



GRAND  
TRUNK  
RAILWAY  
SYSTEM

TRAINS 3 AND 4

THE  
LIVER-  
MORNING  
DOVER  
TRACK  
ROUTE

CHICAGO  
DETROIT  
MONTREAL  
PORTLAND  
BOSTON  
NEW YORK

ROUTE OF THE  
"INTERNATIONAL LIMITED"

ISSUED BY THE EASTERN DEPARTMENT  
GRAND TRUNK RAILWAY SYSTEM

## PUBLICATIONS

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**H**ANDSOME descriptive matter, profusely illustrated with half-tone engravings, has been issued by the Grand Trunk for each district separately. The names of the publications are as follows:

CHARMING SUMMER RESORTS ON LAKE HURON  
MONG 30,000 ISLANDS OF GEORGIAN BAY  
LAKE NIPISSING AND THE FRENCH RIVER  
ORILLIA AND LAKE COUCHICHING  
HAUNTS OF FISH AND GAME  
KAWARTHA LAKES FOLDER  
MONTREAL AND QUEBEC  
LAKE OF BAYS FOLDER  
TEMAGAMI  
VISTAS

WHAT SHALL A BOY DO WITH HIS VACATION?  
MOUNTAINS OF NEW ENGLAND AND THE SEA  
ROUTES AND FARES FOR SUMMER TOURS  
ALGONQUIN NATIONAL PARK  
ACROSS NIAGARA'S GORGE  
MUSKOKA LAKES FOLDER  
ST. ANNE DE BELLEVUE  
MT. CLEMENS  
HAY FEVER  
COBALT

Any of the above publications will be sent free upon application to any agent of the Grand Trunk Railway System. See list elsewhere in this publication.

TILL  
MILL  
1977 HF

# TRAINS 3 AND 4



Flight of the "International Limited," the  
Railway Greyhound of Canada

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Issued by the  
Passenger Dept. Grand Trunk Railway System  
1908



STANDARD PASSENGER TRAIN—GRAND TRUNK RAILWAY SYSTEM.



## TRAINS 3 AND 4



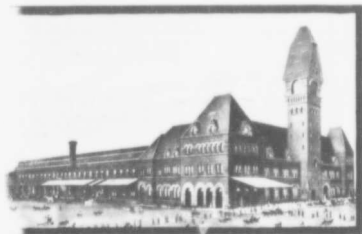
ALL the great American railroads today have their fast "limited" trains of which they are proud to boast and which stand out prominently against the long-distance trains of twenty years ago. Not only are these trains fitted up with a view to elegance, but every safety device known to the world of science is brought into play to warrant the necessary speed being made with perfect safety.

A "limited" train of a few years ago was limited indeed, when compared with the greyhounds of the rail of today, which are limited only by the achievements of man, and the twentieth century will doubtless be as exacting as the past; but as we are dealing with the present, we will not venture to predict.

The "limiteds" of the Grand Trunk Railway System, the great International Double-Track Route, and incidentally the longest continuous double-track railway in the world under one management, are the equal of any railway system in the world, and operate through a country filled with interest to the tourist, sportsman and traveler. Before dealing with the two fast express trains known in railway parlance as trains 3 and 4, the route of which is the subject of this brochure, a word descriptive of this company's premier train, the "International Limited," the finest and fastest train in Canada, may not be uninteresting.

With the growth of Canada and the ever-increasing passenger traffic between the large centers of Canada and the United States, the "International Limited" was created. Today it is universally known as one of America's foremost trains and has fully justified the policy of the Grand Trunk Railway System in its inauguration. The train consists of first-class combination baggage car, first-class day coaches, cafe-

The  
Grand Trunk  
Limiteds



DEARBORN STATION, CHICAGO.

parlor and library car between Montreal and Detroit, Pullman sleeping car Montreal to Chicago, and Pullman sleeping car Detroit to Chicago, the train being hauled by the Grand Trunk's powerful standard passenger engines of the latest type. The route of the "International Limited"



THE GORE, HAMILTON, ONT.

is from Montreal to Chicago, leaving the Canadian metropolis at 9.00 a. m. every morning in the year, arriving Chicago the following morning at 7.42. Its patrons are given the opportunity of the daylight run to Toronto, reaching that city at 4.30 p. m., a distance of three hundred and thirty-four miles, in seven hours and a half, passing through a country replete in beautiful scenery and having large centers of population; in fact, the whole trip is full of interest, skirting for many miles the beautiful St. Lawrence and Lake Ontario. And so on through to London, all of which is more fully dealt with elsewhere in this publication. At London the "International Limited" diverges from the main line and reaches Detroit by way of Chatham and Windsor, reaching the main line again at Durand, thence on to Chicago, the big western metropolis.

Route  
of Trains  
3 and 4

The route of trains 3 and 4 is between Chicago and New York via Niagara Falls, and Portland via Toronto and Montreal, No. 3 west-

bound, No. 4 eastbound, a distance of 969 miles to New York, all double track, and 1,140 miles to Portland, 880 miles double track. You might travel America over without finding a system that reaches such a variety of interests to the tourist and traveler as the Grand Trunk, embracing everything from the sea-side resorts of the Atlantic coast, the mountain resorts in the New England hills, to the unsurpassed tourists' havens in the Highlands of Ontario—but that nothing may be missed, we will follow train No. 4 from Chicago on its eastbound trip to the Atlantic.

Train Number Four leaves Chicago daily at a convenient hour in the afternoon as a solid train, composed of one of the new standard ten-wheeled passenger engines, baggage, express and mail cars, first-class coaches, Pullman sleeping cars and dining car, including Pullman sleeping cars and first-class coaches Chicago to Buffalo and New York, and another sleeper Detroit to Buffalo; also a parlor car and through coach Buffalo to Phila-

Train  
Number  
Four



THROUGH THE GARDEN OF CANADA.

delphia; Pullman sleeping cars from Chicago to Toronto, Montreal and Boston, and from Detroit to Toronto via Stratford, Ont.; first-class coaches Chicago to Toronto, and Toronto to Montreal. Dining or cafe-parlor cars are attached to the train at convenient hours, serving meals and

refreshments *a la carte*; first-class coaches and Pullman sleeping car Montreal to Portland.

In addition to the above, a Pullman tourist car is operated to Boston twice a week, leaving Chicago Fridays and Saturdays, for the accommodation of passengers holding any class of tickets, a small charge being made for sleeping berths in this car. The New York section reaches that city at a convenient hour on the following evening, the other division of



TORONTO, FROM THE LEGISLATIVE BUILDINGS.

the train reaching Toronto early the following morning, and Montreal early in the evening, where connection is made for Quebec, Portland and Boston. Through Pullman sleeping cars leave Montreal on the night trains for Quebec and Portland, and during the summer months a through sleeper, Chicago to Portland, Me., for the seaside resorts is run on this train, and a through sleeper, Montreal to Old Orchard Beach, Me.

Train Number Three is a westbound flyer from New York to Chicago with direct connection at South Bethlehem, Pa., from Philadelphia. Passengers can take this train from either of the Pennsylvania depots at West 23d St. or Cortlandt St., New York, daily, at an early hour in the evening. It is a solid train composed of first-class coaches and Pullman sleeping cars. There is also a Pullman sleeping car, New York to Toronto, and up-to-date dining cars serving meals between New York and Chicago at regular hours.

Train  
Number  
Three



Number Three also leaves Montreal every night. At Montreal connection is made with trains from Quebec, Portland, Me., Boston, Mass., and all New England points. The train, Portland to Montreal, is run solid, including first-class coaches and cafe-parlor and library car. Pullman sleeping cars and through coaches are run from Boston to Montreal and Chicago, as well as Pullman sleeping cars and first-class coaches from Montreal to Toronto and Detroit. On Mondays and Wednesdays a Pullman tourist car for the accommodation of passengers holding any class of ticket leaves Boston, and is hauled on this train to Chicago, for accommodation in which a small charge is made for sleeping berths. These cars are in many respects the equal of the standard sleepers.

