa and the Rideau at its door the Capital City is naturally an important tourist centre during the summer months, both rivers affording facilities for either steamer or canoe trips.

Ottawa possesses in the Chateau Laurier one of the finest hotels on the North American continent. Its situation is an ideal one, standing amid leafy trees in Major's Hill Park adjoining the Parliament Buildings. The Chateau recalls visions of old France in its style of architecture. It is built of granite and light buff Indiana sandstone, and is, of course, as nearly fire-proof as modern building construction can attain. An electric-lighted subway connects the hotel with the Central Station, which is located directly opposite the Chateau.

Stations en  
Route

Distance from  
North Bay

Schedule of  
Train

Schedule of Train Distance from Ottawa

Stations on Route

OTTAWA TO SHAWINIGAN FALLS AND MONTREAL

(CANADIAN NATIONAL RAILWAYS)

Thursday, October Seventh and Friday, October Eighth

Lv. 8.30 A.M. Oct. 7th

.0 Miles

OTTAWA  
Population 135,154

THE journey to Shawinigan Falls by the line of the Canadian National Railways is a very attractive one. After passing through Orleans, noted for its charming suburban homes; and Cumberland, another pretty river-side village, Rockland, a busy and picturesque lumbering town of 3,500 population, with a large sawmill, is reached.

The route is replete with historic interest, for, from the days of Champlain right down to modern times, the Ottawa was the main artery of communication between the sea and the vast interior of the continent. On its bosom have been carried the canoes of many notable explorers and voyageurs of by-gone days—Champlain, Roberval, Joliette, La Salle, Duluth, Radisson, Marquette, Brebeuf, Verendrye, and scores of others. And so the railway stretches on through rich alluvial flats that border the river, past Clarence, Wendover, Jessops Falls, Treadwell, and the quaint old town of L'Original, while across the Ottawa the rugged Laurentian Hills slope boldly down to the edge of the river. The scenery is pleasing and restful, the broad waters of the Ottawa flowing past in the foreground and beyond the broken and wooded hills, bathed in the beautiful blue haze for which the Laurentians are noted.

Hawkesbury is a growing town of some 5,000 population, part English and part French. It is the headquarters of the Hawkesbury Lumber Company and the Riordon Pulp and Paper Company, two large industrial corporations. From here the railway crosses the river on a fine steel bridge, nearly half a mile in length, to Grenville, the first station on the Quebec side.

Lachute is a bustling town of some 3,000 population with wood-working factories and a paper mill. The route lies through a prosperous farming country, past numerous characteristic French-Canadian villages.

Three miles north of Montfort Jct. is St. Jerome, with a population of approximately 5,000. It is the rail entrance to the beautiful Laurentian country to the north, with its hills and dales, and innumerable lakes, abounding with trout, the

11.1 Miles

ORLEANS

17.1 Miles

CUMBERLAND

23.7 Miles

ROCKLAND  
Population 3,277

26.6 Miles

CLARENCE

33.1 Miles

WENDOVER

36.0 Miles

JESSOP

39.2 Miles

TREADWELL

43.8 Miles

ALFRED  
CENTRE

50.0 Miles

EVANTUREL

54.9 Miles

L'ORIGINAL

59.3 Miles

HAWKESBURY  
Population 4,957

60.5 Miles

GRENVILLE

64.7 Miles

STONEFIELD

65.2 Miles

CUSHING JCT

68.9 Miles

ST. PHILIPPE

74.0 Miles

LACHUTE  
Population 2,407

81.6 Miles

MIRABEL

87.8 Miles

ST CANUT

93.3 Miles

MONTFORT  
JCT.

FALLS

summer play-ground for thousands of Montreal's citizens and yearly growing in popularity with all lovers of the out-door. The Laurentians are also coming into fame as a winter resort, the bracing air and winter sports attracting an ever increasing number of visitors.

Joliette, population 9,000, is a Canadian National divisional point, as well as commercial centre, its industries including paper, woollen, saw and lumber mills, tobacco, clothing, biscuit and chemical factories. The l'Assomption River furnishes the necessary power, and the town is surrounded on all sides by a fertile country, devoted to the cultivation of hay, oats, tobacco, and dairy produce.

Near the little town of St. Ursule are the Falls of the Maskinonge, which are crossed by a bridge 1,030 feet long and 180 feet high.

After passing St. Ursule, is the famous St. Levis Saline Springs. Six miles up the river is St. Pauline. This is the highest spot on the line between Ottawa and Quebec, and is the home of several well-equipped clubs. One mile east is Riviere du Loup, a gold-bearing stream with many undeveloped water powers

Charette and St. Boniface are lumber centres, thousands of men being employed in the forests north of the railway, and up the St. Maurice.

For the next fifty miles the line runs along the southern slopes of the Laurentians, numerous streams and rivers are crossed, fed by myriads of lakes and mountain brooks, the abode of marvellous trout. There are, in consequence, many fish and game clubs in the neighborhood, which are a source of revenue to the inhabitants. Glenada is the station for the Laurentian Club. From Aldred is a branch line to Shawinigan.

Shawinigan is in one respect to the Province of Quebec what the Niagara River is to the Province of Ontario. It is the principal centre in the province for the development of hydro-electric energy, and that as a result of private enterprise. The amount of electric energy developed exceeds 200,000 horse-power, about one-half of which is used locally, the balance being transmitted to Montreal, Three Rivers and other towns. In all, power is supplied to 3,000 consumers. The nearby falls which provide the power for the development of the electric energy have a drop of over 150 feet. As above these falls the river widens out into a lake there is always a large body of water in reserve.

Stations en Route	Distance from Ottawa
ST. SOPHIE	99.1 Miles
NEW GLASGOW	100.8 Miles
ST. LIN	107.6 Miles
BISSONNETTE	109.6 Miles
ST. JULIENNE	112.3 Miles
CLEMENT	114.8 Miles
RAWDON JCT	115.8 Miles
DUGAS	117.0 Miles
MONTCALM	119.9 Miles
JOLIETTE <i>Population 9,000</i>	120.8 Miles
ST. ELIZABETH <i>Population 500</i>	133.2 Miles
STE. PIERRE	135.8 Miles
ST. NORBERT	138.1 Miles
ST. CUTHBERT <i>Population 500</i>	140.4 Miles
ST. EDMOND	142.1 Miles
ST. BARTHELEMI <i>Population 2,500</i>	145.9 Miles
BOIS BLANC	148.5 Miles
ST. JUSTIN <i>Population 200</i>	150.5 Miles
STE. URSULE FALLS	153.2 Miles
ST. URSULE <i>Population 286</i>	155.2 Miles
PREMONT	157.6 Miles
ST. PAULIN	160.7 Miles
CHARETTE	166.4 Miles
ST. BONIFACE <i>Population 1,500</i>	172.8 Miles
GLENADA	179.5 Miles
ALDRED	181.1 Miles
SHAWINIGAN FALLS <i>Population 11,000</i>	184.6 Miles

