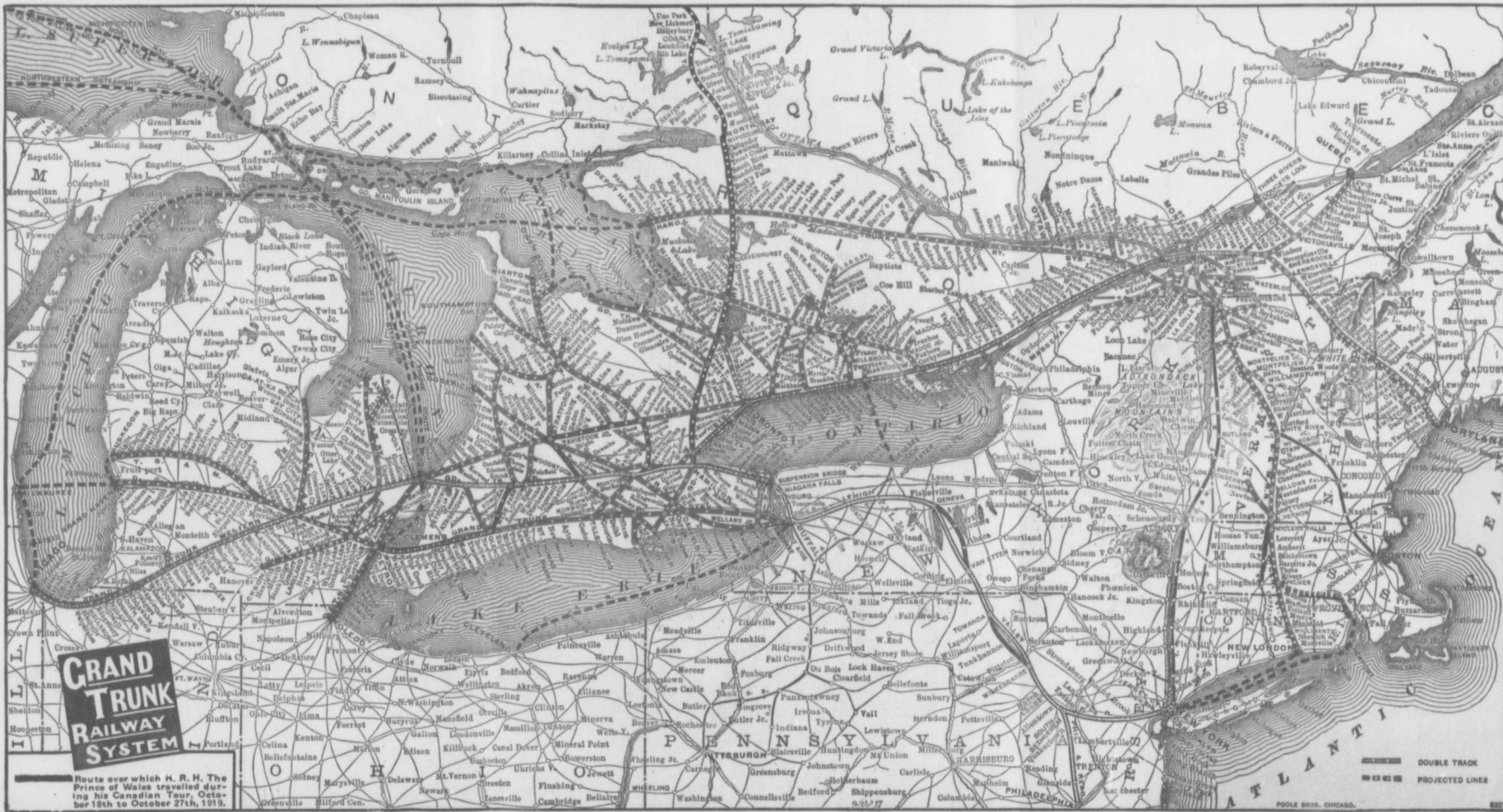


TOUR OF  
HIS ROYAL  
HIGHNESS  
THE PRINCE OF WALES



DOMINION OF CANADA  
1919  
GRAND TRUNK  
SYSTEM



**GRAND TRUNK RAILWAY SYSTEM**

Routes over which H. R. H. The Prince of Wales travelled during his Canadian Tour, October 18th to October 27th, 1919.

DOUBLE TRACK  
PROJECTED LINES







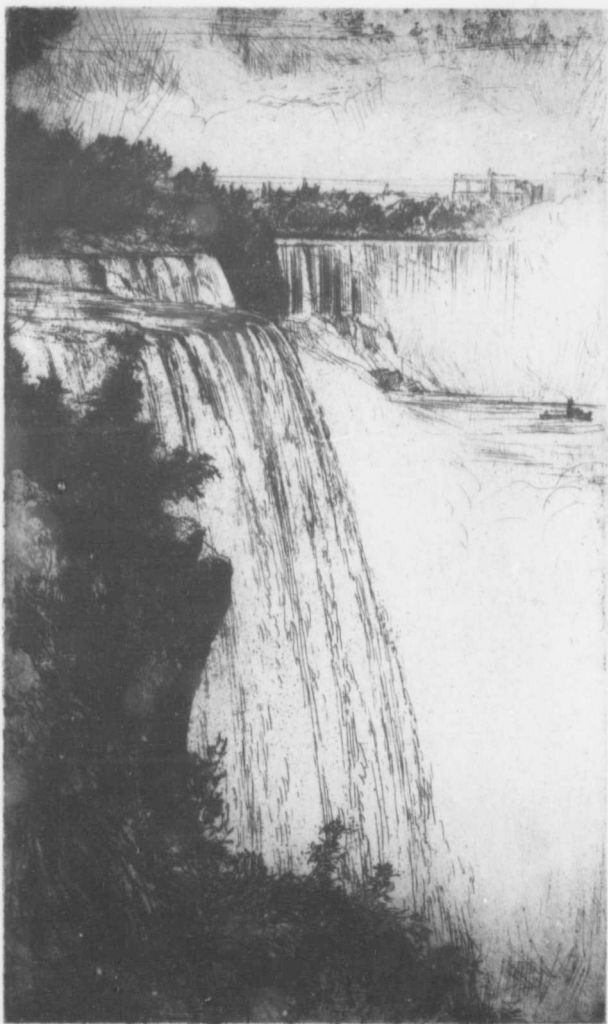


TOUR OF H.R.H.  
THE PRINCE OF WALES  
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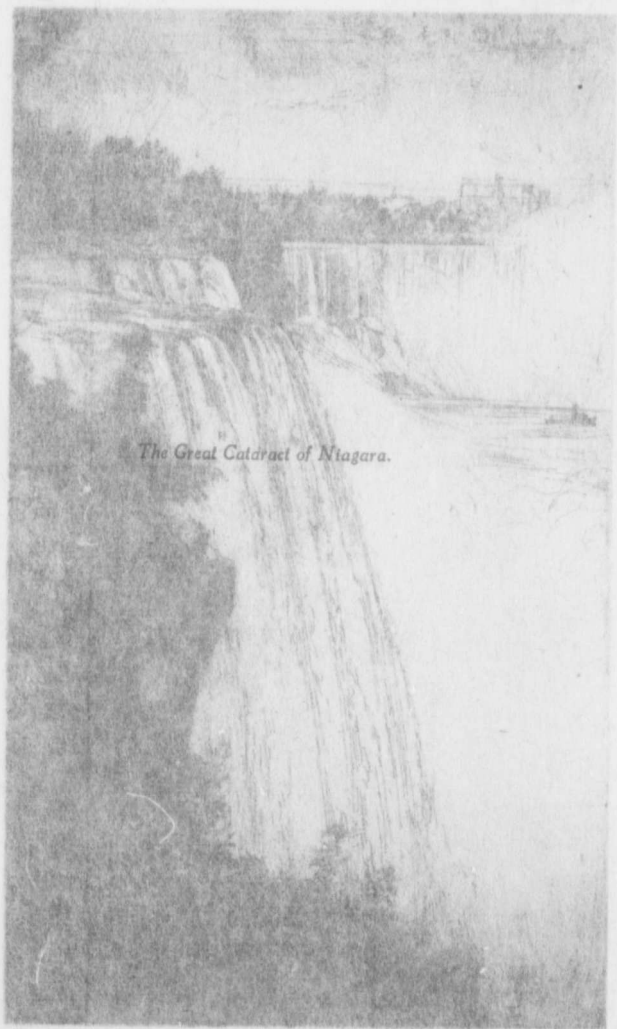
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UNNOTATED TIME TABLE

THE TOUR  
THROUGH CANADA  
OF  
HIS ROYAL HIGHNESS  
THE PRINCE OF WALES  
AUGUST - OCTOBER, 1919



EMBRACING THE PORTION OF  
THE GRAND TRUNK SYSTEM  
IN THE PROVINCES OF  
ONTARIO AND QUEBEC  
TRAVELLED BY  
HIS ROYAL HIGHNESS



*The Great Cataract of Niagara.*

*H. H. H.*

ANNOTATED TIME TABLE

THE TOUR  
THROUGH CANADA  
OF  
HIS ROYAL HIGHNESS  
THE PRINCE OF WALES

AUGUST - OCTOBER : 1919



EMBRACING THAT PORTION OF  
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IN THE PROVINCES OF  
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HIS ROYAL HIGHNESS

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THE history of the Grand Trunk Railway is in no small measure the history of modern Canada. The building of the railway, linking up the widely separated centres of population and activity, has been described as the most important forward step in the period immediately preceding Confederation. Without the means of communication provided by the creation of railway lines, the Union of British North America would have been a union in name only.

It was one of the Fathers of Confederation, Sir George Etienne Cartier, K.G.M.G., who presented to the Canadian Legislature the Act to incorporate the Grand Trunk Railway Company, and that distinguished statesman regarded with pride the prominent part he had taken in the establishment of the railway. "I had charge of the Act which created the Grand Trunk," said Sir George in one of his Parliamentary utterances, "and I am prouder of that than any other action of my life. The line has been the greatest benefit that has ever been conferred upon the country."

The transformation wrought in Canadian life by the coming of the steam railway was most striking. The traveller between Montreal and Toronto a century ago made the journey on board of one of the *bateaux* which went up the River St. Lawrence at irregular intervals in brigades of half a dozen. The *bateau* was a large, flat-bottomed boat, built sharp both at bow and stern, with movable mast, square sail, and cross-benches for the crew of five or six. Sometimes an awning or small cabin provided shelter. In

still water or light current the French-Canadian crew rowed or sailed; where the current was strong they kept inshore and pushed slowly along by "setting poles," eight or ten feet long and iron shod; and where the rapids grew too swift for poling, the crews joined forces on the shore to haul each *bateau* in turn by long ropes. At night the whole party encamped on shore, erecting tents or hanging skins from branches of friendly trees. With average weather, Kingston could be reached in seven or eight days, this point being midway between Montreal and Toronto. The return journey down stream was made in two or three days. From Kingston westward the journey was continued over Lake Ontario in a sailing schooner as far as York, now the city of Toronto. In good weather thirty or forty hours sufficed for the lake voyage, but with adverse winds from four to six days were frequently required.

By the year 1830, with the development of the steamboat, those to whom time or comfort meant more than money, could make the journey in one-third of the time. For thousands of the immigrants who were pouring into Upper Canada the fares of the river steamer were, however, still prohibitive. Many came on *bateaux*, sometimes poled along as of yore, sometimes taken in tow by steamer. Often more than a hundred immigrants, men, women and children, would be crowded into a single thirty-foot *bateau*, "huddled together," a traveller notes, "as close as captives in a slave trader, exposed to the sun's rays by day and the river damp by night, without protection." Still more used the Durham boat, a large flat-bottomed barge, for the river journey. The coming of winter barred all through traffic on lake and river and travellers were forced to turn to the King's highway. The main turnpike roads had been greatly improved, but long-distance traffic was expensive, and the by-roads were frequently impassable except at a snail's pace. For traffic of town with town and province with province some means of transport less dependent on time and tide was urgently needed.

After the completion of the first steam railway on the American continent, the Baltimore and Ohio, in 1828, the little colony of Lower Canada projected a line from Laprairie, on the south bank of the

St. Lawrence, opposite Montreal, to St. Johns, Quebec, linking the Richelieu and St. Lawrence Rivers, and providing an important link in the chain of communication then partly existing between Montreal and New York by means of the water route of Lake Champlain and the Hudson River. This railway was opened in 1836. The rails were of wood with flat pieces of iron spiked on them. The little road, sixteen miles in length, was afterwards taken over by the Grand Trunk Railway, and may be said to be the beginning of the great system whose lines now radiate in every direction and serve the great producing regions of Canada.