In addition to the above, cafe-parlor cars are operated in connection with this train between Boston and Montreal and Toronto and Detroit, serving meals *a la carte*, and a dining car is attached at Port Huron for the run to Chicago.

The first-class coaches that are part of these solid trains are models of modern science and expert workmanship, being built with a view to the comfort and ease of the traveling public without regard to cost. In completeness of detail, artistic taste, appointments and finish, they surpass anything of their kind yet built in America. They are 68 feet long, of the wide vestibule order, with steel platform and an adjustable cover over the steps, making the whole platform a vestibule. By this means dust and smoke are excluded, and perfect safety to passengers while passing from one car to another is assured. The vestibules are also lighted with a powerful light, which is a most convenient appointment. Each of these first-class coaches have seating capacity for seventy-two passengers. The interiors of these cars are finished in quartered oak, and are extremely handsome, set off by trimmings of exquisite design in bronze. A large and comfortable smoking room is provided, where lovers of the fragrant weed can enjoy their smoke with luxurious ease and comfort.

The Pullman cars operated on these fast trains are some of the finest that this well-known establishment turns out. They are of the most modern type, and include drawing rooms and smoking rooms. The rooms have toilet facilities with hot and cold water; the cars are heated by steam and lighted with Pintsch gas. The bodies of the cars are beautifully finished, the woodwork being in the most costly materials and elaborately carved. The ceilings are exquisitely decorated, the upholstery and draperies being of the finest and in harmony with the finish.

The dining cars operated on this vast system are in accord with the remainder of the equipment of which these two beautiful trains are composed. The dining-rooms are large, being 31 feet 8 inches long, seating thirty persons comfortably.

The general style of the interiors is colonial, in quar-

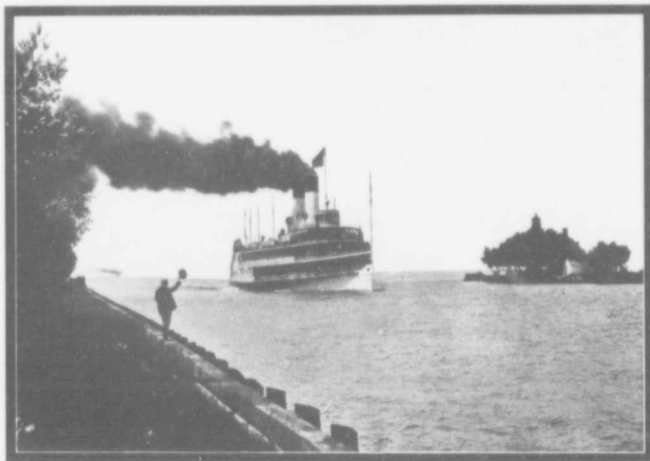
The  
Coaches

The  
Sleeping  
Cars



Dining  
and  
Cafe Parlor  
Cars

tered oak. The windows are large and glazed with heavy plate glass, and are all double, being dust-proof. The floors are carpeted with handsomely designed Wilton throughout the whole length of the car. The cuisine is



STEAMER "TASHMOO" ENTERING GOVERNMENT SHIP CANAL, LAKE ST. CLAIR.

without fault and praised by the most fastidious. Meals are served *a la carte*.

Between Toronto and Montreal a cafe-parlor and library car is run on Train Number Four. These are 61 feet 10 inches long, have steel platforms, with wide vestibules, and are mounted on six-wheeled trucks. At one end of the car is placed the ladies' toilet, combining closet and wash-room. In the adjoining compartment is found the parlor, sumptuously carpeted and containing ten revolving chairs covered in parlor-colored peacock blue plush, and two comfortable wicker chairs. Large windows, allowing a sweeping view of the landscape, as the train rushes along, is another feature not forgotten. In the parlor section is found a bookcase with the latest works of fiction, which are supplied for the free use of passengers while on the train. A door separates the parlor from the dining-room, a comfortable salon, with a seating capacity for twenty-four persons. This room is also handsomely carpeted and furnished with leather-covered movable chairs. There is an elaborate bill of fare, served *a la carte*. Adjoining the dining-room is the kitchen, wine-locker and



buffet, arranged in a most compact way with a view to quick service and a saving of space.

The woodwork of the parlor is of finished mahogany, and the dining and smoking rooms of quartered oak. The ceilings are of wood tinted green, and are ornamented in artistic combinations of gold. Altogether, these cafe-parlor cars are a revelation of beauty, comfort and luxuriousness.

In giving a brief description of the route between Chicago and the sea, we will leave Chicago on Number Four. From Chicago to Granger, our route lies through the southern suburbs of Chicago and across the northwest corner of Indiana through the flourishing city of South Bend, Ind., a hundred miles east of the western metropolis. Shortly after leaving Granger we enter the State of Michigan, through which we journey in a northeasterly direction for 245 miles, passing through Cassopolis (Diamond Lake station), a popular fishing and summer resort, and the cities of Battle Creek, Lansing (the State Capital), Durand (an important junction point, from which branches radiate to Detroit, Grand Haven and Bay City) and Flint, to Port Huron on the St. Clair River. Port Huron has recently become more widely known as the "Tunnel City," on account of its location at the western entrance to the famous St. Clair tunnel, which extends beneath the St. Clair River, connecting Port Huron, Mich., with Sarnia, Ont. This marvel of engineering skill and enterprise was constructed by the Grand Trunk Railway System at a cost of \$2,700,000. It is a tubular structure of iron, bolted together in sections in the process of construction, and with its approaches is nearly two miles in length. It entirely overcomes the obstacles presented by a navigable stream, literally alive with commerce during the summer and often completely blocked with ice in winter. This stream is justly called "America's greatest artery of inland commerce," owing to the fact that the enormous tonnage of the Great Lakes and their varied shipping interests all pass through this channel. It seems especially significant that this tunnel permits the intersection of this great water highway by an equally great railway system, without jeopardizing the international interests which are involved in both, and renders especially significant the title, "the link that binds two great nations." The motive power through the tunnel is electricity, powerful motors performing this service quickly, smoothly and cleanly, so that all annoyance from foul air and gases is eliminated and this portion of the trip is very interesting and enjoyable.

Passing through the tunnel, we reach Sarnia. Sarnia is a hustling town of about ten thousand in-

With  
Train  
Four

St. Clair  
Tunnel



Sarnia

habitants, and aside from its general business and shipping interests, it is fast taking its place among the summer resorts, of which there are many on the shores of Lake Huron. It boasts of a well-laid-out park, bearing the name of the lake, which nestles right upon its shores, providing an attractive breathing place for the populace as well as the many tourists who are being attracted year after year. The park is conveniently situated about two miles from the town, and is served by a well-equipped electric railway system. The boat trip by the St. Clair route



THE WELAND INN, ST. CATHARINES, ONT.

between Sarnia and Detroit is also an attractive feature, passing through the St. Clair flats, "the Venice of America," the lovely Lake St. Clair and the Detroit River.

Through  
Canada

From Sarnia the line extends eastward to Niagara Falls via London and Hamilton, Ont., and another section of the train proceeds via Stratford, Ont., to Toronto, Montreal, Quebec, Portland, Me., and Boston, Mass.

The route after leaving Sarnia extends through one of the finest sections in the Dominion of Canada. Several prosperous towns, among them being Wyoming, Watford and Strathroy, are passed, and London, a flourishing

city, is reached. London has a population of upward of 50,000, and is termed the "Forest City," and, like its English prototype, is situated on the River Thames. Continuing eastward, Ingersoll (population, 5,000), Woodstock (11,000), Paris (4,000) and Brantford (20,000) are left behind, and the train rushes on over the smooth roadbed through one of the most picturesque scenes in Canada.