Schedule of Train

Arr.  
3.00 P.M.  
Oct. 7th  
  
Lv.  
7.00 P.M.  
Oct. 7th

Schedule of  
Train

Distance from  
Ottawa

Stations en  
Route

As an industrial town Shawinigan has come in for considerable prominence within the last twenty years. From the plant of the Belgo-Canadian Pulp and Paper Company is daily turned out on an average 195 tons of newsprint and 165 tons of sulphite and groundwood pulp. Another of its particularly interesting industries is an aluminum reduction works. It is operated by the Northern Aluminum Company, a subsidiary of the Aluminum Company of America, and is the only plant of its kind in Canada. Its output is about 26,000,000 pounds of aluminum a year, some 22,000,000 pounds of which are exported, principally to Europe, Japan, and the United States, the last-named last year taking about \$2,200,000 worth. The company also manufactures aluminum wire and cables, of which it is said that Canada uses a larger proportion for transmission purposes than any other country in the world. A recent survey by the Commission of Conservation shows that on all lines in the Dominion operating at 10,000 volts and over, there are 13,000 wire miles of aluminum and 8,000 wire miles of copper. Shawinigan also has factories engaged in the production of cottons, knitted goods, calcium carbide, magnesium, ferro-silicon, lumber and sashes and doors. The plant for the production of metallic magnesium from magnesite was established during the War, and was considered quite an important event, the product being used in connection with the manufacture of star shells and flares and as an alloy with aluminum for the manufacture of aeroplane parts.

Naturally, in view of the facilities it affords in respect to electric power, Shawinigan is destined to expand considerably in the future as an industrial centre. Its population, which now stands at about 11,000, and with its suburbs 14,000, has more than doubled during the past five years. The town is 21 miles from Three Rivers, where the St. Maurice river joins the St. Lawrence, and 100 miles from Montreal.

Adjacent to Shawinigan is the town of Grand Mere—from at least a two-fold standpoint an interesting spot. Its situation is decidedly picturesque, standing as it does on a bend of the swift-flowing St. Maurice river amid the foothills of the Laurentian Mountains. Approached from either the north or the south, the view obtained of the town, with its falls, dam and large paper and pulp mill in the foreground, is arresting. And as the train describes a half circle in entering and leaving the town it can be viewed from many standpoints.

The town has a population of about 8,500, and derives its name from a rock, having the profile of an old woman, which once stood at the edge of the river, but which in part had to be removed in order to make room for the paper and pulp plant of the Laurentide Company, Limited.

Grand Mere is noted for its industrial activities as well as pictures ;ue situation. The fact that about 180,000 horse-power of electrical energy is developed from the adjacent falls, supplying some two thousand consumers, makes this self-evident. The outstanding industry of the town is its paper and pulp mills, the average daily output of which is 210 tons of newsprint and 62 tons of cardboard. Among its other industries are woodworking plants, a boot and shoe factory, a shirt factory, a stove foundry, and an electric company.

The pulp and paper mills not only generate their own electricity, but have a large surplus which is sold to a neighboring power company. There is, therefore, no danger of these mills ever having to close down for want of power. Furthermore, as the growth of the town is in keeping with the expansion of the paper industry a continuous supply of skilled labor is assured, while in order that its supply of raw material may be assured in years to come the Laurentide Company keeps a forestry department employed both in protecting its timber reserves from fire and for maintaining reforestation. During each of the past two years this department has planted over a million trees. The town is well equipped with hotels, and among its educational institutions are a convent and a high school for boys.

The journey from Shawinigan Falls to Montreal is over the same route, as far as Hawkesbury, as that traversed on the eastbound trip from Ottawa and does not call for further description. Some pretty glimpses of the Ottawa River and of the Lake of the two Mountains are had after Grenville is left behind. St. Andrews is a thriving town of English origin situated on the banks of the Riviere du Nord, a stream which joins the Ottawa four miles below the town. The railway then follows the valleys of the Riviere du Chene and the Rouge River, past the villages of St. Benoit and St. Joseph. On the Riviere du Chene is St. Eustache, a typical French-Canadian town of the better class and the centre of a fine agricultural country.

The railway then crosses the Riviere des Isles and the Back River, both of which it might be

Stations en Route	Distance from Ottawa	Schedule of Train
ALDKED	188.1 Miles	
GLENADA	189.7 Miles	
ST. BONIFACE <i>Population 1,500</i>	196.4 Miles	
CHARETTE	202.7 Miles	
ST. PAULIN <i>Population 483</i>	208.4 Miles	
PREMONT	211.5 Miles	
ST. URSULE <i>Population 286</i>	213.9 Miles	
ST. URSULE FALLS	215.9 Miles	
ST. JUSTIN <i>Population 200</i>	218.6 Miles	
BOIS BLANC	220.6 Miles	
ST. BARTHELEMI <i>Population 2,500</i>	223.2 Miles	
ST. EDMOND	227.0 Miles	
ST. CUTHBERT <i>Population 500</i>	228.7 Miles	
ST. NORBERT	231.0 Miles	
STE. PIERRE	233.3 Miles	
ST. ELIZABETH <i>Population 560</i>	235.9 Miles	
JOLIETTE <i>Population 9, 09</i>	242.4 Miles	
MONTCALM	249.3 Miles	
DUGAS	252.2 Miles	
RAWDON JCT.	253.4 Miles	
CLEMENT	254.4 Miles	
ST. JULIENNE	256.9 Miles	
BISSONNETTE	259.6 Miles	
ST. LIN	261.6 Miles	

Schedule of Train	Distance from Ottawa	Stations en Route
	268.4 Miles	NEW GLASGOW
	270.1 Miles	STE. SOPHIE
	275.9 Miles	MONTFORT JCT.
	281.4 Miles	ST. CANUT
	287.6 Miles	MIRABEL
	295.2 Miles	LACHUTE <i>Population 2,407</i>
	300.3 Miles	ST. PHILIPPE <i>Population 476</i>
	304.0 Miles	CUSHING JCT.
	304.8 Miles	CUSHING
	308.4 Miles	MONALEA
	312.7 Miles	ST. ANDREW'S EAST
	314.8 Miles	RODGERDALE
	317.6 Miles	ST. HERMAS
	321.0 Miles	ST. PLACIDE
	324.6 Miles	ST. BENOIT
	330.7 Miles	FRESNIERE
	335.8 Miles	ST. EUSTACHE JCT.
	336.2 Miles	ISLES MERE
	336.6 Miles	LAVAL LINKS
	337.2 Miles	ST. DOROTHEE <i>Population 900</i>
	340.4 Miles	ROXBORO
	345.5 Miles	LAZARD
	347.4 Miles	ST. LAURENT <i>Population 3,144</i>
	348.8 Miles	MOUNT ROYAL
	349.5 Miles	PORTAL HEIGHTS
Arr. 8.00 A.M. Oct. 8th	352.8 Miles	MONTREAL (Tunnel Terminal) <i>Population 776,000</i>

explained are arms of the Ottawa River, which discharges into the St. Lawrence through four different mouths forming a number of islands among which the Island of Montreal is included.