So little progress was made, however, in railway construction between 1836 and 1850 that in the latter year there were only fifty-five miles of railway in all the provinces. At the desire of both the Upper and Lower Provinces (Confederation was still fifteen years distant), the Grand Trunk Railway was incorporated in 1852 to give the country real railway facilities. Some construction work had been done on a railway planned to link up Montreal with the Atlantic seaport of Portland, Maine, which enjoyed the advantages of being open for traffic all the year round. Railway work was also going on in Ontario. The prospectus of the Grand Trunk Railway was issued when the arrangements for the fusion of existing companies was concluded, and the first meeting of the Grand Trunk Railway Company of Canada was held in the City of Quebec on July 11th, 1853.

Investors in England supplied the large amount of capital necessary for the construction of the railroad. Unexpected difficulties were encountered from the inception of the Grand Trunk project, but the Grand Trunk steadily persevered in the task it had undertaken, year by year extending its lines, developing its facilities and improving its service. The benefits to the national welfare of Canada which have followed as the result of the creation of the Grand Trunk Railway stand out very clearly, and no single force, it has been declared, more powerfully contributed to the growth of Canada along rational lines. The immigration movement, which has peopled the territories of the Dominion, was cradled by the Grand Trunk, which supplied the first means of reaching Western



Canada by rail from Quebec, Montreal and Portland. In order to make immigration to Canada as attractive as possible, arrangements were made in 1857 for the giant steamship "Great Eastern" to sail to Portland in connection with the through booking arrangements of the railway. The building of the road stimulated trade of all descriptions, large expenditures of capital being made and thousands of men employed. New towns were established where hitherto there had been only forests.

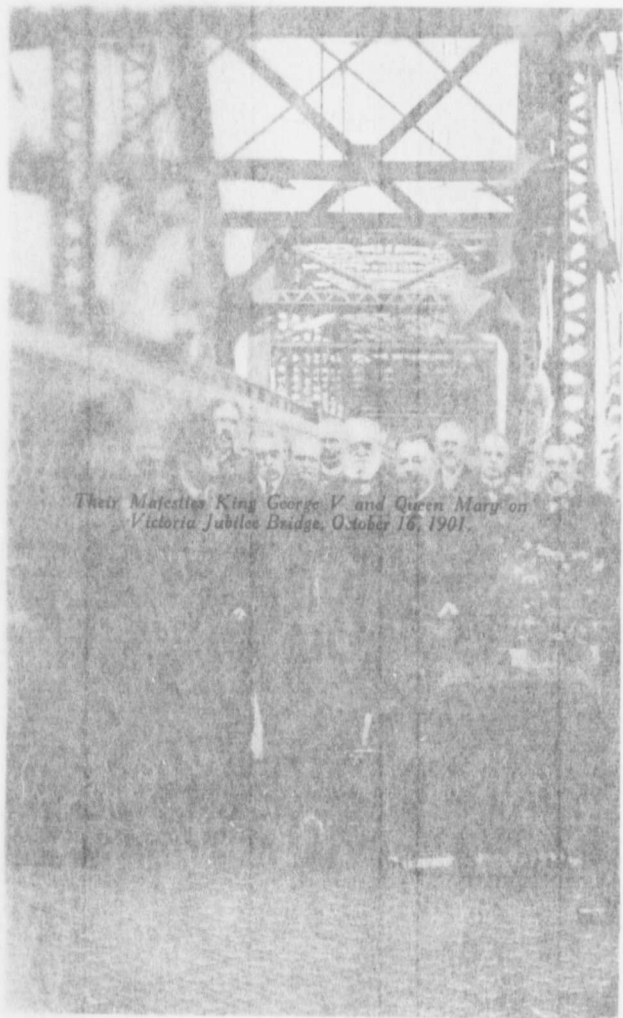
In the matter of the defence of Canada the Grand Trunk also proved of great value. It is of interest to recall, in view of the demands placed upon the transportation companies by the war just brought to a victorious conclusion, that the Grand Trunk in the year before Confederation was transporting rapidly and safely the troops necessary to meet and overcome the Fenian invaders. Every man on the system was enrolled for service, and the readiness with which the invasion was dealt with was in a very great measure due to the existence of the railway as a means of communication. The people of Canada were unanimous in testifying to the military value of the line. "The Grand Trunk Railway," said one of these public tributes, "has been of the utmost service in this emergency, and the promptitude and efficiency with which that service was performed deserves great credit. The iron horses were ready at all hours, and whenever let loose thundered away with the long trains of cars filled with troops, in whatever direction they were required."

The declaration of war in August, 1914, again found the Grand Trunk prepared. Immediately upon the call for men to fill the ranks of Canada's Expeditionary Force, the Company announced that until further notice it would pay to its men enlisting for active service wages in full for a period of six months, and half pay for a further period of three months. The Grand Trunk, under these arrangements, paid to employees enlisting for military service a sum of approximately \$1,000,000. From 1916, upon the stoppage of direct payment to enlisted men, the Company donated to the Canadian Patriotic Fund, which paid allowances to soldiers' dependents, the sum of \$10,000 per month for the duration of the war.

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*Their Majesties King George V and Queen Mary on  
Victoria Jubilee Bridge, October 16, 1901.*

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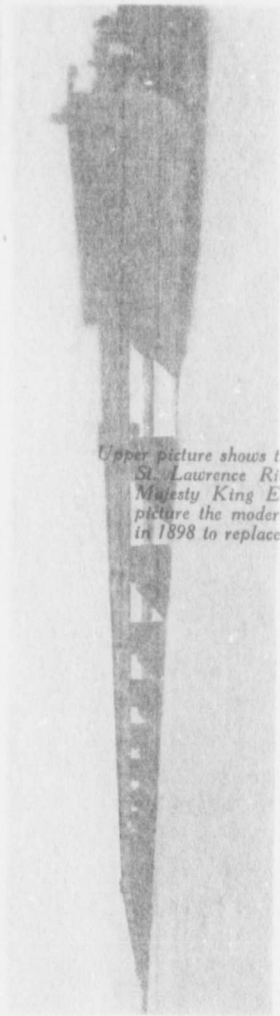
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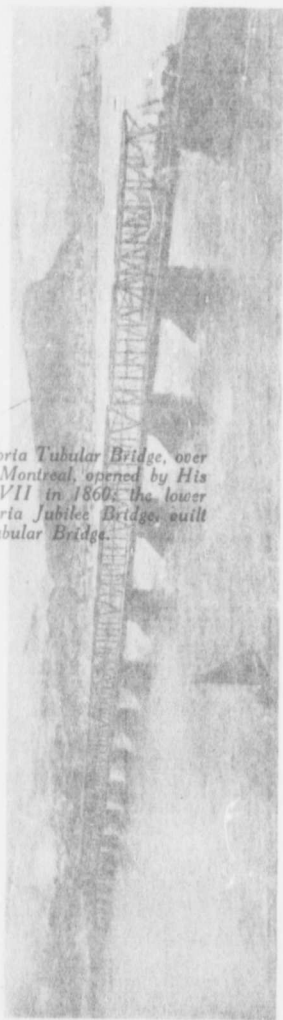
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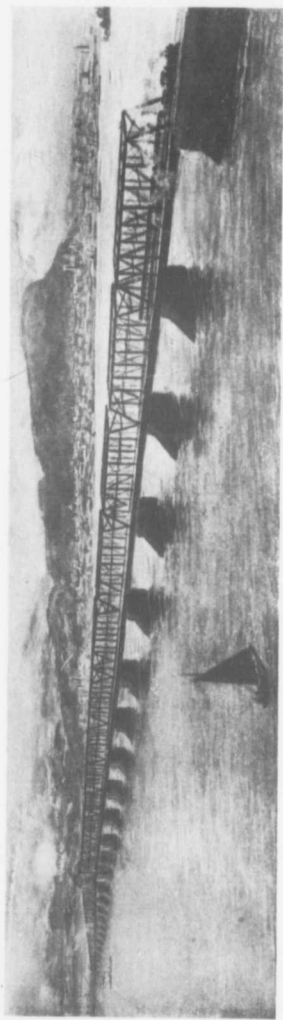
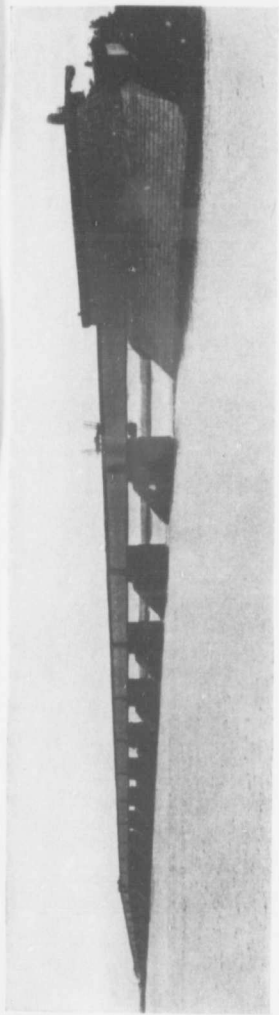




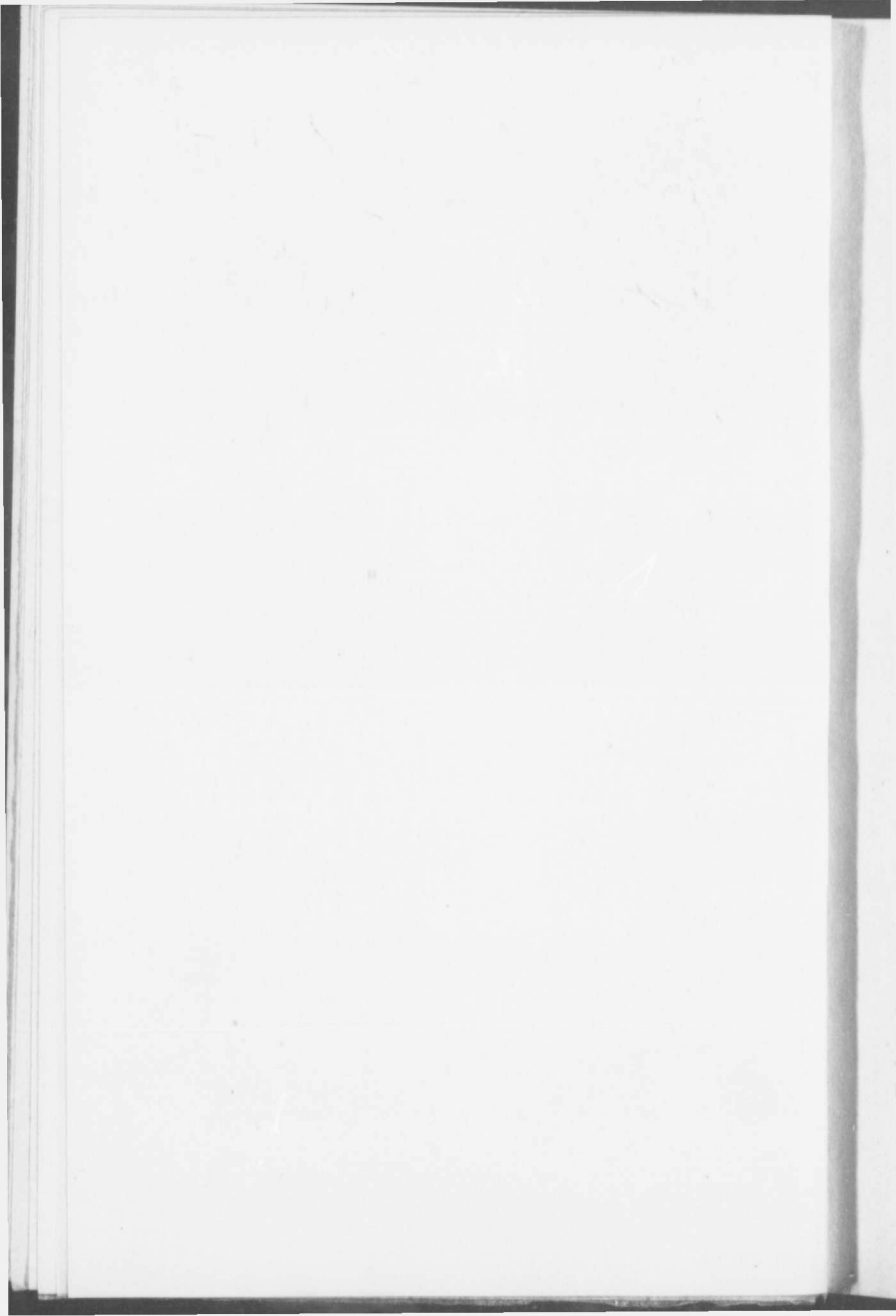
*Upper picture shows the Victoria Tubular Bridge, over St. Lawrence River at Montreal, opened by His Majesty King Edward VII in 1860; the lower picture the modern Victoria Jubilee Bridge, built in 1898 to replace the Tubular Bridge.*



Upper picture shows the Victoria Tubular Bridge, over  
St. Lawrence River at Montreal, opened by His  
Majesty King Edward VII in 1880; the lower  
picture the modern Victoria Jubilee Bridge, built  
in 1898 to replace the Tubular Bridge.