For miles the road skirts the side of the mountain, at the foot of which lies the town of Dundas, with the valley stretching away to the east and west, making a panoramic vista of nature's beauty as seen from the car window.

Hamilton, nicknamed "The Ambitious City," for its progressiveness and enterprise, is situated on Burlington Bay, part of Lake Ontario, and has a population of 65,000. The situation affords a rare combination of beautiful scenery. The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay and lake, with the city in the foreground, bustling with its animated business and manufacturing interests, which are of no small proportions. From Hamilton, the Toronto branch of the Grand Trunk extends to the main line, thirty-eight miles distant. From Hamilton eastward to Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been aptly termed "the garden spot of Canada." Fine fruit farms and flourishing vineyards greet the eye, interspersed with glimpses of the lake or bits of charming woodland scenery, with here and there a thrifty village, giving evidence of the prosperity of the country through which we are now passing. Near Hamilton, at Burlington Beach, is situated the "Brant House," a popular summer hotel where many spend the hot season. This point is reached by electric cars from Hamilton.

Hamilton

Stony Creek is the first station east of Hamilton. It has a population of 500, and also has a historic reminder in the Stony Creek battle-ground.

Grimby Park, "The Canadian Chautauqua," is situated about 18 miles from Hamilton and 25 from Niagara Falls. It is delightfully situated on the shore of Lake Ontario, and is recognized as one of the leading summer resorts in Canada. It affords splendid boating, bathing, fishing, in fact, all sorts of outdoor recreation. The Grand Trunk lands passengers right at the entrance to the park.

Eleven miles from Niagara Falls is an important station on the main line of the Grand Trunk. It is known as the "Garden City of Canada," and at this place is situated the historic "St. Catharines Well," the curative properties of which are known far and wide throughout North America. The water of this famous saline well is clear, sparkling and odorless, and is remarkable for its penetrative qualities. The water contains 275 grains sodium chloride to the pint, as well as 135 grains calcium chloride. Its prototype in Europe is the celebrated Kreutznach Spring in Prussia. Other references are Encyclopedia Britannica, Appleton's American Encyclopedia, the Allbuts System of Medicine, etc. These waters are a great specific for such diseases as rheumatism, gout, scrofula, neuralgia, liver troubles, skin

St.  
Catharines



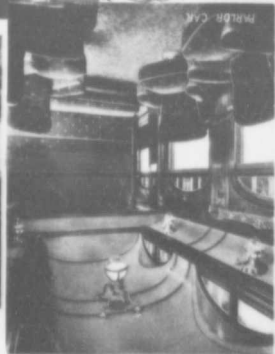
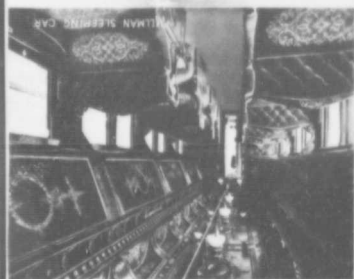
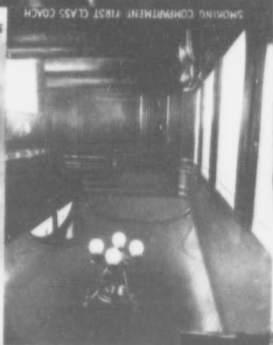
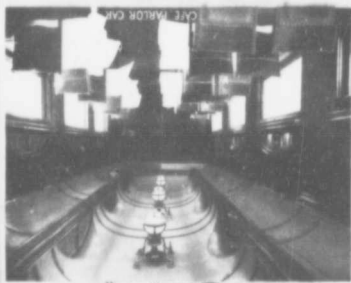
GRAND TRUNK DOUBLE-TRACK STEEL ARCH BRIDGE OVER NIAGARA RIVER.

diseases and cases of nervous prostration. Hundreds of people annually make their way here for treatment. The "Welland," a quiet sanatorium hotel, is located here, and comfortable accommodation can be secured at reasonable rates, which include board, baths, attendant and massage. A physician is always in attendance for the guests without extra charge. After leaving St. Catharines, we soon arrive at Niagara Falls, Ont., between which place and Suspension Bridge the great single-arch, double-track steel bridge constructed by the Grand Trunk, spans the deep gorge of the Niagara River.

Niagara Falls itself is the ever-famous and renowned natural wonder of the universe. Next in sublimity and grandeur to the waterfall itself is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls, the stream is comparatively placid, but, gathering momentum as the channel narrows, it fills the gorge and rushes over the rocks in foamy rapids; here breaking into spray, and there springing high into the air as it dashes against some rocky obstruction in its mad race for the calmer reaches of the bed below. Over this tumultuous stream, reaching from bank to bank, in a single graceful span which, while enormously strong, looks like a spider's web, is the steel arch bridge, second in wonder and sublimity only to the great cataract itself, lending an added interest to a visit to Niagara by its beauty and grace as a feature of the landscape, and as a triumph of engineering skill, a worthy companion piece of man's handiwork to be associated with the great works of nature among which it is placed. It stands where for more than forty years the world-renowned Suspension Bridge has spanned this gorge, and was so long regarded as the crowning triumph of engineering skill. Scarcely less wonderful than the bridge itself is the fact that its construction was completed without the interruption of traffic, the old bridge serving its regular uses until the new bridge was sufficiently advanced to allow of its removal. The illustration in this brochure will give a good general idea of the structure and the principles involved in its construction. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 252 feet above the water. The span between the piers is 550 feet, and a trussed span at each end, 115 feet long, connects the arch with the bluff. The total length of the bridge, with its approaches, is over 1,100 feet. It has two decks or floors, the upper one thirty feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a broad carriageway in the center, and foot-walks outside of all, making a total width of fifty-seven feet. The sustaining strength of the structure is enormous, being six times that of the old bridge.

Leaving Suspension Bridge via the Lehigh Valley Railroad, on the way to New York and Philadelphia, one passes, in more or less rapid panorama, the Falls

Niagara  
FallsSteel  
Arch  
Bridge





of Niagara, the beautiful lake region of New York State, and the magnificent heights and valleys of the Alleghenies in Pennsylvania.

Many are the points of supreme interest along this route, beginning with Niagara Falls, that marvelous creation of nature's handiwork, in writing of which Dickens said:

"Niagara was at once stamped upon my heart an image of beauty, to remain there, changeless and indelible, until the pulse ceased to beat forever.

"Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days I passed upon that enchanted ground.