At Cartierville a change from steam to electric traction is effected, this divisional yard marking the beginning of the Tunnel Section of the Canadian National Railways. Before entering the Tunnel proper the new "Model City" of Mount Royal is crossed, a residential district which is destined for rapid growth as its easy accessibility and fine location become better known.

The Mount Royal Tunnel, by which access is had to the Montreal Terminal of the Canadian National Railways, is the result of one of the most outstanding feats in the vicinity of the Commercial Metropolis. Mount Royal, which it pierces, lies approximately north of the city and is one of its noted sight-seeing points. The necessity of tunneling it was that the district lying between the mountain and the St. Lawrence river had become so congested and so circumscribed with long-established vested rights that there was practically no other alternative. Furthermore, by this great engineering undertaking it was possible to locate the railway terminal right in the centre of the most important business section of Montreal and within a few yards of the portal of the tunnel.

Some conception of the engineering work involved in the construction of the tunnel may be gathered from the fact that it is  $3\frac{1}{4}$  miles long and consists of twin tubes of reinforced concrete, which rise by an easy grade of 31.6 feet to the mile. From the summit of the mountain to the tubes there is a depth of six hundred feet. Trains entering the tunnel from either end are hauled through by 2,400-volt electric locomotives capable of handling the heaviest of passenger trains at a speed of from 30 to 50 miles an hour. The tunnel was completed in September, 1918.

Montreal is the leading city of Canada, its supremacy being founded on unique natural advantages. It is the greatest port in the Dominion, and also the financial and commercial metropolis.

The harbor of Montreal is the farthest inland port in the world. It is situated one thousand miles from the sea, at the interchange point between the ocean and inland navigation. It is approached a ship channel through the centre of the St. Lawrence River with a minimum depth of thirty feet

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at low water, and is linked with a canal and lake system of sixteen hundred miles of inland navigation, extending to Chicago and Duluth into the heart of the North American continent. Its floating dry dock will accommodate the largest vessel that has yet been built. Its grain elevators are amongst the largest in the world and the value of its foreign commerce places it in rank with the biggest Atlantic ports of America.

Montreal is one of the oldest cities on the North American continent. The site was visited by Jacques Ca. tier in 1535, and by Champlain in 1611. Maisonneuve formally founded the city on August 24th, 1641. About seventy-five per cent. of the population of Montreal are of French-Canadian origin. Both French and English are officially used in Montreal, and most of the inhabitants speak both languages with equal facility. It has now passed the 750,000 mark and it is confidently predicted that within the next decade, Montreal will be a city of one million souls. It is now the fifth city in size in North America. It is generally realized that in this city there is opportunity for both the hard worker and the thinker. The community is unprejudiced and welcomes every newcomer whose motives are honest and success is begrudged to no one for the mass of the dwellers here are exceedingly tolerant. So Montreal keeps marching on in its path of progress, in size and in wealth.

Hundreds of important industries are located in Montreal and, as a consequence, the commercial metropolis of Canada occupies the sixth place among all the cities on the American continent, in the volume of its bank clearings. By actual count there are no fewer than 1,400 industries in Montreal, among which are included immense manufactures of locomotives, railway cars, structural iron and steel, electrical appliances, rubber goods, machinery, tobacco, boots and shoes, clothing, sugar refining, silk, cotton, woollens, paints, furniture, carriages and confectionery. The city has the largest flour mill in the British Empire—capacity 6,000 barrels in twenty-four hours. It has the greatest stock yards, abattoirs and packing houses east of Chicago.

Montreal is the headquarters of the Canadian Pacific Railway and of the Grand Trunk System, and is one of the most important termini on the Canadian National Railways. The city has some of the biggest railway yards in the world. The locomotive and car building shops are among the greatest in existence.

Stations on  
Route

Distance from  
Ottawa

Schedule of  
Train

102-2

Schedule of Train      Distance from Ottawa

Stations on Route

The customs revenue collected at the port of Montreal is approximately \$35,000,000 per annum. The banks which have their headquarters here represent three-quarters of the total capital of all the chartered banks in the Dominion. Montreal is also the headquarters of the leading insurance companies, financial houses and telephone and telegraph companies.

The River St. Lawrence, which flows by the city, empties about one-third of all the fresh water on the globe into the ocean. The city is in the centre of a district rich in water powers, and it is lighted and supplied with electrical power for all purposes by water power plants.

The first bridge to span the mighty St. Lawrence River at the Canadian Metropolis was the world famous Victoria Tubular Bridge of the Grand Trunk, that lay across the St. Lawrence for forty years, and through whose hollow shell ran the ever swelling current of commerce. When the Prince of Wales, later King Edward VII, hammered the last rivet into the Tubular Bridge in 1860, men called the structure "the eighth wonder of the world." It was little less than two miles long and had cost the company seven million dollars. It had a capacity of one hundred trains a day, but in considerably less than half a century, the Grand Trunk outgrew it, and it was doomed. In October, 1897, without in any way interrupting the traffic or interfering with the movements of trains, the road began the construction of a new open-work steel bridge, providing a double track, an electric line, a driveway and foot-walk. The new bridge is 66 feet wide, stands 60 feet above the water, is from 40 to 60 feet high, and weighs 22,000 tons. The bridge ranks, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaced ranked the foremost as a monument to the skill of the engineers and bridge-builders of the period in which it was built.

There is an intimate connection between the romantic and the prosaic in Montreal. The most practical phases of commercial activity evolved themselves amid the historic scenery, the stage effects and other reminders of a most romantic period and a less practical system. As the years roll by, and as the octopus of commercialism asserts itself, what little remains of the old and romantic diminishes, but some of the more historical landmarks in the very heart of the business district