Grand Trunk men who enlisted were also given an assurance by the Company that on their return from overseas they would be again placed in the service of the railroad. The number of Grand Trunk employees who joined the Canadian Expeditionary Force was five thousand two hundred and forty-seven. In addition to reinstating its employees upon their return to the Dominion, the Company has employed nearly one thousand ex-soldiers who were not previously in the service of the Grand Trunk. The Grand Trunk was called upon to handle more than one million troops during the war and demobilization periods, and this work was performed safely and expeditiously. The Grand Trunk Railway of Canada is the premier carrier in the eastern section of the Dominion, and that section produced the bulk of the munitions and supplies shipped by Canada to the Allies. The freight tonnage handled by the road during the war reached remarkable proportions in spite of the shortage of railroad labor and supplies, a total of 25,272,449 tons being carried in the year 1917.

It is unnecessary in this place to set out in detail how the building up and welding together of the thousands of miles of railway which comprise the present Grand Trunk System was accomplished. There are about one hundred and twenty-five companies, having original statutory existence, which have been merged into this great system of transportation, and thus become parts of a harmonious whole, either through direct fusion or by long term leases for exclusive use. Improvements have been continuously made to preserve the utmost efficiency in operation.

Since the present Board of Directors took office in 1895, every bridge on the system has been rebuilt, including the Victoria Bridge over the St. Lawrence. The present magnificent structure provides a double track line and also a line for the Montreal and Southern Counties Railway, and a roadway for vehicular traffic, in place of the single track tubular bridge built by Robert Stephenson, and opened in August, 1860, by His Royal Highness Prince Albert Edward of Wales, later King Edward VII. A new single arch double track bridge has also been built over the Niagara River to replace the old Suspension Bridge. The International Bridge at

Buffalo has also been rebuilt. One thousand, one hundred miles of line have been double tracked, heavier rails have been put down, engines of ever-increasing power have been built and new and larger passenger and freight cars have been continually provided.

A glance at the map which accompanies this brochure will show how thoroughly the Grand Trunk Railway System serves the most thickly settled and productive portions of the Dominion, and how, with its scores of feeders, it has established itself in the most favorable position to gather in the rapidly increasing traffic. The remarkable manner in which the system links up the principal cities of Canada with the great producing centres of the United States will also be noted. Among the large and important cities situated on the Company's system in Canada and the United States are Portland (Maine), Quebec, Montreal, Ottawa, Toronto, Hamilton, London, Niagara Falls, Buffalo, Windsor, Detroit, Toledo and Chicago, and all are synonymous with the growth and development of the American Continent. In the Province of Ontario alone the Company has 3,000 miles of railway.

In addition to its network of railway lines, the Grand Trunk has created extensive grain elevator facilities at the various tide-water ports and at lake terminals, also an imposing fleet of car-ferris and of lake steamships, and a system of hotels which ranks in excellence with any similar enterprise on the continent.

### GRAND TRUNK PACIFIC RAILWAY

In 1903 the Grand Trunk Railway was anxious to open up new connection with the Northwest, and proposed to build a line from North Bay, Ontario, to Winnipeg, Manitoba, and the Pacific Coast. The Government of that day on being approached wished, however, to build a second transcontinental line, taking in Quebec, and proposed that a line should be built from Moncton, New Brunswick (connecting there with a line from Halifax, Nova Scotia, and St. John, New Brunswick, by the Intercolonial Railway), through Quebec, and the northerly part of Ontario, to Winnipeg, Edmonton and a port on the Pacific Coast. In 1903 and 1904 bills were introduced into Parliament to carry out this project. The Government

accordingly built the line from Moncton to Winnipeg, called the Transcontinental, and the Grand Trunk Company, with the assistance of the Government, built the line from Winnipeg to the Pacific Coast, called the Grand Trunk Pacific Railway.

With construction of the highest standard—a road-bed eighteen feet wide and with rails weighing eighty pounds to the yard—the Grand Trunk Pacific is capable of handling the heaviest of traffic. The territory through which it runs has wonderful resources. That it was rich in minerals and timber, that its lands were fertile and would produce bountiful crops was known to the men who planned the road. As construction went forward it became evident that their optimism was justified. There is scarcely one hundred miles of country threaded by the railway that is not capable of economic development.

From Winnipeg the line first follows the Assiniboine Valley, in Manitoba, and runs through a district well settled before the advent of the railway. From Portage la Prairie, 54 miles west from Winnipeg, however, the whole district traversed is practically a new one, and one in which colonization and development has been due to the railway. Saskatoon and Edmonton are the only cities which existed and had railway facilities prior to the advent of this railway. Now, however, the country is dotted with towns in all stages of development, from tiny hamlet to flourishing divisional or junction point with graded streets, cement sidewalks, sewers, municipal water and electric light systems. There are four hundred and fifty-seven cities, towns and settlements on the Grand Trunk Pacific Railway and four hundred and twenty-nine of these are reached by no other line. Since the railway was completed in July, 1914, approximately seven thousand carloads of settlers' effects have been shipped into the newly opened up districts. The country traversed in the Prairie Provinces is one of the finest agricultural belts in the world. Wheat growing has been particularly successful, but the country is especially adapted to mixed farming and dairying. In one season the Grand Trunk Pacific has handled forty-three thousand, one hundred and ninety-four cars of grain, representing fifty-five million, three hundred and sixty-three thou-

sand, two hundred and ninety-eight bushels. The Grand Trunk Pacific has in operation at the present time four hundred and five grain elevators with a total capacity of twelve million bushels, while the railway has access to the Government elevators at Calgary, Saskatoon and Moose Jaw, having a capacity of nine million, five hundred thousand bushels.

In British Columbia, the greatest agricultural area in the province, formerly shut off from the world, has been opened by the Grand Trunk Pacific, and hundreds of settlers are now carving out their homes there. The mineral and timber resources of these regions are also extensive. Between July 1st, 1918 and June 30th, 1919, the railway handled a total of three thousand one hundred and seven cars of lumber, nearly fifty per cent. of which was aeroplane spruce from Prince Rupert.

On the passage from Edmonton to the Pacific Coast, the railway runs through the heart of two great reserves, where wild life abounds, while it skirts a third. Two of these reserves adjoin each other, Jasper National Park and Mount Robson Park, the dividing line being the boundary of Alberta and British Columbia, the former being in Alberta and the latter in British Columbia. With their great mountain peaks, the highest in the Canadian Rockies, these natural playgrounds are destined to attract travellers from all parts of the world. The third reserve on the Grand Trunk Pacific line is Wainwright Park in Alberta, where more than three thousand buffalo have their home and deer, moose, elk and antelope are guarded from the hunter.

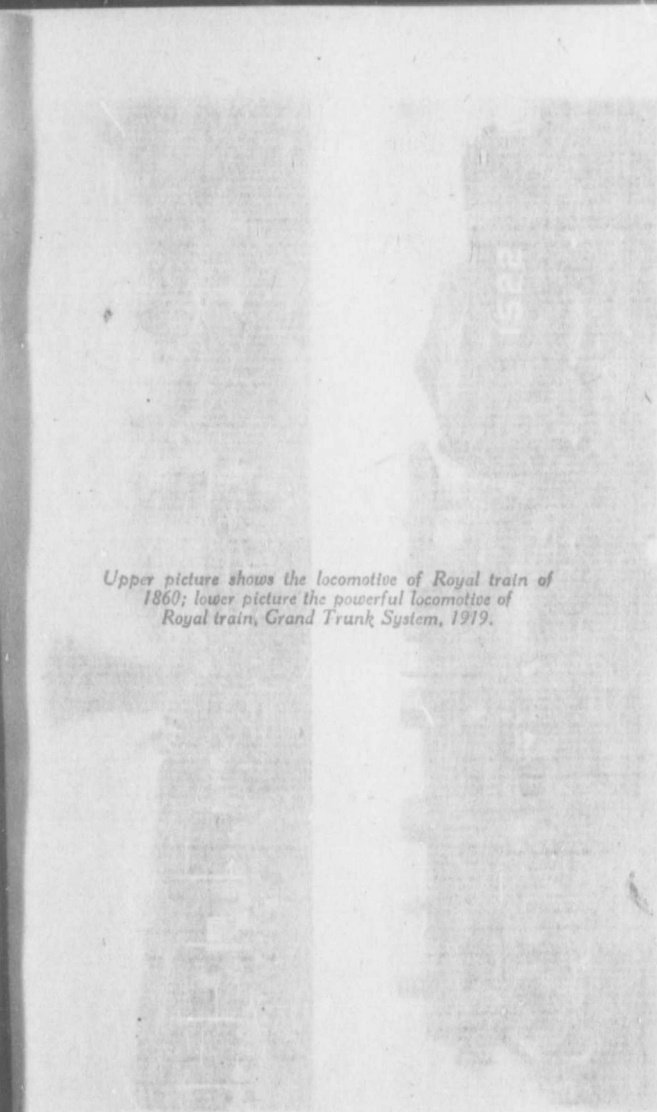
Prince Rupert, the Pacific Coast terminal of the line, is a city which guards the finest natural harbor that man could wish for. Prince Rupert has one resource alone, the fishing industry, which will support, it is believed, a population of a hundred thousand people. From July 1st, 1918 to June 30th, 1919, one thousand, four hundred and ninety-seven cars of fish, representing thirty-two thousand tons, were carried from Prince Rupert by the Grand Trunk Pacific Railway. Prince Rupert will become one of the great export and import centres of the Dominion and, being the

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*Upper picture shows the locomotive of Royal train of  
1860; lower picture the powerful locomotive of  
Royal train, Grand Trunk System, 1919.*

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On the passage from Edmonton to the Pacific Coast, the railway runs through a series of great mountains, some of which are as high as the Alps, while it skirts the edge of the great Canadian prairie, the Jasper National Park and the Rocky Mountains. The dividing line being the boundary of Alberta and British Columbia, the former being in Alberta and the latter in British Columbia. With their great mountain peaks, the highest in the Canadian Rockies, these natural playgrounds are destined to attract travellers from all parts of the world. The third reserve on the Grand Trunk Pacific line is Watnright Park in Alberta, where more than three thousand buffalo have their homes, and deer, quail, elk and antelope are hunted from the hunter.