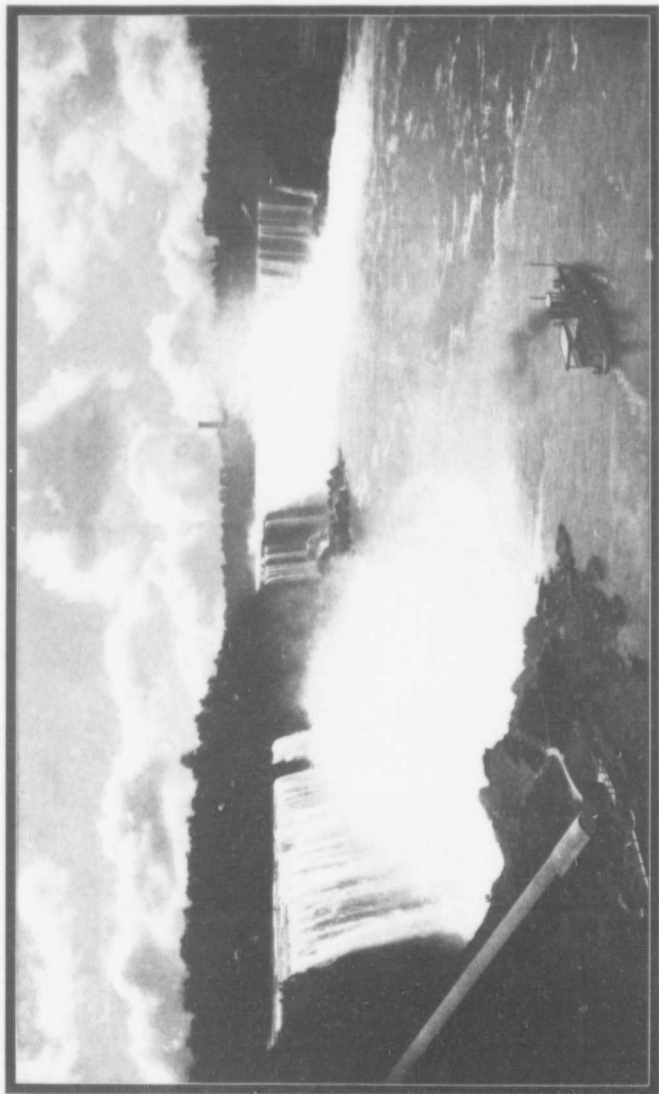
"What voices spoke out from the thundering waters; what faces faded from earth looked out upon me from its gleaming depths; what heavenly promise glistened in those angels' tears, and droops of many hues, that showered around and twined themselves about the gorgeous arches which the changing rainbow made.

"To wander to and fro all day and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Falls, marking the hurried water gathering strength as it approached the verge, yet seeming to pause before it shot into the gulf below; to gaze from the river's bank up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees and see the writhing water in the rapids hurrying on to take the fearful plunge; to linger in the shadow of the solid rocks, three miles below, watching the river, as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet far down beneath the surface of its giant leap. I think in every quiet season now still do the waters roll, and leap, and roar, and bubble all day long, still are the rainbows spanning a hundred feet below. Still when the sun is on them do they shine and glow like molten gold. Still when the day is gloomy do they fall like snow or seem to crumble away like the foot of a great chalk cliff, or roll down the rocks like dense light smoke."

Passengers holding limited tickets over the Grand Trunk Railway System or Lehigh Valley Railroad, eastbound or westbound, via Suspension Bridge, have the privilege of stopping off at Niagara Falls under conditions which can be obtained from ticket agent or train conductor. On certain limited tickets an extension of time not exceeding ten days is also granted. To obtain this privilege, passengers must deposit their ticket with ticket agents of the Grand Trunk Railway System at Niagara Falls, Ont., Suspension Bridge, N. Y., or with the ticket agent of the Lehigh Valley Railroad at Niagara Falls, N. Y., immediately on arrival, and will be furnished within thirty minutes of departure time of train on which they resume their journey with continuous passage ticket to destination via same route and class as original ticket.

Passengers holding first or second class tickets via Grand Trunk Railway System reading from or through Montreal destined to Detroit, Port Huron and West, or issued from or through Detroit and Port Huron, reading to Montreal and points reached through Montreal, will be granted

Dickens  
on  
Niagara



GENERAL VIEW OF NIAGARA FALLS.

privilege of stop-over at Hamilton or Toronto for a period not exceeding ten days, under same conditions as govern stop-over at Niagara Falls.

Round-trip tickets by electric railways across the Gorge and making the circular tour of the American and Canadian sides of the River and Falls, are on sale at Grand Trunk principal ticket offices.

The scene from the car window when the lake region of central western New York is reached, is like a glimpse of Paradise.

Wyoming Valley, made famous in song and story, is a beautiful, fertile valley in Luzerne County, Pennsylvania, on the Susquehanna River, twenty-one miles long by three miles wide, surrounded by mountains one thousand feet high. In this valley is located the city of Wilkes-Barre, which is beautifully situated at the base of the mountain. The iron and steel plants, coal operations and textile mills make Wilkes-Barre a busy place.

From Wilkes-Barre to Glen Summit Springs, a distance of about nineteen miles, the scenery is grand and beautiful. As the train ascends the mountain, Wyoming Valley lies behind; and the city of Wilkes-Barre nestling in the valley, with its white houses gleaming in the sunlight, greets the eye at every turn, making a picturesque sight never to be forgotten.

Mauch Chunk is strikingly wild and impressive, being one of the most picturesque places on this continent, and well deserving of the name that has been applied to it by so many tourists—The Switzerland of America.

Bethlehem, the diverging point to Philadelphia and New York, was founded in 1741 as a Moravian colony for mission work among the aborigines. This religious order, having its origin in the twelfth century, is the oldest Protestant Church in existence. Bethlehem has for a century and a half been regarded as a great educational center, and it still maintains a claim to superiority. The educational institutions here are the Lehigh University, the Bethlehem Preparatory School, the Moravian Parochial School, and the Moravian Seminary for Young Ladies.

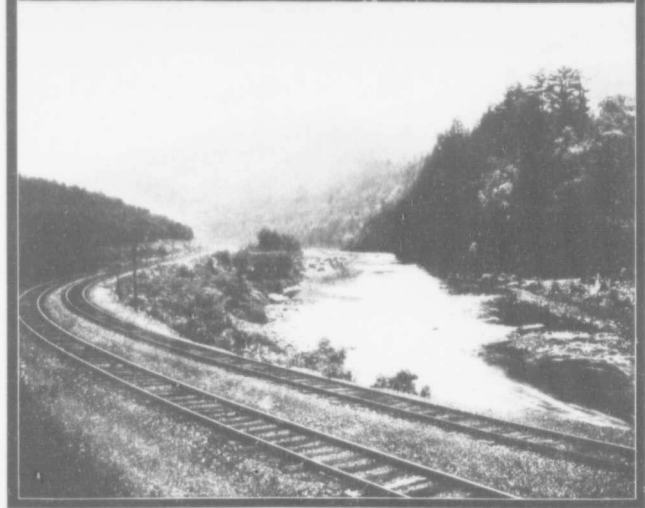
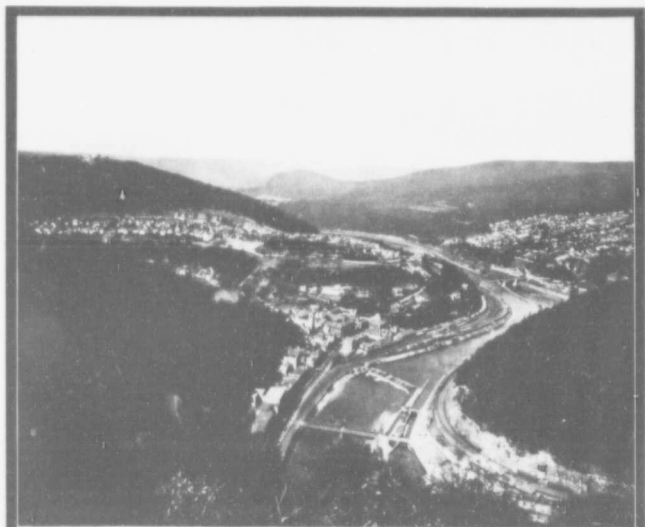
On the south side of the railroad track, just east of the station, are the great ordnance works and machine shops of the Bethlehem Steel Company.