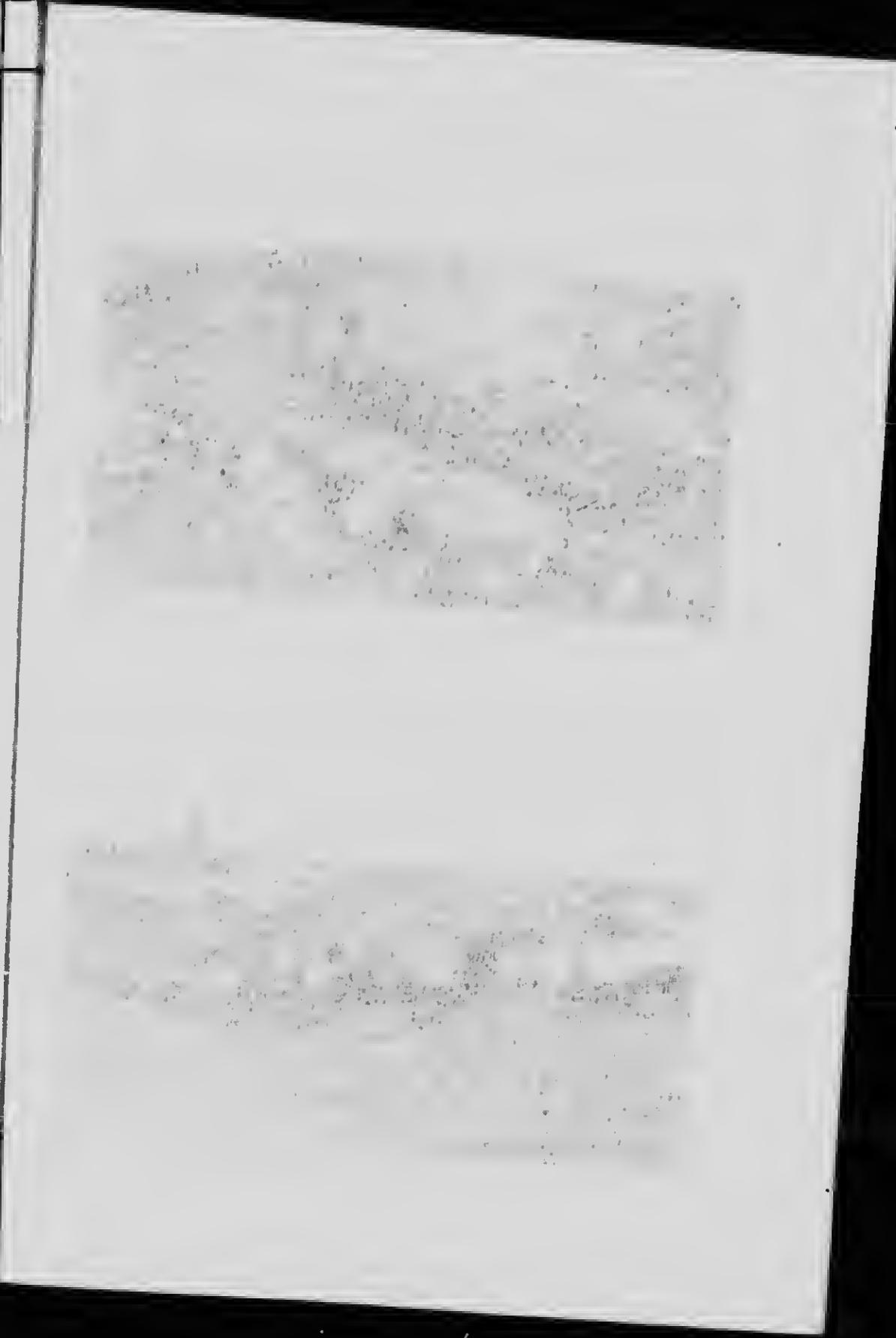
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*Shawinigan Water and Power Company's plant at Shawinigan Falls, Que.*



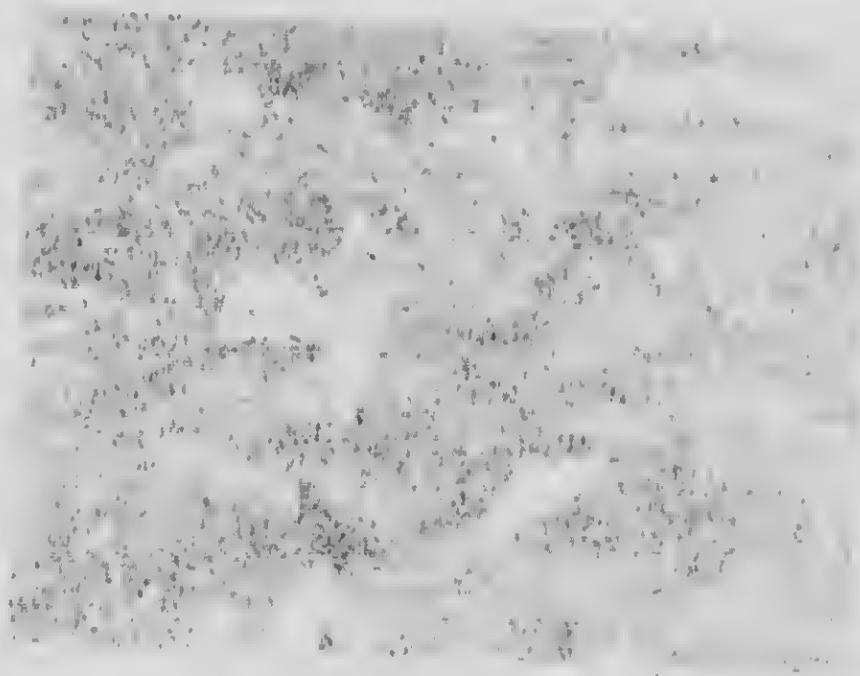
*Laurentide Paper Mills at Grand Mere, Que.*

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*Tobacco Farms yield rich crops in the Province of Quebec*



*Montmorency Falls near Quebec City*

107

107

have been preserved. Mount Royal, a beautiful eminence, which in general outline bears a striking resemblance to a lion couchant, towers well over the city. Its summit is crowned with the variegated verdure of the city's principal park, but nestling among the shade trees round its base lie the palatial residences of Montreal's merchant princes. Conspicuous features of any view of Montreal, no matter from where obtained, are the domes, spires and minarets of the city's places of worship. Montreal is a city of churches, having one for every 2,500 of the population, about 300 in all. Conspicuous in the view from the harbor stand the lofty twin towers of Notre Dame Church, the largest church in America, next to the Cathedral of the City of Mexico, and built after the model of Notre Dame, Paris. It has seating accommodation for 15,000. The two main towers are two hundred and twenty-seven feet in height, and in one of them is swung the largest bell in America, the "Gros Bourdon," which weighs 24,780 pounds.

The visitor cannot fail to be impressed with the number and extent of the city's educational and benevolent institutions. More splendid and well adapted college buildings than those of McGill University do not exist anywhere, while any city would have good reason to be proud of such an array of hospitals as the Hotel Dieu, the Montreal General, The Royal Victoria, Notre Dame, the Western and the Grey Nunnery.