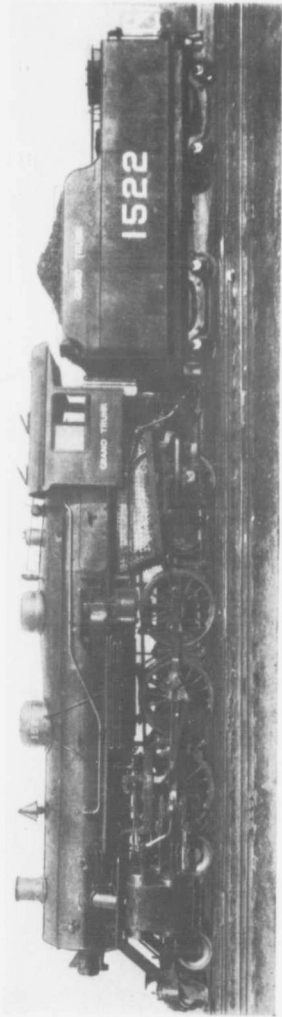
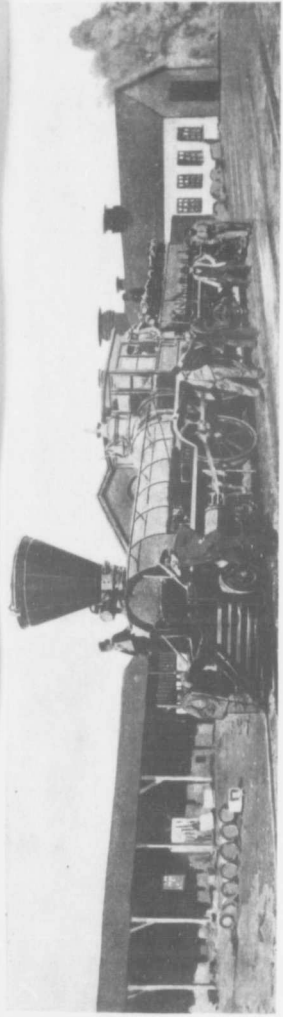
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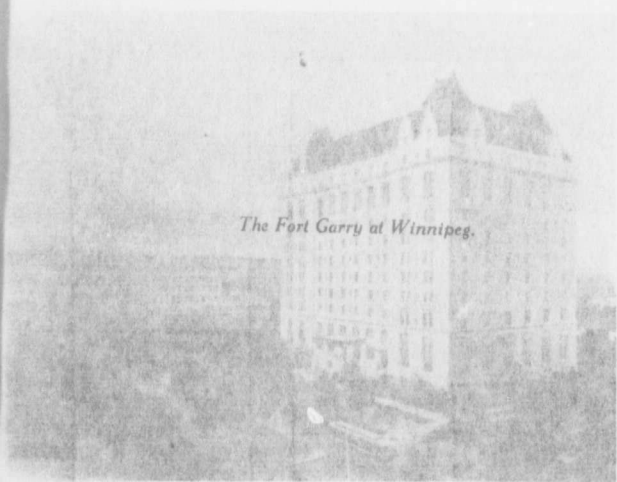








*The Chateau Laurier at Ottawa.*



*The Fort Garry at Winnipeg.*

The Chateau Laurier at Ottawa.

The Fort Garry at Winnipeg.

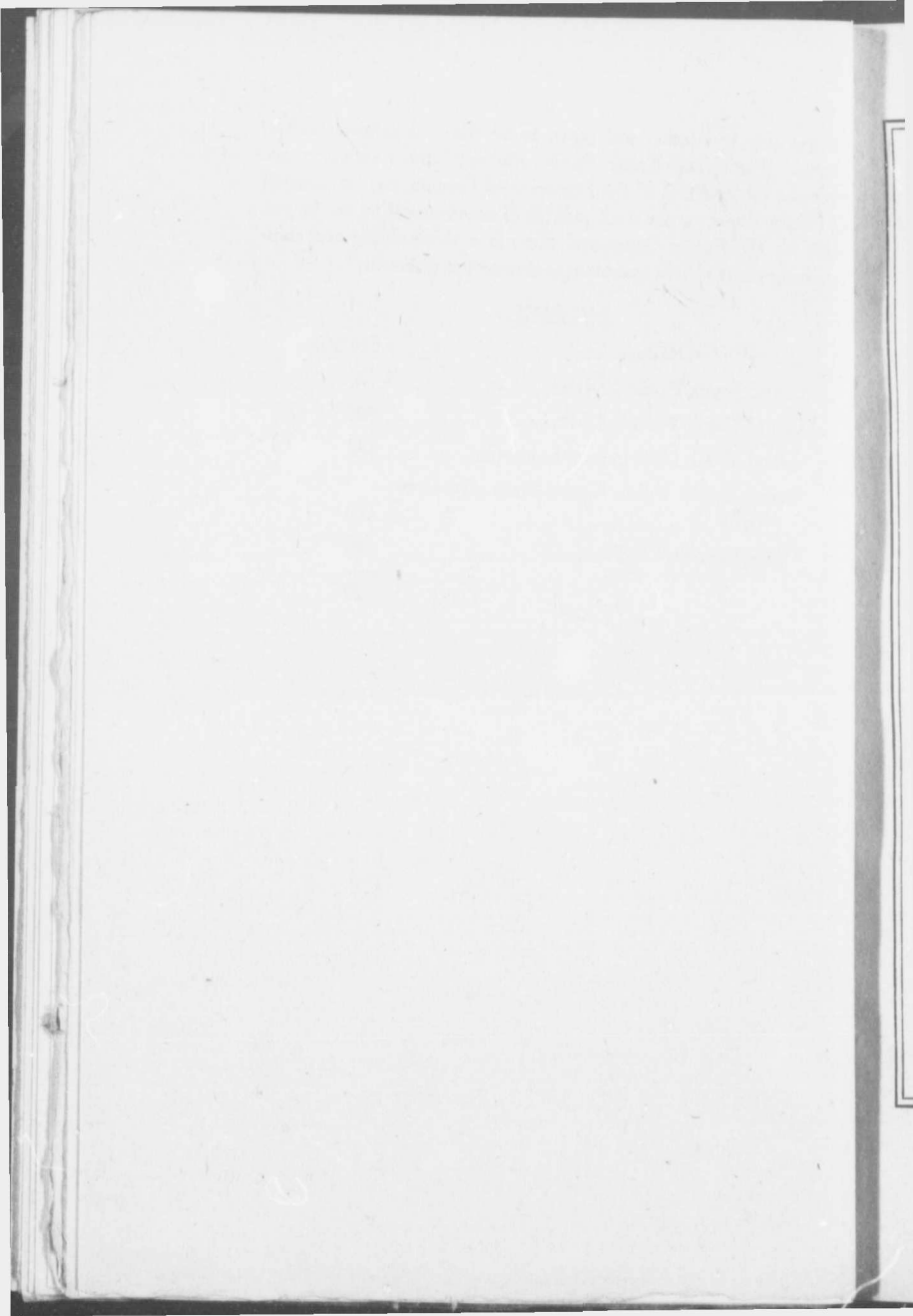


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nearest city to Alaska, will prove to be the real gateway to the North. The Grand Trunk Pacific Railway, under an agreement with the Government of the Dominion of Canada, has constructed at Prince Rupert a dry dock capable of accommodating the largest ships on the Pacific Ocean and there is a shipbuilding and ship-repairing plant now in operation in connection therewith.

#### MILEAGES

Grand Trunk Railway . . . . .	3,616 Miles
Grand Trunk Pacific Railway . . . . .	3,170 "
Grand Trunk Western Lines . . . . .	969 "
Grand Trunk Lines in New England . . . . .	172 "
Grand Trunk Pacific Coast Steamship Com- pany . . . . .	666 "
Central Vermont Railroad . . . . .	586 "
Total . . . . .	9,179 "







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TOUR OF  
**H. R. H. THE PRINCE OF WALES**  
 THROUGH THE PROVINCES OF ONTARIO AND QUEBEC

OCTOBER, 1919

SPECIAL TIME TABLE  
 WITH NOTES BY THE WAY

**GRAND TRUNK RAILWAY SYSTEM**

**NORTH BAY TO HAMILTON AND  
 NIAGARA FALLS.**

Stations en  
Route

Distance from  
North Bay

Schedule of  
Train

*Friday, October Seventeenth and*

*Saturday, October Eighteenth*

**N**ORTH BAY is situated on Lake Nipissing and is the principal town in a rich mining and lumbering district. It is an important interchange point between the railways and is the terminal of the Northern Division of the Grand Trunk Railway System. Its principal industries are engaged in utilizing the plentiful supply of lumber which the region affords. North Bay is also an outfitting base for the tourists who go into the Lake Nipissing and French River districts. To the angler these waters offer the best of sport. The charms of this country are not confined to the summer season, for here are the favorite haunts of the deer, moose and bear, and each fall sees many hunting parties in the territory. The trip up the French River, reached after a two-hour sail across Lake Nipissing, is indeed a lovely one. The channels branching off are favored spots with all the gamiest of game fish and unexcelled sport is available.

NORTH BAY  
Population 9,413

0 Miles

L.v.  
5.00 A.M.  
Oct. 17th

Between Nipissing Junction and Sundridge a fertile tract of land is passed through, well tilled farms being in evidence. The altitudes along this part of the line are among the highest in the Province of Ontario, South River, with an altitude of 1,161 feet above sea level, being the dividing point between two watersheds.

NIPISSING JCT.

4.1 Miles

CALLANDAR

Population 650

7.8 Miles

POWASSAN

Population 600

19.8 Miles

TROUT CREEK

Population 500

27.3 Miles

SOUTH RIVER

Population 600

38.5 Miles

SUNDRIDGE

Population 500

44.3 Miles

CARSS

BURK'S FALLS

Population 1,015

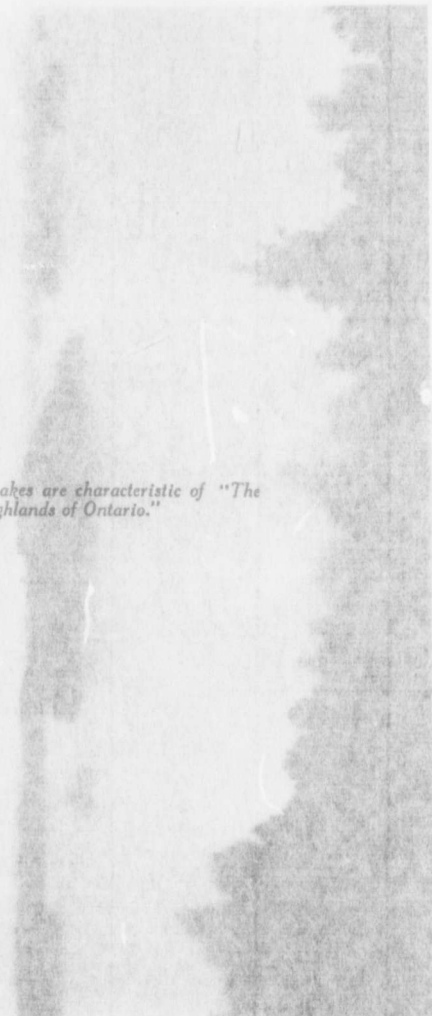
53.9 Miles

56.0 Miles

Burk's Falls is the point of embarkation for the trip up the Maganetewan River, which drains a territory of about four thousand square miles and offers splendid canoe trips. The Maganetewan

Schedule of Train	Distance from North Bay	Stations on Route	
	60.3 Miles	KATRINE <i>Population 250</i>	River is just equidistant between the Muskoka Lakes and Lake Nipissing. This is a splendid sporting territory, with wild and rugged scenery.
	64.0 Miles	EMSDALE <i>Population 125</i>	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 Ottawa (two hundred and thirteen miles), or west to Depot Harbor and Georgian Bay points. The Algonquin Provincial Park of Ontario, in the centre of "The Highlands 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 for 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. Many of these lakes are connected by rivers navigable by canoe, making the whole region an ideal one for the canoeist. Excellent hotel accommodation is offered in the Park. At Algonquin Park Station is the "Highland Inn" owned by the Grand Trunk. Nominigan Camp and Minnesing Camp are log cabin hotel enterprises both situated in delightful spots. They are built of cedar logs, are unique in their arrangement and appeal strongly to those who desire the solitude of the woods without the burden of preparing meals and sleeping in the open. While visitors are not allowed to hunt or even to take firearms into the Park, there is excellent hunting close to the edges of the Park, for this immense forest reserve is naturally a veritable breeding ground for all forms of wild game and it is not in any wise fenced in.
	65.9 Miles	SCOTIA JCT. <i>Population 50</i>	
	71.5 Miles	NOVAR <i>Population 250</i>	Huntsville is situated on the 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 Lake of Bays District, a region of great natural beauty, comprising some of the most beautiful water stretches in this country of lakes. The Grand Trunk trains connect at Huntsville with a flotilla of lake steamboats serving all the territory. To those in search of scenic beauty there are few districts on this continent to surpass the Lake of Bays, while those in search of health find the purity of air and general surroundings most beneficial.
	81.0 Miles	HUNTSVILLE <i>Population 2,413</i>	
	91.8 Miles	UTTERSON <i>Population 150</i>	
	100.0 Miles	FALKENBURG <i>Population 60</i>	
	104.7 Miles	BRACEBRIDGE <i>Population 2,293</i>	Bracebridge is the county centre of 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