So many historic recollections cluster around Philadelphia that it is useless to attempt to go into the detail of any in this pamphlet. Here is located Fairmount Park, which embraces within its confines 2,805 acres of ground. Among the many notable spots in Fairmount Park are the following:

Penn House, which is the first brick structure erected in Philadelphia, 1682, and for many years used as the State House for the Province of Pennsylvania; Horticultural Hall, Memorial Hall, George's Hall, Belmont Mansion, Tom Moore's house (this being the house occupied by Tom Moore, the sweet Irish poet, while sojourn-

Along the  
Lehigh  
Valley





VIEWS EN ROUTE BETWEEN NIAGARA FALLS AND NEW YORK  
ON THE LEHIGH VALLEY.

ing in the United States), Fountain Green, Mount Pleasant, Rockland, Ormister, Strawberry Mansion, Woodford Mansion and the Zoological Gardens.

After leaving South Bethlehem, on the Lehigh Valley Railroad, we pass Freemansburg, a small village which at one time was the center of canal-boat industry. Easton, Pa., is seventy-seven miles from New York, and is seen on the left. On the heights, beyond the closely built portion of the lower end, are seen the Lafayette College buildings, and beyond them, on the crest of the mountain, Pasinosa Inn. The river Lehigh here joins the Delaware. On the train speeds, and the pretty suburban resorts of Oak Tree, Ash Brook, Picton, Crawford, Aldene, Roselle, etc., where New York's business men make their homes and find in the fresh country air and rural surroundings many advantages over life in the great and crowded city, are passed. In a few minutes the train, after its long run, enters the finely arched station at Jersey City, where ferry is taken for New York, the metropolis of America.

Passengers to and from New York via the Lehigh Valley Railroad are afforded the exceptional and convenient facilities of three passenger stations in different parts of Manhattan Island: Cortlandt Street on the south, Twenty-third Street on the north, and Desbrosses Street between; and in Brooklyn by Annex boats to foot of Fulton Street. The advantages of Cortlandt and Desbrosses Streets as terminals for business and professional patrons are already too well known to necessitate elaborate explanation.

New York  
Terminals

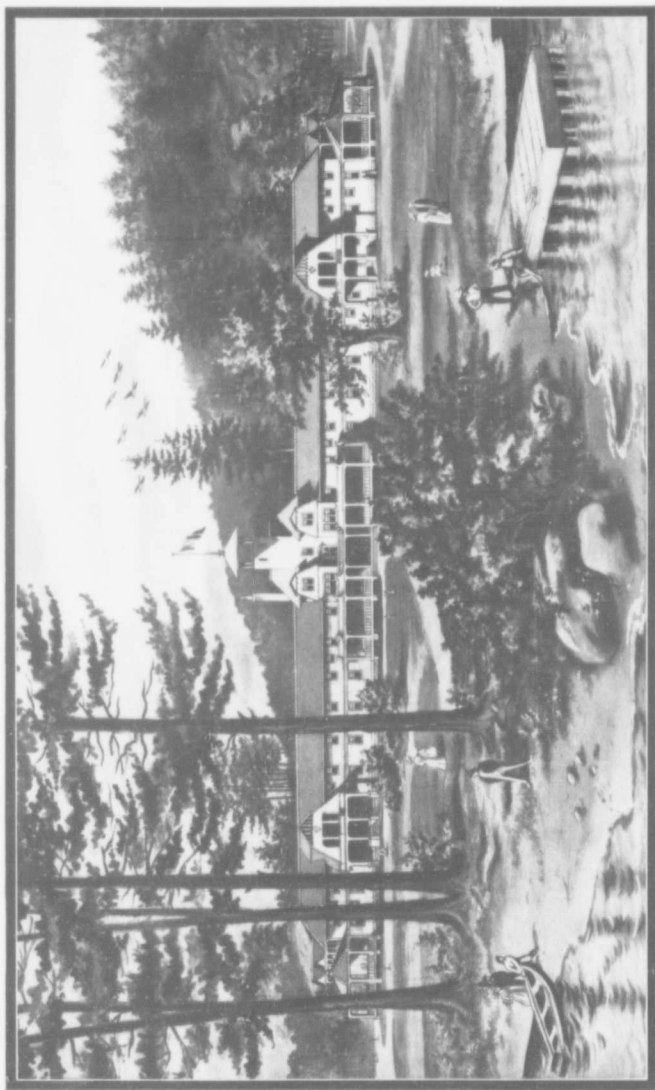
This is situated near the center of the hotel, theatre and shopping district, and in addition to the excellent street car service to the station, a complete cab and carriage service is maintained exclusively for the accommodation of passengers. The charges for this service are made upon a very reasonable basis. An agent of the cab service will be found at the cab stand, within easy access to the waiting room, who will see that all orders for vehicles are promptly filled, and that patrons are courteously and satisfactorily served.

Eastbound passengers on "No. 4" for Toronto, Montreal, Quebec, Portland or Boston proceed from Port Huron via Stratford and the main line, arriving in Toronto at breakfast time. This section of the system passes through a district equally as interesting and prosperous as the route traversed between Sarnia and Niagara Falls, and many thriving towns are passed *en route*, including Stratford, a city of about 15,000 inhabitants and an important railroad center of the Middle Division of the Grand Trunk System, Berlin (12,000) and Guelph (14,000).

East  
Bound  
via  
Main  
Line

Arriving at Toronto, the traveler may obtain a comfortable morning meal at the splendid dining room and lunch counter located in the Union Station before proceeding on the journey, or breakfast may be enjoyed in the cafe-parlor car which is attached to the train here.

Toronto is known as the "Queen City of Canada," and is the second city in size and importance in the Dominion. The population is in excess of 260,000. It boasts of well-paved, beautiful, shady streets and public parks,



THE "WAWA" HOTEL, NORWAY POINT, LAKE OF BAYS.

and many of its public buildings rank among the finest in America. It is also a noted educational and musical center. It is the gateway to the famous tourist and summer resorts of the Highlands of Ontario, all of which are reached direct by the Grand Trunk Railway System, including the following: Georgian Bay, Muskoka Lakes, Orillia and Couchiching, Lake of Bays, Maganetawan River, Lake Nipissing and French River, Temagami, Algonquin National Park and the Kawartha Lakes.

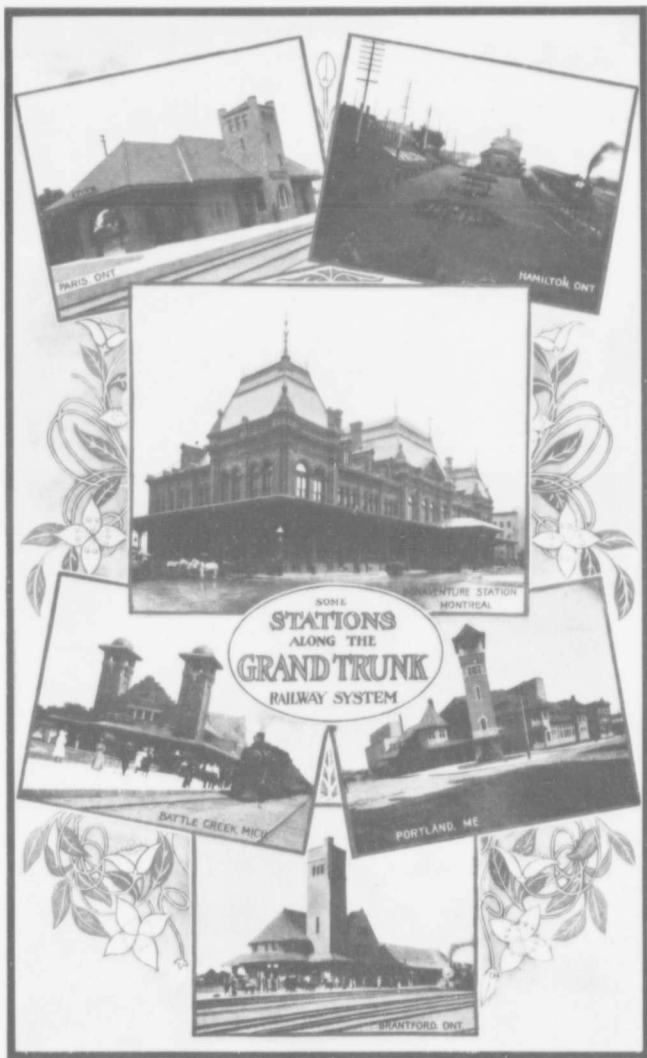
Notable among the institutions that have flourished and grown to large proportions in Toronto is the Canadian National Exhibition. This exhibition was established in 1878 in a modest way, but the management was enterprising and vigorous, with the result that it is today one of the greatest annual exhibitions held anywhere in the world, and is probably the largest held in America. It lasts for two weeks, opening on the last Monday in August each year. The extensive grounds cover an area of over 200 acres and are beautifully situated on the shore of Lake Ontario, within the city limits, and may be seen to the right of the track just after passing

Canadian  
National  
Exhibition



MANUFACTURES  
BUILDING,  
TORONTO EXHIBITION.