Stations en  
Route

Distance from  
Ottawa      Schedule of  
Train

Schedule of Train Distance from Montreal

Stations en Route

**MONTREAL TO QUEBEC**  
(CANADIAN NATIONAL RAILWAYS)

*Sunday, October Tenth*

Lv.  
10.00 A.M.  
Oct. 10th

.0 Miles	MONTREAL (Bonaventure Sta.) Population 776,000
3.0 Miles	PT. ST. CHARLES
6.2 Miles	ST. LAMBERT Population 6,000
10.0 Miles	ST. HUBERT Population 1,125
14.2 Miles	ST. BRUNO Population 920
17.2 Miles	ST. BAZILE Population 900
21.2 Miles	BELOEIL Population 1,500
22.3 Miles	ST. HILAIRE Population 1,500
26.2 Miles	ST. MADELEINE Population 1,700
35.7 Miles	ST. HYACINTHE Population 14,000
38.0 Miles	ST. ROSALIE JCT. Population 1,200
42.8 Miles	ST. GEORGE
44.4 Miles	ST. EDWARD Population 1,500
48.9 Miles	BAGOT
54.0 Miles	ST. EUGENE Population 1,200
55.5 Miles	DUNCAN Population 100
60.3 Miles	ST. GERMAIN Population 2,268
64.8 Miles	DRUMMOND-VILLE Population 5,000

**F**ROM Montreal the Victoria Jubilee Bridge over the St. Lawrence River to St. Lambert is crossed. At St. Lambert are the homes of Montreal's business men, while the town has good industries of its own and is showing excellent development.

At Belœil one of Canada's historic rivers is crossed—the Richelieu. It was Champlain, the first of white men who came south by this route from the St. Lawrence in 1609, with his ready diary, to see the "great lake, its fair islands and fine countries," to fight the Iroquois, and to leave an imperishable monument to his adventurous career—Lake Champlain. The Richelieu has figured in most of the important North American wars since that date. Explosives were extensively manufactured at Belœil during the war period of 1914-1918.

St. Hyacinthe is a very desirable place of sojourn and residence. Several large and important industries. St. Hyacinthe-built church organs are known throughout Canada. Educational and religious institutions are particularly noted for their beautiful buildings. St. Hyacinthe is an important railway centre, the Grand Trunk Railway running from here to Portland, etc., the Quebec, Montreal & Southern to New England points and New York. Ste. Rosalie is also an important junction point for interchange of traffic.

Drummondville is on the St. Francis River, and is named in honor of Sir George Drummond, the hero of the battle of Lundy's Lane in the war of 1812. Electric power, generated from Lord's Falls on the St. Francis, is used by the various manufacturers. This power, which has only been partially developed, can be increased as requirements demand. Drummondville lies between two rich farming districts, St. Germain on the west and St. Cyrille on the east, but they are only part of what has long been recognized as a rich agricultural region. Dairy farming, in particular, is carried on with great success, and a partial evidence of this is found in the fact that boxes of cheese by the thousands are handled by the railway in the course of a year. Active lumber operations are carried on in this vicinity, and large shipments of pulpwood are made from these stations. At Drummondville the line crosses a branch of the Canadian Pacific Railway.

Nicolet, the terminus of a branch line fourteen miles from St. Leonard Jct., is a typical French-Canadian town, with a history dating back to 1660. It is the titular see of a bishop, with a beautiful cathedral containing a number of noteworthy paintings. Some of these pictures have a history.

A century ago, in the fierce days of the French Revolution, when a vandal mob trampled under foot all that savored of culture and refinement, great havoc was wrought in the world of art. They sacked the palaces and destroyed works which centuries of labor would not suffice to replace. Paintings which had been the triumphs of world-famous artists were thrown into the streets to be trodden under foot. Others were torn from the walls and rolled up in bundles to be sold for enough money to buy drink. A drunken *sans culotte* would stand at a street corner and auction a roll of paintings as if it were so much old carpeting. Some of the clergy, not without difficulty and danger to themselves, managed to secure a number of these rare works and had them sent to Quebec, where most of them remain to this day. Nicolet, through some favor, was able to secure a few of them for its own parish church, and thus it is, that in this town are paintings which were once among the glories of the most cultured city in the world.

For miles the railway runs through a forest—a good hunting territory. At Aston Junction, the Canadian National Railways cross the line of the Grand Trunk Railway to Arthabaska. Evidences of the importance of the lumber industry are to be seen everywhere, and there is much exportation of pulpwood. Further along, at De Lotbiniere and Laurier, excellent farms are seen, this being a good dairy district. At St. Apollinaire there is also good farming, and this part of the country has a fame for the quality of its cheese and potatoes.

At Chaudiere Jct., where there is a connection of the Canadian National Railways with the Grand Trunk for Sherbrooke, Lennoxville and Portland, Me., a glimpse of the beautiful Chaudiere Falls is obtained, but these require a special visit before their full charm may be seen and understood. The Chaudiere River is less than 400 feet wide at the falls, and as the water is forced over the rocky precipice, three divisions are made in the face of the cataract, which unite as they near the bottom of the descent, 130 feet below.

Stations en Route	Distance from Montreal	Schedule of Train
ST. CYRILLE Population 2,200	69.4 Miles	
CARMEL Population 4,000	72.1 Miles	
MITCHELL Population 3,128	76.7 Miles	
ST. PERPETUE Population 1,225	78.2 Miles	
ST. LEONARD JCT. Population 1,700	83.1 Miles	
ST. WENCESLAS Population 1,653	87.3 Miles	
ASTON JCT. Population 700	91.1 Miles	
DAVELUYVILLE Population 1,345	96.2 Miles	
LAVERGNE Population 200	99.1 Miles	
LEMIEUX Population 400	102.5 Miles	
MANSEAU Population 1,100	110.5 Miles	
VILLEROY Population 500	116.8 Miles	
DELOTBINIERE	123.0 Miles	
HENRY RIVER Population 400	126.0 Miles	
LAURIER Population 1,575	133.7 Miles	
ST. APOLLINAIRE Population 1,539	141.7 Miles	
ST. NICHOLAS Population 1,400	150.4 Miles	
CHAUDIERE Population 500	153.8 Miles	
CHAUDIERE JCT. Population 1,850	154.4 Miles	

Schedule of Train	Distance from Montreal	Stations en Route
	155.0 Miles	CHARNY <i>Population 1,980</i>
	164.5 Miles	BRIDGE
	166.5 Miles	CAP ROUCE
	172.4 Miles	CADORNA

At Charny the train leaves the main line to cross the famous Quebec Bridge. "In the annals of engineering triumphs of the world," to quote one well-known authority, "the construction of the Quebec Bridge, for immensity, uniqueness of design, excellence of detail and boldness of organization has rarely been equalled and never excelled." And it was constructed by Canadian firms and Canadian workmen. Its main span, 1,800 feet, is the longest in the world, being 90 feet longer than that of the famous Forth Bridge. The length of the suspended span is 640 feet, of the cantilever arms 1,160 feet and of the anchor arms 1,030 feet, while the total length of the bridge is 3,240 feet. Its height above high water is 150 feet, thus affording ample head room for the biggest of ocean steamers that pass underneath it on their way to and from Montreal. The bridge contains 66,000 tons of steel and 106,000 cubic feet of masonry.