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*Island-studded Lakes are characteristic of "The  
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Mileage of Train	Distance from North Bay	Stations on Route
	50.3 Miles	KATRINE Population 239
	64.0 Miles	EMERALD Population 125
	65.9 Miles	SCOTIA JCT. Population 90
	71.5 Miles	NEWAR Population 250
	81.0 Miles	HUNTSVILLE Population 2,113
	91.8 Miles	UTTERSON Population 158
	100.0 Miles	WALKERSBURG Population 60
	104.7 Miles	BRACEBRIDGE Population 2,273

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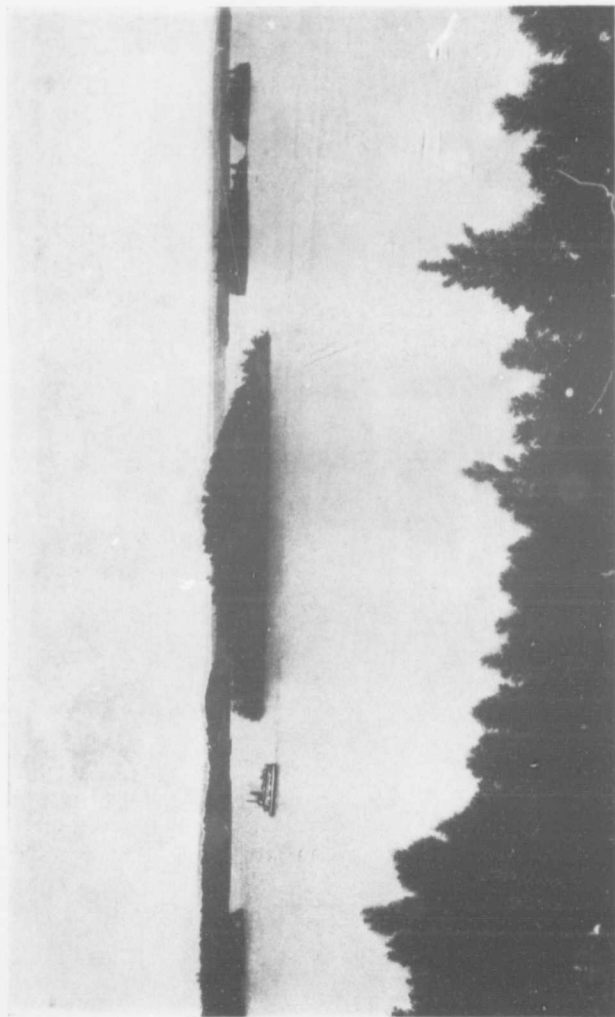
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door factories have located here. Some of the steamships of the Muskoka fleet call at Bracebridge and carry passengers to Port Carling, where connection is made for all lake points.

Gravenhurst stands in a well forested area, offering an ample supply of fine hemlock and birch, and its principal industries are boat and carriage 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." The Muskoka region's popularity is an enduring one and its charms are never forgotten by the visitor.

At Washago the Severn River is crossed, a good fishing stream which carries the waters of the Simcoe region into the Georgian Bay. The landscape is characteristic of the Muskoka region, the country being wild and rocky, with many beautiful stretches of water. 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 and hotels and boarding houses offer splendid accommodation.

Orillia is one of the most progressive towns in these Northern districts and 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.

After leaving Orillia some pretty villages are passed through and Barrie is reached. It is situated

Stations on  
Route

Distance from  
North Bay

Schedule of  
Train

GRAVENHURST  
Population 1,500

115.5 Miles

KILWORTHY  
Population 50

121.0 Miles

KOSHEE

122.8 Miles

SEVERN

126.8 Miles

Population 250

WASHAGO

128.4 Miles

Population 225

LONGFORD

133.4 Miles

Population 350

RAMA

134.5 Miles

Population 25

ATHERLEY JCT.

138.7 Miles

Population 250

ORILLIA

140.9 Miles

Population 8,100

HAWKESTONE

149.2 Miles

Population 250

ORO

152.8 Miles

Population 160

GOWAN

157.4 Miles

Population 100

BARRIE

162.9 Miles

Population 6,775



Schedule of Train	Distance from North Bay	Stations en Route
	164.2 Miles	ALLANDALE <i>Population 1,317</i>
	169.2 Miles	VINE <i>Population 20</i>
	174.1 Miles	THORNTON <i>Population 300</i>
	180.0 Miles	COOKSTOWN <i>Population 560</i>
	184.2 Miles	RANDALL
	188.9 Miles	BEEON <i>Population 600</i>
	193.6 Miles	TOTTENHAM <i>Population 400</i>
	199.6 Miles	PALGRAVE <i>Population 250</i>
	202.9 Miles	CENTREVILLE <i>Population 52</i>
	205.9 Miles	CALEDON EAST <i>Population 300</i>
	212.2 Miles	INGLEWOOD JUNCTION <i>Population 325</i>
	214.9 Miles	CHELTENHAM <i>Population 250</i>
	217.6 Miles	TERRA COTTA <i>Population 100</i>
	222.9 Miles	GEORGETOWN <i>Population 2,200</i>
	225.8 Miles	STEWARTTOWN <i>Population 100</i>
	231.5 Miles	MANSEWOOD <i>Population 50</i>
	234.5 Miles	MILTON <i>Population 2,032</i>
	240.9 Miles	ASH <i>Population 25</i>
	242.8 Miles	TANSLEY
	248.3 Miles	BURLINGTON JUNCTION <i>Population 2,154</i>
	251.0 Miles	ALDERSHOT <i>Population 400</i>
Arr. 2.30 P.M. Oct. 17th	255.3 Miles	HAMILTON <i>Population 110,137</i>
Lv. 9.30 P.M. Oct. 18th		

on the north shore of Kempenfeldt Bay, an arm of Lake Simcoe. It has a variety of industries, supplied with cheap hydro-power from the Severn River, and serves a rich mixed farming and dairying district. Here the steamships await the trains in summer to carry visitors to the resorts situated around the lake. This whole district offers splendid fishing, for Lake Simcoe is a great fish preserve and hatchery. Netting is strictly prohibited and the natural supply is supplemented by carloads of fry annually placed in these waters by the Government. Lake Simcoe is a miniature fresh water sea, being thirty-five miles in length, and fifteen in breadth. It has a shore line of over 200 miles and there are many resorts of especial charm, picturesquely situated overlooking its waters. The big lake also offers opportunities for yachting and cruising trips.

The line continues to skirt Kempenfeldt Bay for a distance of about one mile until Allandale is reached. Allandale is beautifully situated and the view from the train at this point is much admired by the thousands of tourists who visit "The Highlands of Ontario" each year. A branch line of the Grand Trunk runs from Allandale to Camp Borden, which was the largest military camp on the American Continent during the War, also to Collingwood, Midland and Penetang on the Georgian Bay. This is the route taken by visitors to the famous "Thirty Thousand Islands of the Georgian Bay," a magnificent summer territory, providing unsurpassed bass fishing and beautiful cruises among the islands.

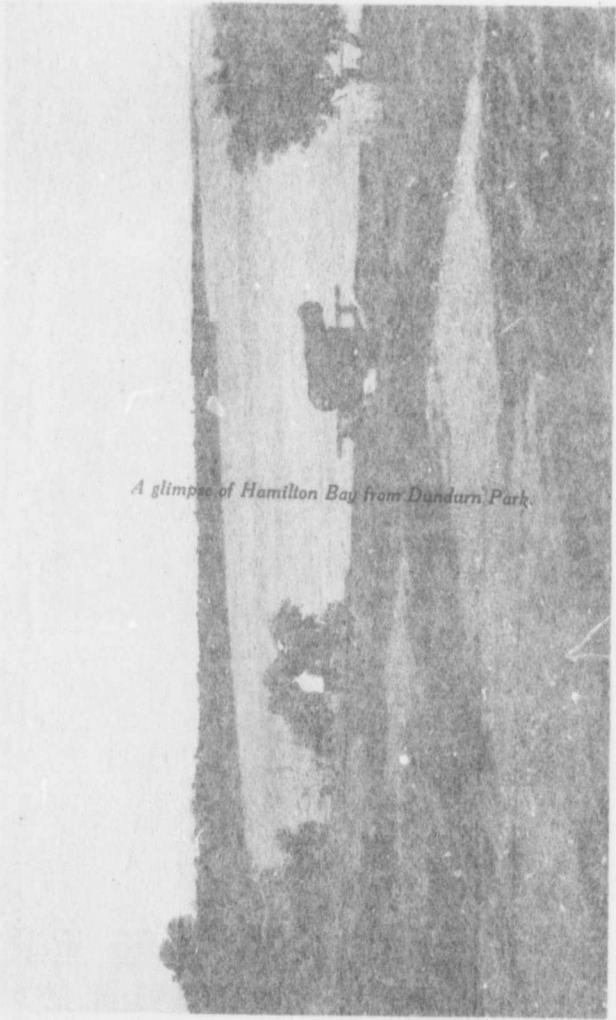
Proceeding towards Hamilton the journey is continued through a series of villages and small towns. At Georgetown the main line of the Grand Trunk is crossed. This is a busy centre with three paper mills and other industries. Milton is also a manufacturing centre, its output including a large quantity of builders' supplies. Burlington Jct. is the shipping point for a beautiful orchard district. The industries at Burlington are connected with fruit growing, being, for the most part, canning, evaporating and basket making.

Hamilton is one of Canada's most progressive cities. It has attracted many of the greatest industries of the Dominion to itself and to-day has four hundred and fifty plants which are engaged in manufacturing a wide variety of products. In spite of its wonderful growth and the teeming output of its industries, Hamilton is rightly proud of the fact that it has escaped the

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*A glimpse of Hamilton Bay from Dandurn Park.*

Schedule of Train	Distance from North Bay	Station en Route
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	169.2 Miles	VINE Population 28
	174.1 Miles	THORNTON Population 300
	180.0 Miles	COOKSTOWN Population 560
	184.2 Miles	RANDALL
	186.9 Miles	BEETON Population 600
	193.6 Miles	TOTTENHAM Population 560
	199.6 Miles	PALGRAVE Population 250
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	212.2 Miles	INGLEWOOD JUNCTION Population 325
	214.9 Miles	CHELTENHAM Population 230
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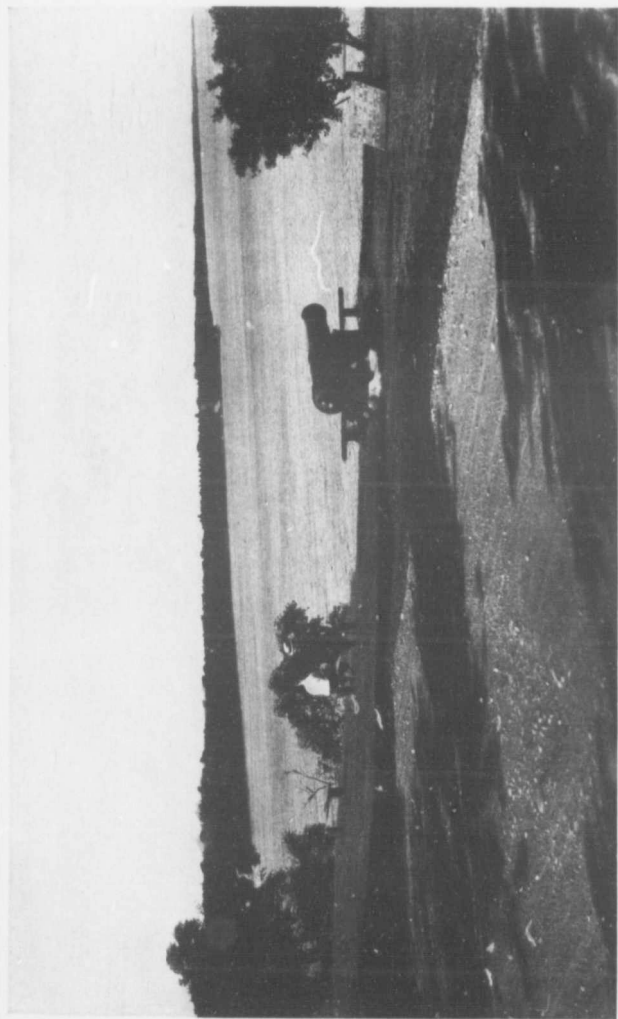
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danger of becoming "a factory town." It has indeed preserved the characteristics of a charming city, nestling in a green vale, with beautiful water vistas obtainable from its parks and residential districts. Situated on the shores of Hamilton Bay, a beautiful land-locked harbor at the head of Lake Ontario, it is sheltered at the south by the Niagara Escarpment, known locally as the Mountain, from the summit of which a panoramic view of the city below, with the Bay and Lake in the distance, unfolds in picturesque magnificence. Wide, well-kept thoroughfares are bordered by a profusion of shade trees, impressive public buildings, and substantial residences. To the west lies the beautiful Dundas Valley, to the southeast the bountiful "Garden of Canada," to the north the shimmering waters. Hamilton, like Montreal, is proud of its Mountain, with its slopes studded with giant pines and maples and bisected by quaint old paths and Indian trails. On its summit thousands of citizens have made their homes, two incline railways and a picturesque driveway making the top easily accessible. The creation of a boulevard which will traverse the brow as far eastward as the historic heights of Stoney Creek, and the cutting of a natural amphitheatre from the rugged side of the escarpment, are in contemplation.