ON THE GRAND PLAZA.



PARIS, ONT.

HAMILTON, ONT.

MONTREAL STATION  
MONTREAL

BATTLE CREEK, MICH.

PORTLAND, ME.

BRANTFORD, ONT.

SOME  
STATIONS  
ALONG THE  
GRAND TRUNK  
RAILWAY SYSTEM



South Parkdale station. The buildings are all permanent structures and of handsome design, and were constructed at a cost of over \$1,500,000. The grand stand is the largest fireproof structure of its kind in the world.

After leaving the Queen City the train skirts Lake Ontario for a distance of some sixty miles, until Port Hope is reached, and then runs through an agricultural section of rich lands and a district which shows prosperity and thrift on every hand. In the trip from Toronto to Kingston, many smart towns are passed of greater or less interest to the tourist; in

Toronto  
to  
Kingston



KINGSTON, ONT.

fact, many of them take on a decided holiday air during the summer months and are much in favor as summer resorts. In the list may be included Whitby, Oshawa, Port Hope, Cobourg, Belleville and Napanee, which are passed in the order named.

Cobourg is the starting point for the new system of car ferries that is being placed in operation across Lake Ontario to Charlotte, N. Y., by the Grand Trunk Railway System. These ferries are mammoth in proportion, carrying a complete train of 28 loaded cars under deck. On the upper deck luxurious accommodation is provided for passengers.

Belleville is the gateway to that beautiful body of water, the Bay of

Quinte, famed as a fishing resort. The lordly maskinonge abound in these waters, as is also the case at many points on the St. Lawrence River.

Kingston

One of the pleasantest cities of Canada is Kingston, situated on the River St. Lawrence on the main line of the Grand Trunk. Its old importance, both as a military post and a political center, has now passed away



AMONG THE 1,000 ISLANDS OF THE ST. LAWRENCE.

but the country around is so pleasant that it will always be a favorite place of residence. Picturesque martello towers rise from the water and are posted along the environs of the town to where Fort Henry on the hill to the southward dominates the landscape. The traces of the old French fort, built by Frontenac, are still visible.

Kingston is also a favorite point of embarkation for the trip through the Thousand Islands and down the St. Lawrence River, steamers leaving daily early each morning during the summer tourist season. It is also the objective point for the beautiful trip up the Rideau River and Lakes to Ottawa, the Capital of the Dominion of Canada, steamers leaving daily except Sunday.

1,000  
Islands

The Thousand Islands of the St. Lawrence is one of the most popular tourist districts in America, and is visited yearly by thousands of tourists, as well as being the permanent summer home of many of America's prominent citizens.

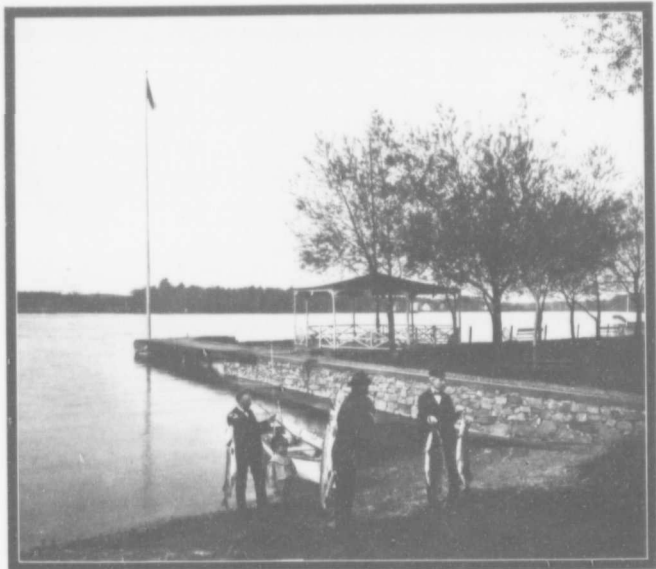
Other places of importance on the route of Trains Three and Four between Kingston and Montreal are Thousand Islands Junction (the gateway to the Islands via Gananoque) where steamers are taken for the several popular resorts situated in the Thousand Islands. The Gananoque Inn, a modern and popular summer hotel, is located here and offers exceptionally good accommodations to tourists, travelers and pleasure-seekers.

Brockville, Prescott and Cornwall are other thriving towns that are passed and which have developed into notable manufacturing centers.

Thirty miles east of Cornwall, we reach Coteau Junction, where the Ottawa Division of the Grand Trunk crosses the main line, leading north to Ottawa, the Capital city of Canada, and south to connection with the Central Vermont Railway. A side trip is afforded to Ottawa on first-class tickets from west of Toronto to points Montreal and east.

Nearing Montreal, the fashionable suburban resorts where the elite of the metropolis of Canada spend their summer months, are passed. Many of these places are picturesquely situated amidst some of nature's best scenery. At Ste. Anne de Bellevue many of Montreal's merchant princes have built handsome villas, which they occupy during the heated term of

Ste. Anne  
de  
Bellevue



MASKINONGE FISHING, STE. ANNE DE BELLEVUE, QUE.

the season, while at Vaudreuil, Beaconsfield, Pointe Claire, Valois, Dorval and Lachine, thousands of the city's population take advantage of the pleasures to be derived at any of these points, some of which are situated on the banks of the Ottawa River, others on Lake St. Louis, and many on the banks of the St. Lawrence River.

Number Four arrives at Montreal in time for dinner, with two hours or more to spare before proceeding to Quebec, Portland or Boston. A dining



GRAND TRUNK VICTORIA JUBILEE BRIDGE OVER THE ST. LAWRENCE RIVER,  
MONTREAL.

Montreal

room is located in the Bonaventure Station at Montreal, where first-class service may be relied on.

Population, about 400,000, being the metropolis of Canada, and one of the most beautiful and interesting cities on the continent; a sojourn in its confines will repay the lover of nature or history. Montreal has always been interesting—from its early days of strife, of which not a few landmarks still remain to mark a tragic spot or commemorate a valiant deed, to the present-day attractiveness of a modern city, situated, as Montreal is, at the base of beautiful Mount Royal. Montreal's pretty squares, handsome commercial and public buildings, beautiful churches and magnificent Mount Royal Park, all add much to the interest of a visit. Write to any agent of the Grand Trunk for a copy of "Montreal and Quebec."

Within easy access from Montreal by rail or boat is the famous Abenakis Springs, situated on the St. Francis River at its confluence with the waters of the St. Lawrence at Lake St. Peter. This is a popular resort for a large number of tourists each year, and there is no more interesting or delightful spot than the romantic region in which these springs are situated. The distance from Montreal is 68 miles. Good hotel accommodations may be found here.