There is a particular bit of interesting history about the centre span. The first span constructed for the purpose lies at the bottom of the river, whither it fell while in process of being hoisted 150 feet into position, a disaster that was caused by the failure of a portion of the castings in the hoisting apparatus. This happened in 1916. Nothing daunted, steps were immediately taken to construct another span. This, as before, was carried out at Sillery, about three miles below the bridge site, whence it was conveyed up river in September, 1917, on barges, and in spite of its weight of 5,000 tons safely hoisted to its desired position, after many hours of labor, by hydraulic hoists. A few days later the bridge was put to the test by loaded trains being run upon it. And severe as the test was, the bridge stood it to the satisfaction of all concerned. While crossing the bridge the traveller obtains a magnificent view of the St. Lawrence with its rugged and picturesque banks and varied-colored adjacent territory.

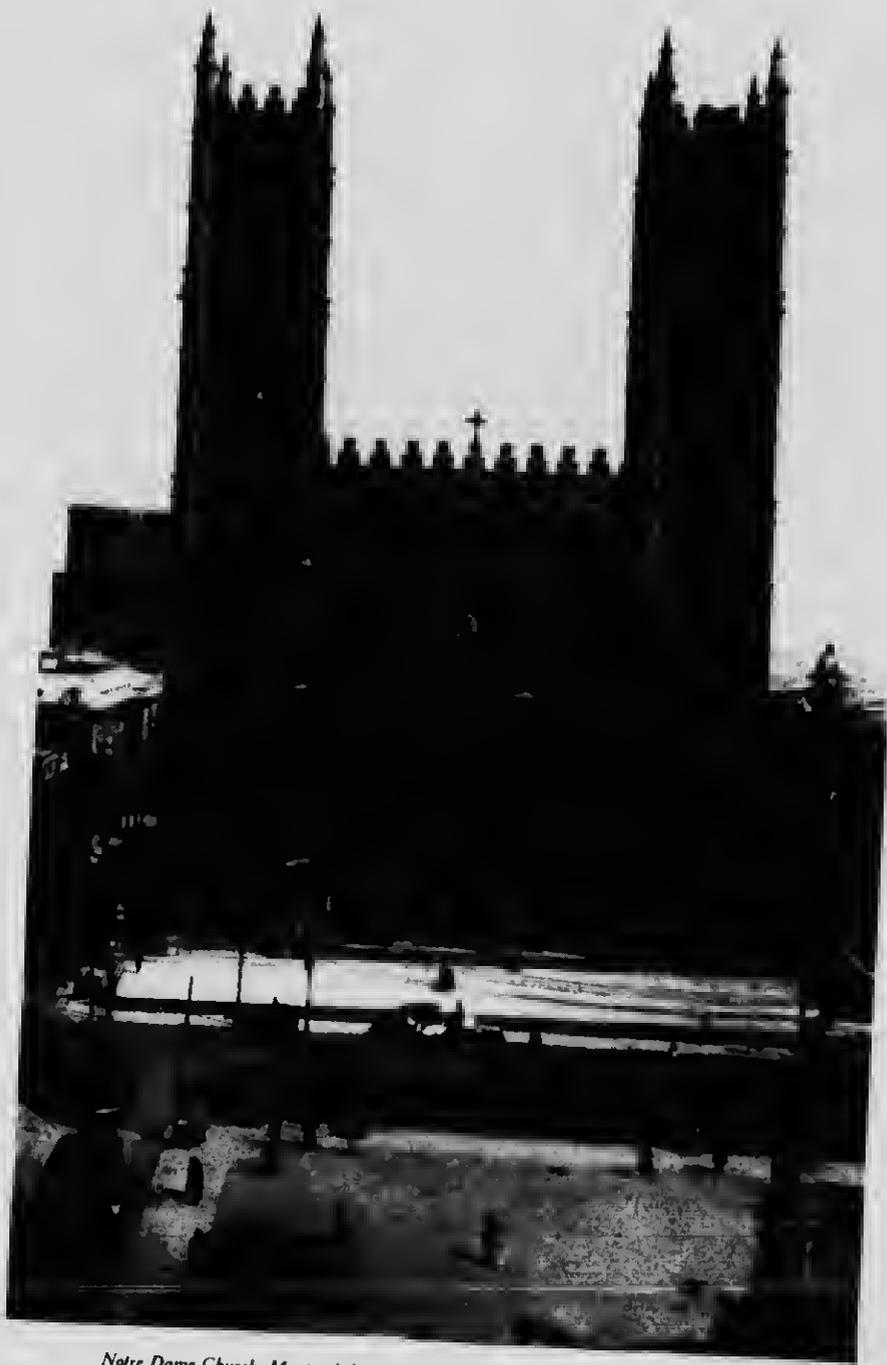
After passing through some heavy rock cuttings, the train emerges at the summit of the vast promontory separating the St. Charles River from the St. Lawrence. At the Eastern extremity of this promontory is built the city of Quebec. A panorama of rare attractiveness lies before us, the wide fertile valley spreading out in the foreground, and beyond stretching the rugged outline of the Laurentian Mountains, with their rich purple coloring.

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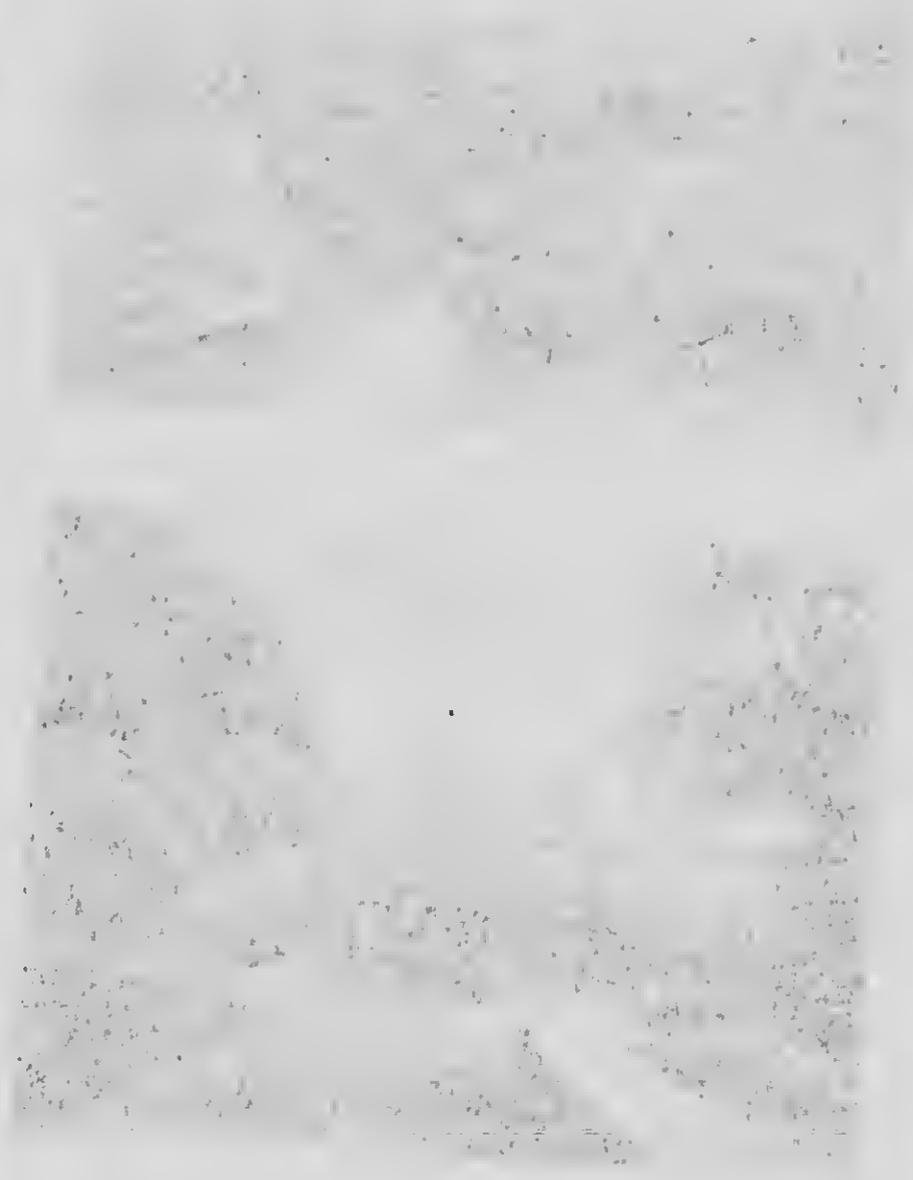