Burlington Beach ranks next to the Mountain in popular esteem, affording every facility for bathing and boating. It is a little over five miles in length, and stretches across the east end of the Bay from shore to shore. It has a varied width of about three hundred feet, and is intersected only by the Hamilton Canal, which affords an entrance into Hamilton Bay from Lake Ontario for the largest lake-going vessels. Over this canal the Grand Trunk Railway has erected a swing bridge, which is one of the largest single span swing bridges in the world, being nearly four hundred feet in length and weighing more than one hundred thousand tons.

But Hamilton has not rested content to have only the Mountain and the Beach as outing places for its people. Dundurn Park, in the northwest of the city, stretches over thirty-five acres, and with its next-door-neighbor, Harvey Park, overlooks Hamilton Bay. Victoria Park, also in the west end of the city, is partly wooded and partly a grass-carpeted playground. Woodland Park, in the east end, is a natural grove with many inviting bowers and shade trees. Within recent years Gage Park

Stations on  
Route

Distance from  
North Bay      Schedule of  
Train

Schedule of Train	Distance from North Bay	Stations en Route
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was acquired, its sixty-six acres, in the southeast of the city, being gradually developed as an ideal resting place for the public. All in all, there are twenty-two parks in the system, including the Gore, a floral garden in the centre of the uptown district. A number of well-equipped children's playgrounds under competent supervisors are also scattered throughout the city.

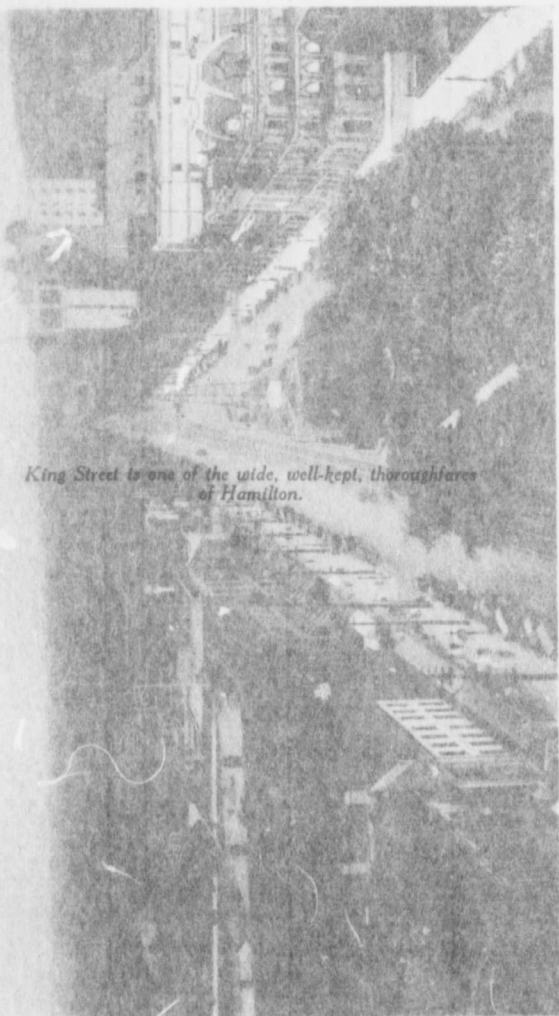
It was in 1669 that Sieur De La Salle crossed Burlington Bay in his birch-bark canoe, on his way to the Indian village at Lake Medad, and beheld a beautiful park-like region, a picturesque blending of forest and prairie, sloping to the rugged mountain at the south. And then a hundred years later came the pioneers, Robert Land and Richard Beasley, who staked vast farming claims—one in the eastern section where now the wheels of industry whirr; the other on historic Burlington Heights, famous as the military base of General Brock. These heights still contain interesting relics of the old earthwork fortifications. The old homestead of Richard Beasley and rolling farm lands which surrounded it comprise the splendid Dundurr Park of to-day.

In 1813, when George Hamilton, founder of the city which bears his name, made his first survey, the village sheltered but one hundred and fifty souls. In 1830, it is recorded, the population was one thousand two hundred. The life of these early pioneers was one that was full of never-ending toil, that taxed to the utmost the patience and energy of the United Empire Loyalist stock from which they sprang, and the same may be said of the sturdy sons of England, Ireland and Scotland, who left their native land to make themselves homes in a new and comparatively unknown land. They realized the natural advantages of their home town, however, and passed their faith on to their descendants, who have seen it justified magnificently. The city has a population to-day of 110,137 and the value of its assessable property is in excess of \$88,000,000. Its favorable geographical location has been turned to good account. Hamilton Harbor, the contemplated improvements and extension of which will cost in the neighborhood of \$12,000,000, is the regular port of call for all steamship lines operating from Montreal to the head of Lake Superior. The annual outward merchandise tonnage of Hamilton Harbor is the heaviest of any Canadian port on the Great Lakes, being exceeded only by the ocean

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*King Street is one of the wide, well-kept, thoroughfares of Hamilton.*



Schedule of  
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Distance from  
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Route

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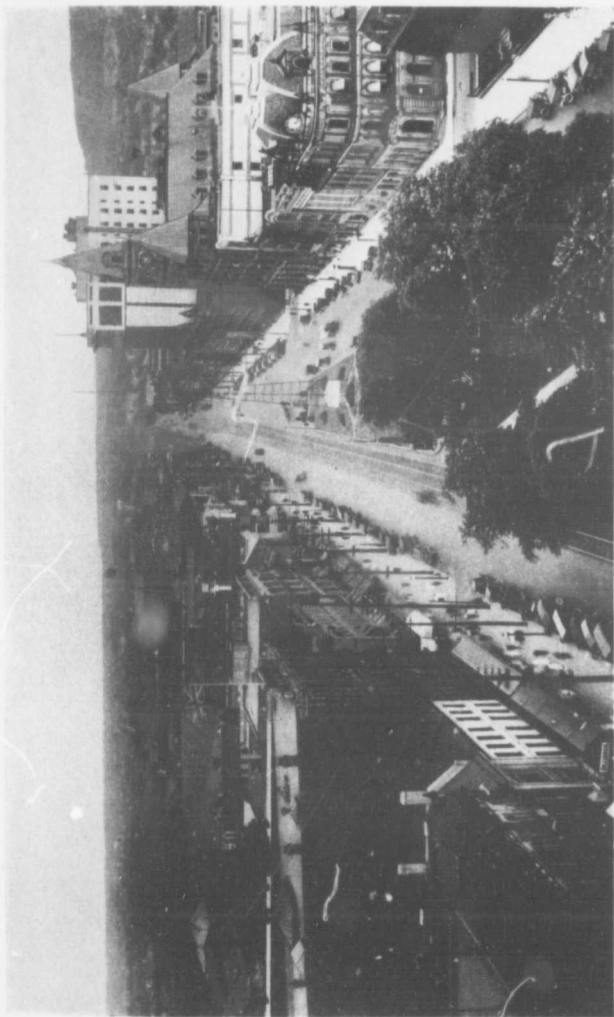
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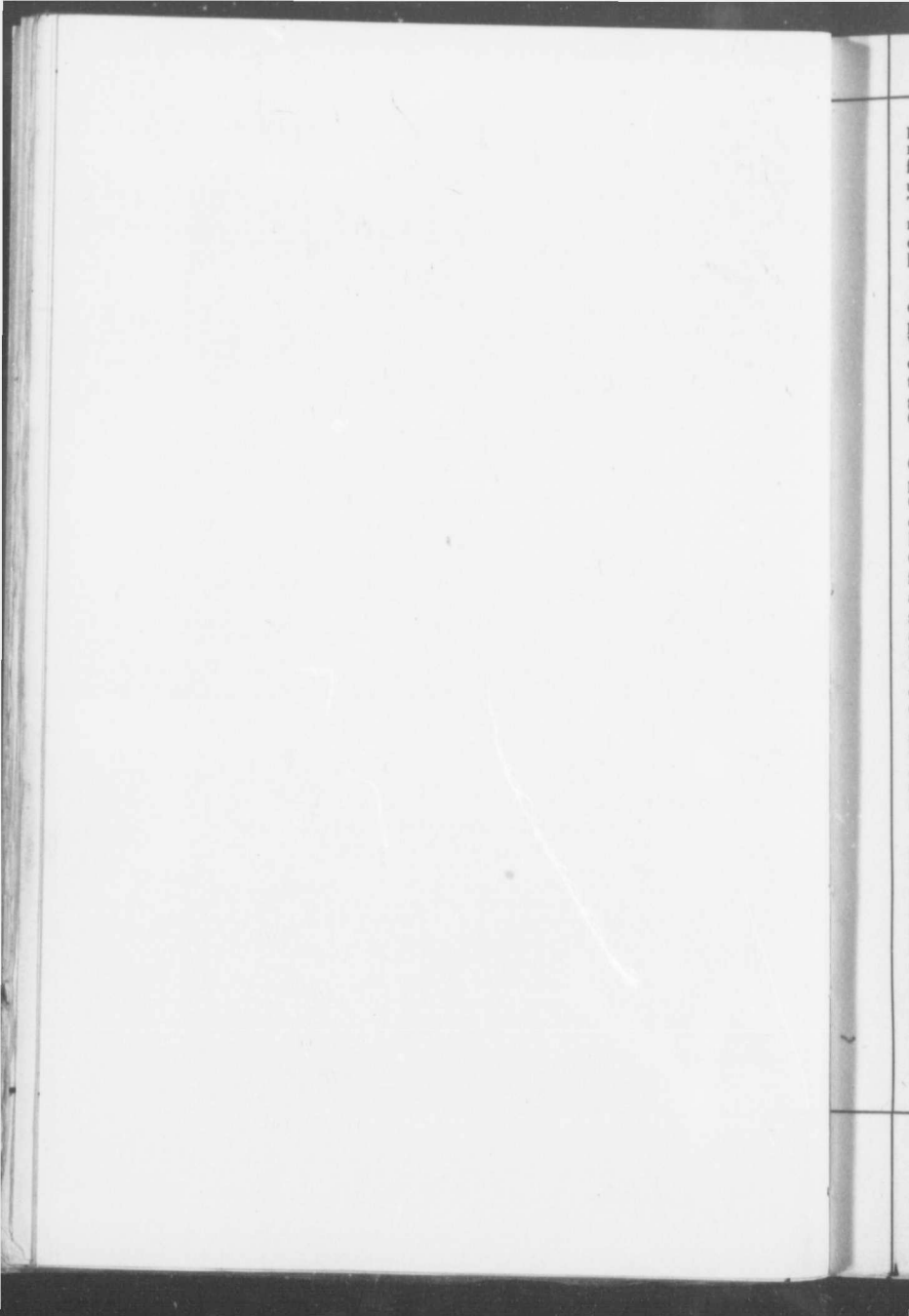
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ports, such as Montreal. The local trade with near lake and western ports is very heavy, large freighters carrying great cargoes to and from the upper lake points and along the St. Lawrence. The city has direct connection with the principal railways of Canada and is the hub of a complete electric railway system, four suburban radial lines having their terminus here.

Most of Hamilton's industries are operated by electric power, obtainable at low rates. There is a plentiful supply of raw materials at its very doors. With such facilities it is little wonder that the city can lay claim to having attracted during the past ten years more American capital for investment in general manufacturing than any other centre in Canada.