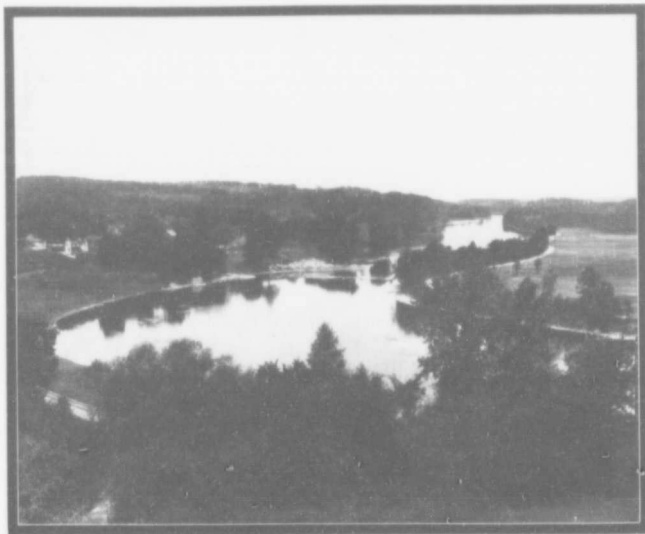
Leaving Bonaventure Station, Montreal, we cross the celebrated Vic-

toria Jubilee Bridge over the St. Lawrence River. It is owned by the Grand Trunk Railway System, and replaces the old Victoria tubular bridge erected by this company in 1860. It is one of the longest bridges in the world, being nearly two miles in length, including approaches, and cost, including original structure, \$9,000,000. The view from the train while crossing, with the city in the foreground, backed up by the graceful mountain, is one of much grandeur, and if seen while approaching the city from the south shore, more especially at night, with the city illuminated by thousands of electric lights, the scene is especially grand. It is an open steel double-tracked structure, with carriageways and footwalks on each side of the main trusses, and altogether is one of great beauty.

Continuing on toward Portland, Me., the scenery is totally different from that which is seen west of Montreal. Here a diversity of the pic-

Victoria  
Jubilee  
Bridge

Montreal  
to  
Portland



ST. FRANCIS VALLEY, NEAR SHERBROOKE, QUE.

turesque is enjoyed; at one time the train rushes along the shores of a placid stream, and at another the powerful engine is exerting every effort to climb the steep grades that are necessary through the mountain passes, and the view at times is awe-inspiring and grand in the extreme while gazing out of the car windows at the towering mountains that rise sheer from the track to dizzy heights above.

Among the many interesting places that are seen between Montreal and the sea are Sherbrooke, Island Pond, Vt., Gorham, N. H., Mount Washington, Shelburne, N. H., Gilead, Me., Bethel, Me., Bryant's Pond, Me., Oxford, Me. The great Poland Spring House at South Poland, Me., is seen from the train, and is reached from Danville Junction by stage, a distance of three miles.

Green  
Mountains

The mountain scenery commences shortly after leaving Montreal, when the beautiful Belœil mountains are passed. At Richmond the line to "Old



MONTREAL, FROM MOUNT ROYAL.

Quebec" diverges from the main line. Proceeding, we pass through a beautifully picturesque country to the city of Sherbrooke, and on to Island Pond, Vt., which lies in a pass through the eastern range of the Green Mountains of Vermont, on the summit of the divide between the Connecticut and St. Lawrence River system, 1,250 feet above sea-level, where mountain peaks raise their stately heads to a height of 4,000 feet. The surrounding mountains temper the heat of summer to agreeable coolness and produce unrivalled scenery. The high altitude insures purest air and consequent freedom from pulmonary and catarrhal affections. The stream and lakes surrounding are alive with trout and black bass, many of the waters being stocked annually by the State government. The drives through the country are unexcelled, and with first-class hotel accommodation it is a

popular stopping place for the automobilist between the White Mountains and Montreal and Quebec.

One hundred and eighty-one miles east of Montreal lies a small station called Stark, a little distance from which passengers in the train have a fine view of those remarkable twin mountains called "Stark Peaks," generally considered to be the most symmetrical elevations of the whole New England mountain region.

Gorham is the gateway to the mountain region, and is a picturesque and thriving village situated in a broad and beautiful valley at the confluence of the Androscoggin and Peabody Rivers. The scenery in the vicinity of the village is remarkably striking, both in the vistas of the different mountain ranges and the isolated peaks which loom up at different points, and of the rivers and waterfalls. The range embracing Mounts Norwich, Carter and The Imp, in particular, is seen to great advantage. Mount Carter is one of the highest and Mount Norwich the most graceful of the White Hills in New Hampshire, and the best view of them is from the Alpine

Gorham,  
N. H.



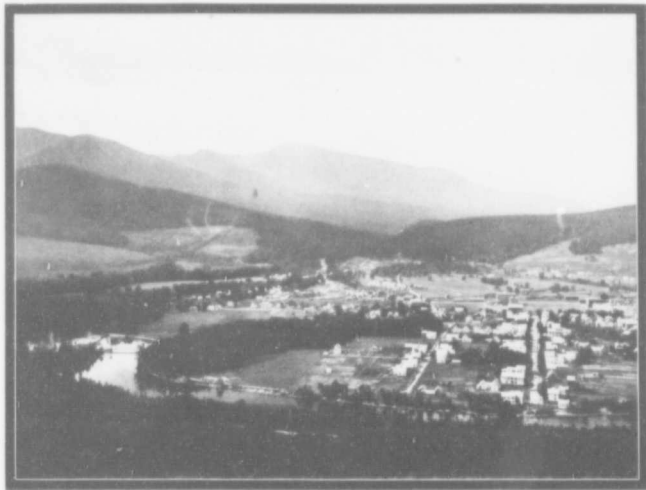
IN THE ST. FRANCIS VALLEY, NEAR RICHMOND, P. Q.

House, situated at the station of the Grand Trunk Railway System. A noble range of hills rises up to view to the northwest of Gorham, and is known as the Pilot Range, while to the east is seen the Androscoggin Hills, which wall in the valley on that side. Mount Hayes (2,500 feet), directly behind the Alpine House, is the highest of these latter, and may be as-

cended by a footpath leading to the summit in about two hours. The view from the top of this mountain is something magnificent. Mounts Adams and Jefferson are in full view, and Mount Washington is seen to better advantage than from any other point.

White  
Mountains

Mount Washington (6,293 feet), looking out from beyond, a head taller than all the others, is the mountain monarch of the north, about whose summit, veiled in clouds and darkness, the thunder god occasionally holds his turbulent court. From the base of Mount Washington can be seen the five highest peaks of the range. Mount Washington may be ascended by means of a mountain railway which operates to the summit, the view from which is awe-inspiring and wonderful. And so on to Portland, Me., with varied mountain scenery for many miles. Good accommodation is available at all points, and for the fisherman, the streams are bounteously supplied. Complete description of this country is published in our "Moun-



GORHAM, N. H., GATEWAY TO THE WHITE MOUNTAINS.

tains of New England and the Sea" folder, available from any agent of the Grand Trunk.

Portland,  
Maine

Portland, Me., "the beautiful city by the sea," so poetically named by Longfellow, is the eastern terminus of the Grand Trunk Railway System, where train Number Four stops and train Number Three starts for its run to Chicago and the Great Lakes. All the resorts on the Maine coast are



reached from here, and during the summer months through sleeping cars run to Old Orchard Beach from the west.

Besides the fame which Portland has attained as being the birthplace of noted men, the unequalled advantages of her situation and the unlimited attractions her surroundings afford, she has a past right in historical events which can but heighten the interest of every visitor to the "Forest City."



ON THE MAINE COAST.

It boasts of a population of 60,000, and is a delightful place of residence, a progressive, enterprising trade center and a picturesque and healthful summer resort, being within easy reach of the numberless islands and harbors of the beautiful Maine sea-shore, than which no more attractive region is to be found on the entire Atlantic coast.