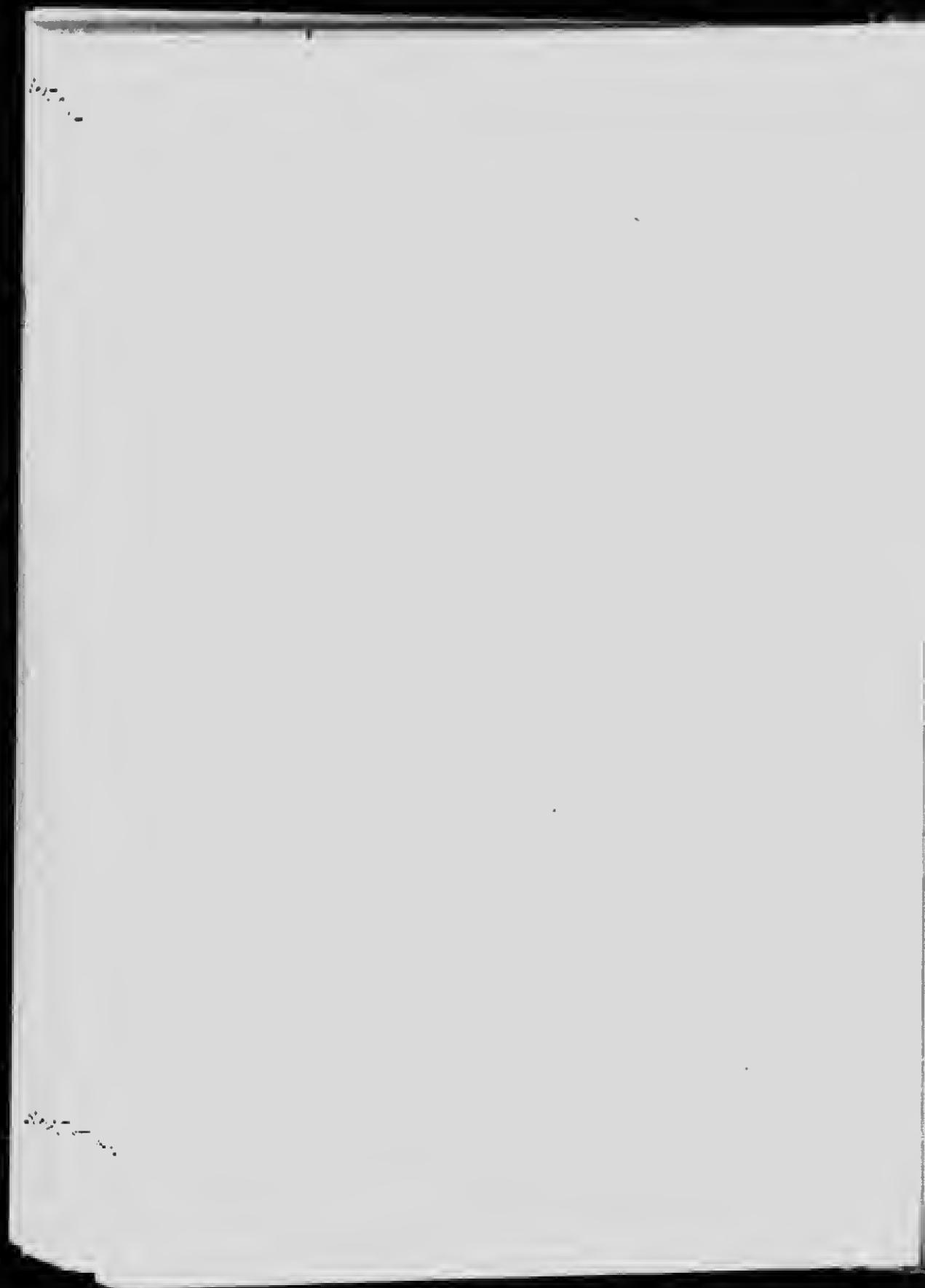
*Notre Dame Church, Montreal, has seating accommodation for 15,000 worshippers*

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*Dominion Square, Montreal*



*One of the buildings of McGill University at Montreal*

1872

1872

Gradually descending the slope, the line follows the valley of the St. Charles River, finally entering Quebec by the Palais Union Station. This is one of the most artistic and conveniently appointed stations on this continent, and has been designed to harmonize with the quaint, old-world architecture of the city.

That Quebec is unique among the cities of the continent there can be no doubt. In more respects than one there are none corresponding to it. In part it is a city of the Old World set upon the shores of the New World. One of the best ways to realize this is to ramble through its streets, along its ancient walls, and about its environment in general. And while rambling through the narrow, quaint streets of the lower town it does not require a superlative imagination to recall the days of a couple of centuries ago when the men and women who laid the foundations of the Canada of to-day, clothed in the costumes peculiar to the times in which they lived, passed to and fro in these same thoroughfares. This is what that famous American naturalist and author, Henry David Thoreau, did, an experience which led him to write: "I rubbed my eyes to be sure I was in the nineteenth century." And the man who to-day rambles through the streets of the "Ancient Capital," with his mind alternately switching from the past to the present, and vice versa, will pass through an experience similar.

But in the upper part of the town, little more than a gunshot from the lower part, conditions the opposite will be found, for in that part is a city with broad, well-paved streets, striking public buildings, and handsome residences, quite modern and up-to-date.