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 further 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 factor s, 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, St. Catharines is the centre of the Niagara fruit belt and is not only an important fruit shipping point, but has made splendid progress as a manufacturing community. It is supplied with abundant waterpower by means of the Canal, 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 very popular health resort, much visited by Southerners. The waters of its mineral springs rank high among the medicinal waters of the world. The Welland Canal, mentioned in this

Stations en  
Route

Distance from  
North Bay

Schedule of  
Train

STONEY CREEK <i>Population 750</i>	261.7 Miles
WINONA <i>Population 650</i>	267.0 Miles
GRIMSBY <i>Population 1,765</i>	271.8 Miles
GRIMSBY BEACH	273.5 Miles
BEAMSVILLE <i>Population 1,190</i>	276.0 Miles
VINELAND <i>Population 700</i>	280.4 Miles
JORDAN <i>Population 400</i>	281.8 Miles
ST. CATHARINES <i>Population 19,189</i>	287.4 Miles

Schedule of  
Train  
Distance from  
North Bay  
289.5 Miles

Stations en  
Route  
MERRITTON  
Population 2,500

paragraph, connects the waters of Lakes Erie and Ontario and is a work of very great importance, giving, as it does, an outlet to the sea for the vast trade of the Great Lakes. The canal is twenty-six 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.

Merritt, also situated on the Welland Canal, has abundant water-power and good industries, including three paper mills.

In this neighborhood 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 Stoney 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 Queenston), 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 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 mad rush 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

Stations en  
Route

Distance from  
North Bay

Schedule of  
Train

NIAGARA FALLS  
Population 13,000

298.8 Miles Arr. 10.30 P.M.

Schedule of  
Train

Distance from  
North Bay

Stations on  
Route

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 feebleness of words in attempting to convey to their readers an impression of the spectacle.

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

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

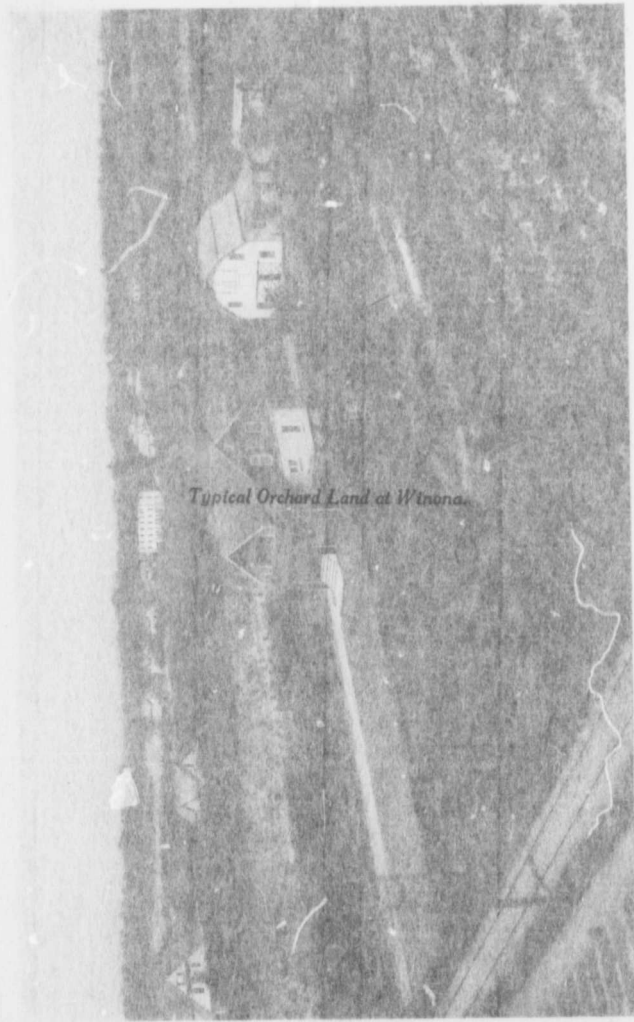
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*Typical Orchard Land at Winona.*



Schedule of Trains	Distances from North Bay	Stations on Route
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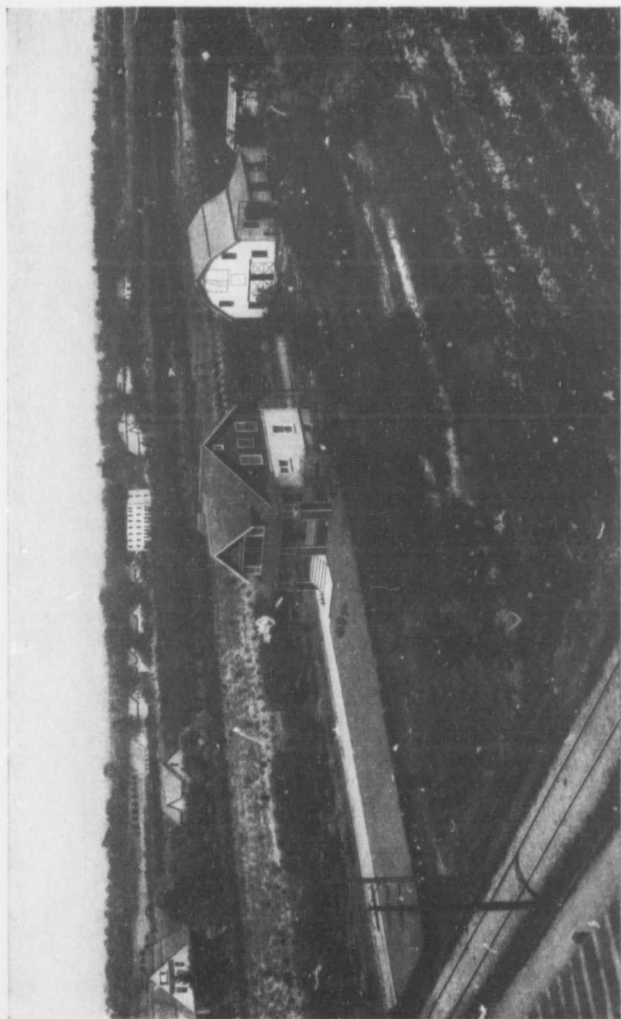
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great batteries of lights are scientifically placed and skilfully concealed; but the illumination which their reflectors send upon the Falls, and sweep up and down the surrounding shores, lights up the scene with ten million candle-power. It is a fascinating and satisfying exhibition, and adds greatly to the evening enjoyment of the visitor. The Falls are illuminated from June 1st to October 1st.

Among the great bridges which span the Niagara gorge is that owned by the Grand Trunk, a splendid, single-arch, double track, double decked steel structure, which is one of the most picturesque and graceful bridges in all America. The new bridge stands exactly where for more than forty years the world-renowned Suspension Bridge had 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. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 226 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, the lower, comprising a broad carriageway in the centre, with footwalks outside of all, having a total width of fifty-seven feet. The sustaining strength of the structure is six times that of the old bridge.

There is much of historic interest in the vicinity of Niagara. The recognized domain of the Neutral Indians was on the Niagara Peninsula, and on the site of Niagara town once stood the capital of the tawny forest folk who were condemned to be crushed between the upper and nether millstones of the Iroquois and Huron. Following the tepee came the stockade of La Salle at the mouth of the river, and, later, in 1757, the stone castle of Fort Niagara, which to-day is the oldest surviving structure on either bank of the Niagara. Echoes, too, of the American Revolution are heard along the Canadian Niagara. Still standing are the barracks and blockhouses of Butler's Rangers, time-rusted and weather-beaten. Processions there were of United Empire Loyalists, who, for conscience sake, pre-

Stations on  
Route

Distance from  
North Bay      Schedule of  
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Stations on  
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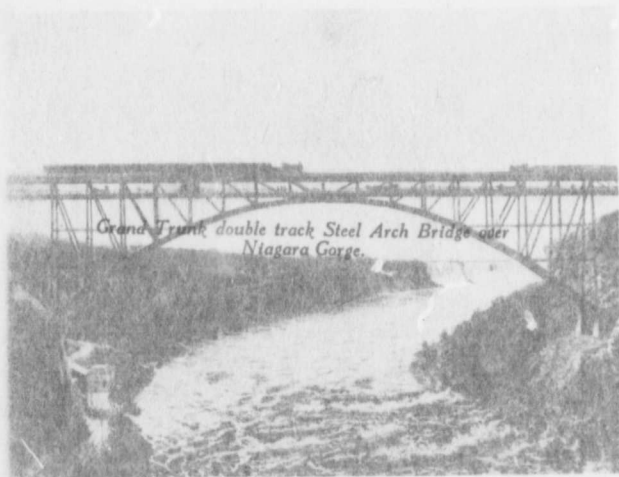
ferred to live under the protection of King George III. in his Canadian colony, rather than under the paternal care of President Washington. The children of these early immigrants form to-day the sturdy yeomanry of the Niagara part of Canada. In 1792 a fleet of sailing vessels approached Niagara-on-the-Lake, landing John Graves Simcoe, the soldier-statesman sent out by a beneficent power across the Atlantic to start the machinery of the first legislature convened of the new-born state. Niagara is, therefore, one of the mother-towns of Canada, and of Ontario, being its first capital.

The inauguration of the new order of things in 1792 was a memorable and peaceful event, but, later, the harsh note of war was heard again, and again, and yet again. The war alarm was heard along the Niagara in the early morn of October 13th, 1812. A cannon shot was fired from Lewiston fort; an officer in Niagara's Fort George, Sir Isaac Brock, hearing its ominous echoes, galloped to the battlefield of Queenston Heights—galloped to his death. He is to the Canadian the hero of Queenston Heights, because he there faced an invading foe with a handful of men, and because he there bravely gave his life for king and country in the first real test of supremacy between the United States and England since 1775. Two monuments have been raised on the Queenston escarpment to the memory of Brock. The first stood from 1824 till 1840, when a miscreant destroyed it by the use of gunpowder; the second took its place and stands to-day in all its noble dignity, overlooking the fair scene of farm and river and distant lake.

Other reminders of Brock mark the Niagara district; in the ruins of Fort George, and the stately sycamore-tree within the bastion near where his body lay from 1812 to 1824; in old St. Mark's Church; in the old stone house at Queenston where his body was hidden during the battle; in the trenches of the dead half-way down the hill, and in the Brock Memorial Church, with its fine stained-glass windows, decorated with the armorial bearings of the Brock family. From Queenston to Lundy's Lane is a natural step in a historic pilgrimage. The battle of Lundy's Lane marked the end of the conflict of 1812-1814. One may stand on the ridge where the full fury of the battle raged during the hours of a July night of 1814, and where the English battery was captured and recaptured.

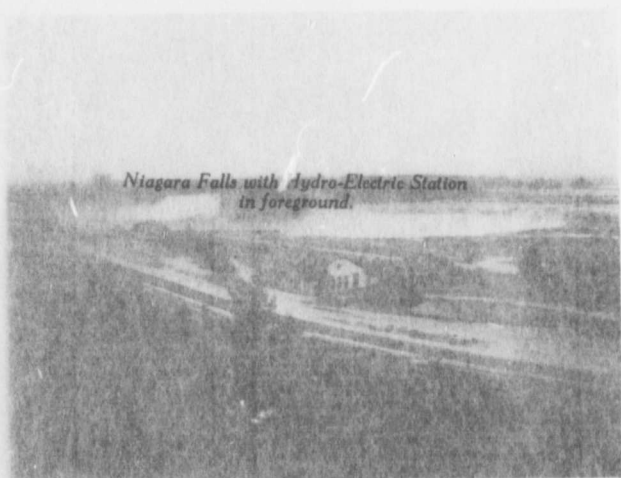
Journeying southward, traces of earthworks