Train Number Three, leaving Portland in the morning, gives a daylight ride through the White Mountains of Maine and New Hampshire, arriving at Montreal in the evening; a night run brings the passenger to Toronto. After leaving Toronto, another daylight run allows the advantage of viewing the different sections of the country traversed, reaching Chicago early the same evening.

From New York and Philadelphia, Number Three leaves in the evening and reaches Chicago early the following evening.

**F**OR further particulars regarding Routes, Rates, Maps, Literature and other information, apply to the nearest Grand Trunk Railway Agency. See list below.

## AGENCIES

- Alexandria Bay, N. Y.** Cornwall Bros. Ticket Agents.
- Baltimore, Md.** Theo. H. Diener & Co. Ticket Agents, 217 E. Baltimore St.
- Boston, Mass.** E. H. Boynton. New England Passenger Agent, 250 Washington St.
- Buffalo, N. Y.** H. M. Morgan. City Passenger and Ticket Agent, 285 Main St. (Ellicott Sq. Bldg.)
- Chicago, Ill.** J. H. Burgis. City Passenger and Ticket Agent, 249 Clark St., cor. Jackson Boulevard.
- Cortland, N. Y.** R. Bushby. Eastern Passenger Agent, 6 Burgess Block.
- Detroit, Mich.** Geo. W. Watson. City Pass'r and Tkt. Agt., 124 Woodward Ave.
- Glasgow, Scotland.** Fred. C. Salter. European Traffic Agent, 75 Union St.
- Grand Rapids, Mich.** C. A. Justin. City Pass'r and Tkt. Agt., G. T. Ry. Station.
- Hamilton, Ont.** C. E. Morgan. City Pass'r and Tkt. Agt., 11 James St. North.
- Kansas City, Mo.** F. W. Hopper. Traveling Pass'r Agt., 327 Sheidley Bldg.
- Kingston, Ont.** J. P. Hanley. City Passenger and Ticket Agent.
- Liverpool, Eng.** Fred. C. Salter. European Traffic Agt., 20 Water St.
- London, Ont.** E. de la Hooke. City Pass'r and Tkt. Agt., cor. Richmond and Dundas Streets.
- London, Eng.** Fred. C. Salter. European Traffic Agent, 44, 45 and 46 Leadenhall Street, E. C.
- Los Angeles, Cal.** W. H. Bullen. Pacific Coast Agent, 302 Wilcox Building.
- Milwaukee, Wis.** K. G. Butler. General Agent, Milwaukee Dock.
- Minneapolis, Minn.** W. J. Gilkerson. Traveling Passenger Agent, 713 Metropolitan Bldg. (formerly Guaranty Building).
- Montreal, Que.** W. H. Clancy. City Passenger and Ticket Agent, 137 St. James St.
- Montreal, Que.** J. Quinlan. Dist. Pass. Agent, Bonaventure Station.
- Mt. Clemens, Mich.** Gasper Cizer. City Pass'r and Tkt. Agt., 12 South Gratiot Ave.
- New York, N. Y.** F. P. Dwyer. General Agt. Passenger Dept., Railway Exchange, 250 Broadway.
- Niagara Falls, Ont.** G. R. Major. Ticket Agent, Clifton House.
- Niagara Falls, N. Y.** W. J. Hamilton. Ticket Agent, 29 Falls St.
- Ogdensburg, N. Y.** Geo. S. Meagher. Ticket Agent, 15 State St.
- Ottawa, Ont.** Percy M. Butler. City Passenger & Ticket Agent, Russell House Bldg., cor. Sparks and Elgin Sts.
- Paris, France.** Pitt & Scott. Ticket Agents, 47 Rue Caubon.
- Peterboro, Ont.** W. Bunton. City Passenger and Ticket Agent.
- Pittsburg, Pa.** W. Robinson. Traveling Passenger Agent, 506 Park Building.
- Port Huron, Mich.** C. R. Clarke. Ticket Agent, G. T. Ry. Station.
- Quebec, Que.** C. E. Tenny. C. P. & T. A., cor. St. Anne and Du Fort Sts., and Ferry Landing, Dalhousie St.
- Saginaw, Mich.** H. E. Quick. Passenger Agent, G. T. Ry. Station.
- San Francisco, Cal.** F. H. Lord. Agent, 399 Monadnock Building.
- Sheffield, Eng.** J. W. Dawson. Agent, No. 7 Haymarket.
- Sherbrooke, Que.** C. H. Foss. City Passenger and Ticket Agent, 2 Wellington St.
- Toronto, Ont.** J. D. McDonald. District Passenger Agent, Union Station.
- Toronto, Ont.** C. E. Horning. City Passenger and Ticket Agent, northwest cor. King and Yonge Streets.
- Winnipeg, Man.** A. E. Duff. Gen. Agent Pass. Dept., 260 Portage Avenue.

**CHAS. M. HAYS,**  
Second Vice-Pres't & Gen'l Mgr.,  
MONTREAL.

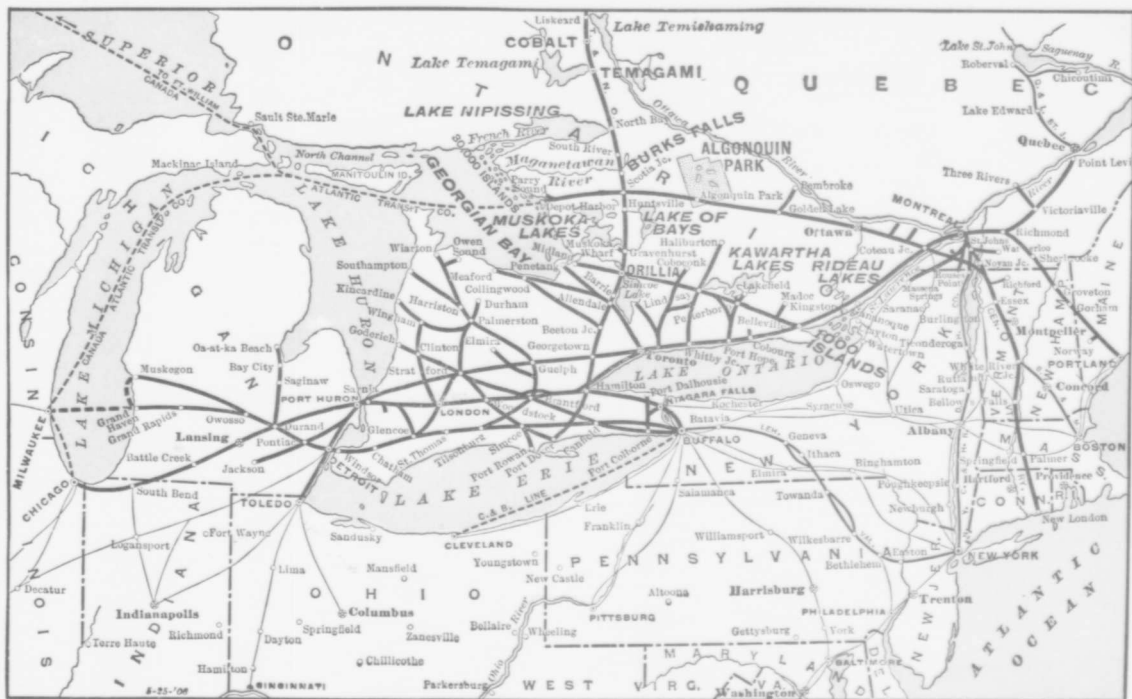
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MAP OF GRAND TRUNK RAILWAY SYSTEM, SHOWING PRINCIPAL TOURIST DISTRICTS.

**GRAND  
TRUNK  
RAILWAY  
SYSTEM**