In its situation Quebec is also unique. Resting on the rocky promontory of Cape Diamond at the confluence of the St. Lawrence and St. Charles, it slopes from its apex of some three hundred feet to the margin of these two rivers thickly covered with buildings ancient and modern. Viewed from a mile or two down the St. Lawrence, just as the summer sun is setting behind the citadel which crowns the rocky promontory, one's eyes feast upon a scene that time cannot efface. A sort of holy halo, punctured with church spires and towers and citadel walls, resting upon its head, reminds one of the visions which St. John records having seen on Patmos' sacred isle. It was probably the scene a Canadian poetess saw when she sang:

Stations on  
Route  
**QUEBEC**  
(Palais Sta.)  
Population 101,000

Distance from  
Montreal  
**175.6 Miles**  
Schedule of  
Train  
Arr.  
**4.00 P.M.**  
Oct. 10th

Schedule of  
Train

Distance from  
Montreal

Stations en  
Route

" Quebec, the grey old city on the hill,  
Lies with a golden glory on her head,  
Dreaming throughout this hour so fair, so still,  
Of other days and all her mighty dead.  
The white doves perch upon the cannons grim,  
The flowers bloom where once did run a tide  
Of crimson, when the moon rose pale and dim  
Above the battlefield so grim and wide.  
Methinks within her wakes a mighty glow  
Of pride, of tenderness—her stirring past—  
The strife, the valor, of the long ago  
Feels at her heartstrings. Strong, and tall, and  
vast,  
She lies, touched with the sunset's golden grace,  
A wondrous softness in her grey old face."

From the citadel marvellous views are to be obtained. Down the river where it takes a sharp turn on its way to the sea, is the picturesque and historical Island of Orleans, rich in its verdure and pastoral scenes. Across the river is the town of Levis, with its fortified hills in the background. Glancing across the St. Charles in the foreground, is a gently sloping open country, with the village of Ste. Anne de Beaupre and its famous shrine standing out clear and distinct. For over 250 years this shrine has been the Mecca of devout pilgrims seeking restoration of health, and in a great many instances obtaining it, as the great piles of crutches left behind testify. An hour's ride by electric car or steam railway from Quebec lands one at the shrine, a trip no one should forego. Nine miles down the river are the famous Falls of Montmorency, in height a hundred feet greater than the Falls of Niagara. The house occupied by Wolfe when investing Quebec 160 years ago still stands at Montmorency, and not far from it, old guns which are relics of the occasion. Further inland to the north a distinct view is obtained of a part of the Laurentian Mountains with their marvellous and varied color effects.

But aside from the uniqueness of its situation and the picturesque grandeur of its environment the City of Quebec has a historical charm wider and deeper than that of any city on the continent. Three hundred and eighty-five years have elapsed since Jacques Cartier, the bold mariner of St. Malo, France, set foot on its site, then bearing the Indian name of Stadacona, and held a friendly pow-wow with Donnacona, the chief of the great Algonquin tribe. Its definite history, however, began in 1608, seventy-three years later, when Samuel de Champlain formally took possession of it in the name

of the King of France and built a fort in Lower Town in order to hold it against either Indians or Europeans. In 1629 it fell before the attack of General Kirk, a British general, but under the terms of the treaty made three years later it was returned to France, in whose possession it remained, in spite of renewed attacks by the British in 1690 and 1711, until 1759, when it was captured by the forces under the intrepid Wolfe. Only once since has Quebec been the centre of a battle area, and that was in 1775, when for several months it was ineffectually blockaded by American troops under Generals Montgomery and Arnold.

Naturally the City of Quebec has from the day of its foundation by Champlain in 1608 been the scene of political activity. It was the country's capital during the French régime and for part of the period from 1841 to 1867 under the union of Upper and Lower Canada, while in 1864 it was the scene of the famous historical conference of Canadian statesmen at which was drafted the constitution which in 1867 brought into existence the Dominion of Canada. This conference was held in the old Parliament Buildings overlooking the St. Lawrence, and which were destroyed by fire in 1883, giving place to the stately edifice which is now the seat of the provincial capital, a building whose erection began prior to the destruction of its predecessor. Quebec's oldest building stands at the corner of St. Louis and Garden Streets. It is at least 246 years old, there being extant a deed of transfer bearing the date of September 30, 1674.

Quebec's point of interest par excellence as far as quantity is concerned is of course its citadel. But compared with many other points of interest in the ancient city it may be almost counted modern, having been constructed slightly less than a century ago according to plans approved by the Duke of Wellington, the hero of the Battle of Waterloo, at a cost of \$25,000,000, or about one-half the sum it would entail to-day. Until within recent years it was deemed impregnable, and has long been known as the "Gibraltar of America." Its crown being over three hundred feet above the level of the St. Lawrence, it was long held that the guns of an attacking force could not be elevated to a point to menace it. With modern guns that theory of course no longer holds good. But it is still a place of great strategical strength, and some of its points of defence are still considered bomb-proof, while immense military stores are constantly kept

Stations en  
Route

Distance from  
Montreal      Schedule of  
Train

Schedule of  
Train      Distance from  
                 Montreal

Stations on  
Route

ready for use at a moment's notice. The troops in command of the fortifications are Canadian, as is the case with all fortifications in the Dominion. British troops having been withdrawn many years since.

Quebec's importance is by no means confined to the beauty of its situation, the character of its fortifications or the richness of its history. It is also of substantial importance in respect to trade and commerce. Not only has Nature given it a harbor in which there is room sufficient for all the navies of the world to cast anchor, but the Canadian Government, by the expenditure of much money, has equipped it with facilities to meet modern docking requirements.

Last year, 194 ocean-going vessels, with a total registered tonnage of nearly 1,000,000 tons, entered and cleared the port, while the number engaged in the coasting trip was 1,337, with a registered tonnage of 935,890 tons. United States vessels to the number of 845, engaged in the lake and river trade of Canada, entered and cleared during 1919.

Naturally, Quebec's situation has lent itself to the development of the shipbuilding industry. As a matter of fact it was in Quebec that the industry had its permanent origin, Jean Baptiste Talon, the French Intendant, having in 1668 embarked upon the enterprise for the purpose of building vessels to carry lumber and fish to the West Indies, whence they sailed to France, returning to Canada with manufactured goods. From that day to this the city has not been without its shipyards, although the industry has experienced periods of waxing and waning. Last year five steamers and four sailing vessels were constructed at the port.

As a centre in connection with the timber industry, Quebec has from its inception occupied a prominent position, vessels being loaded there with products of the forests of Canada for various parts of the world. Its manufacturing industries number about two hundred, the most important of which are the boot and shoe factories, of which there are twenty-five. Tobacco and cigars it turns out in large quantities. Among its other products are clothing, leather, biscuits, and the products of saw mills and wood-working plants.

In population the city is steadily growing, the number of inhabitants being approximately 103,000, compared with a little over 78,000 in 1911.

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*The Quebec Bridge is one of the engineering triumphs of the age*



*Dufferin Terrace, Quebec, with Chateau Frontenac to left*