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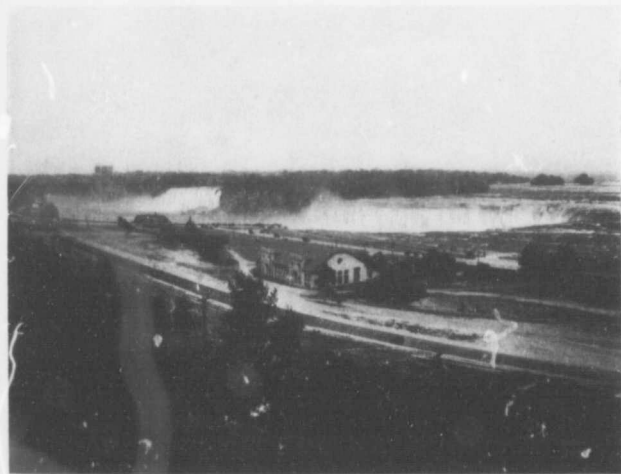
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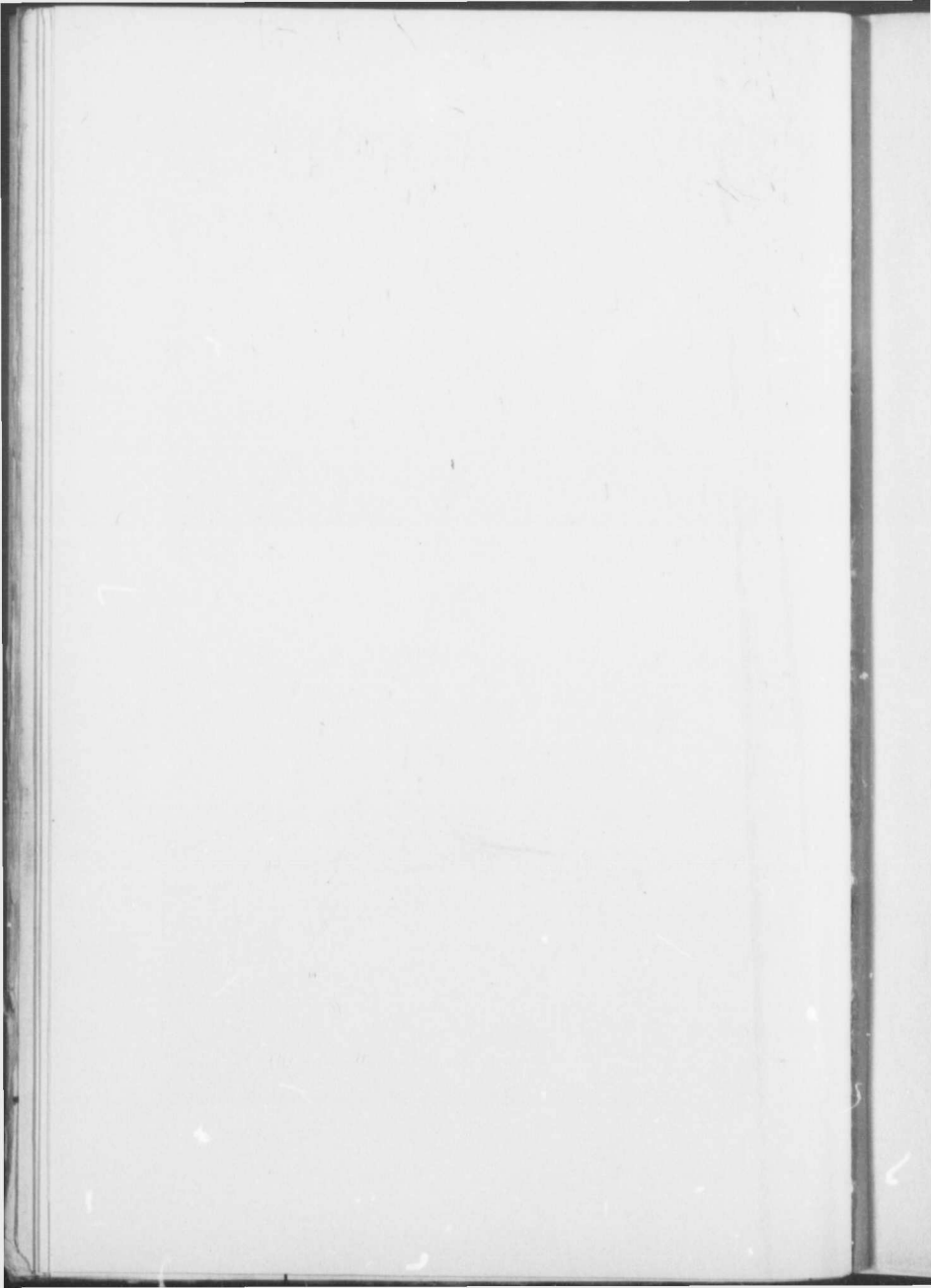
Journeying southward, traces of earthworks

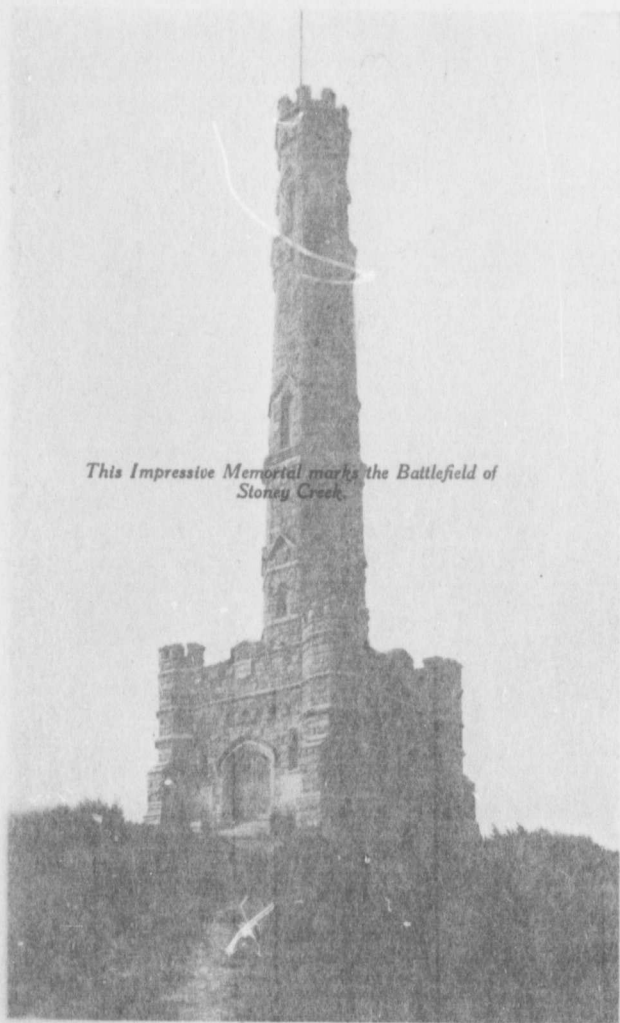
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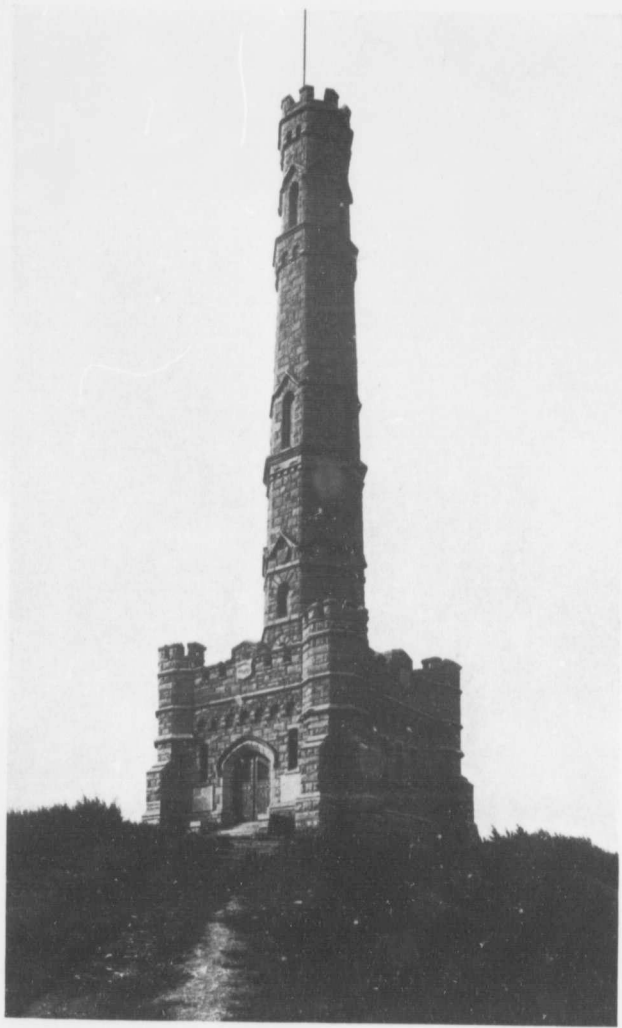






*This Impressive Memorial marks the Battlefield of  
Stoney Creek.*

This Impressive Memorial marks the Battlefield of  
Stoney Creek.



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still exist near Chippewa, and at Fort Erie the crumbling walls of the stronghold of a century ago tell their own tale of the roar of battle and the duel of death. 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 regime, 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 battle-field 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.

Stations on  
Route

Distance from  
North Bay

Schedule of  
Train

Schedule of  
TrainDistance from  
Niagara FallsStations en  
Route

## NIAGARA FALLS TO BRANTFORD VIA HAMILTON

*Monday, October Twentieth*

**Lv.**  
12.00 Noon

0 Miles

NIAGARA FALLS  
*Population 13,000*

9.3 Miles

MERRITTON  
*Population 2,500*

11.4 Miles

ST.  
CATHARINES  
*Population 19,189*

17.0 Miles

JORDAN  
*Population 400*

18.4 Miles

VINELAND  
*Population 700*

22.6 Miles

BEAMSVILLE  
*Population 1,190*

25.3 Miles

GRIMSBY  
BEACH

27.0 Miles

GRIMSBY  
*Population 1,765*

31.8 Miles

WINONA  
*Population 650*

37.1 Miles

STONEY CREEK  
*Population 750*

43.5 Miles

HAMILTON  
*Population 110,137*

49.9 Miles

DUNDAS  
*Population 5,078*

54.8 Miles

COPETOWN  
*Population 106*

59.2 Miles

LYNDEN  
*Population 500*

63.6 Miles

ALFORD

**Arr.**  
2.30 P.M.

67.8 Miles

BRANTFORD  
*Population 26,601*

THE 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.

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 50 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 carried on, on a considerable 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 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.

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 Nations 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

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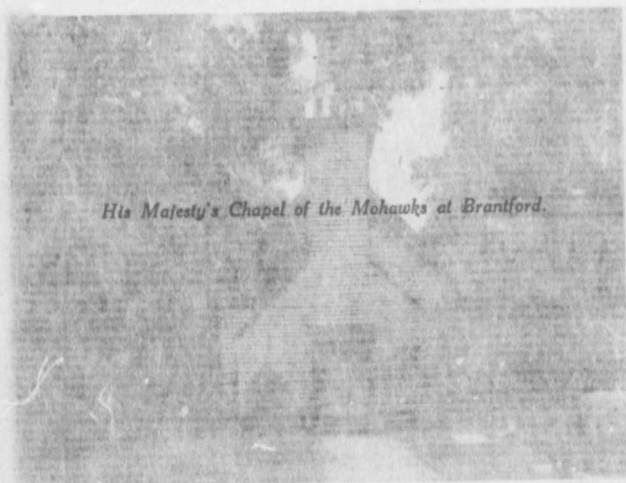
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*Bell Monument, Commemorating Invention of Telephone, at Brantford.*



*His Majesty's Chapel of the Mohawks at Brantford.*



Schedule of  
Trains

Distance from  
Niagara Falls

Stations en  
Route

## NIAGARA FALLS TO BRANTFORD VIA HAMILTON

*Monday, October Twentieth*

Lv.  
 12.00 Noon      0 Miles  
                   9.5 Miles  
                   11.4 Miles  
                   17.0 Miles  
                   18.4 Miles  
                   22.6 Miles  
                   25.3 Miles  
                   27.0 Miles  
                   31.8 Miles  
                   37.3 Miles  
                   45.5 Miles  
                   58.8 Miles  
                   54.8 Miles  
                   59.2 Miles  
                   65.8 Miles  
  
 Arr.  
 2.30 P.M.      67.8 Miles

NIAGARA FALLS  
 Population 15,000  
 MIDDLETOWN  
 Population 2,500  
 ST. CATHARINES  
 Population 19,000  
 JORDAN  
 Population 400  
 WINDLAND  
 Population 200  
 BEAMSVILLE  
 Population 1,100  
 GRIFFITH  
 Population 1,200  
 GUNNERY  
 Population 600  
 WILSONA  
 Population 600  
 WINDY CREEK  
 Population 200  
 HAMILTON  
 Population 109,000  
 DUNDAS  
 Population 1,000  
 COPETOWN  
 Population 100  
 LYNDEN  
 Population 300  
 ALFORD

BRANTFORD  
 Population 25,000

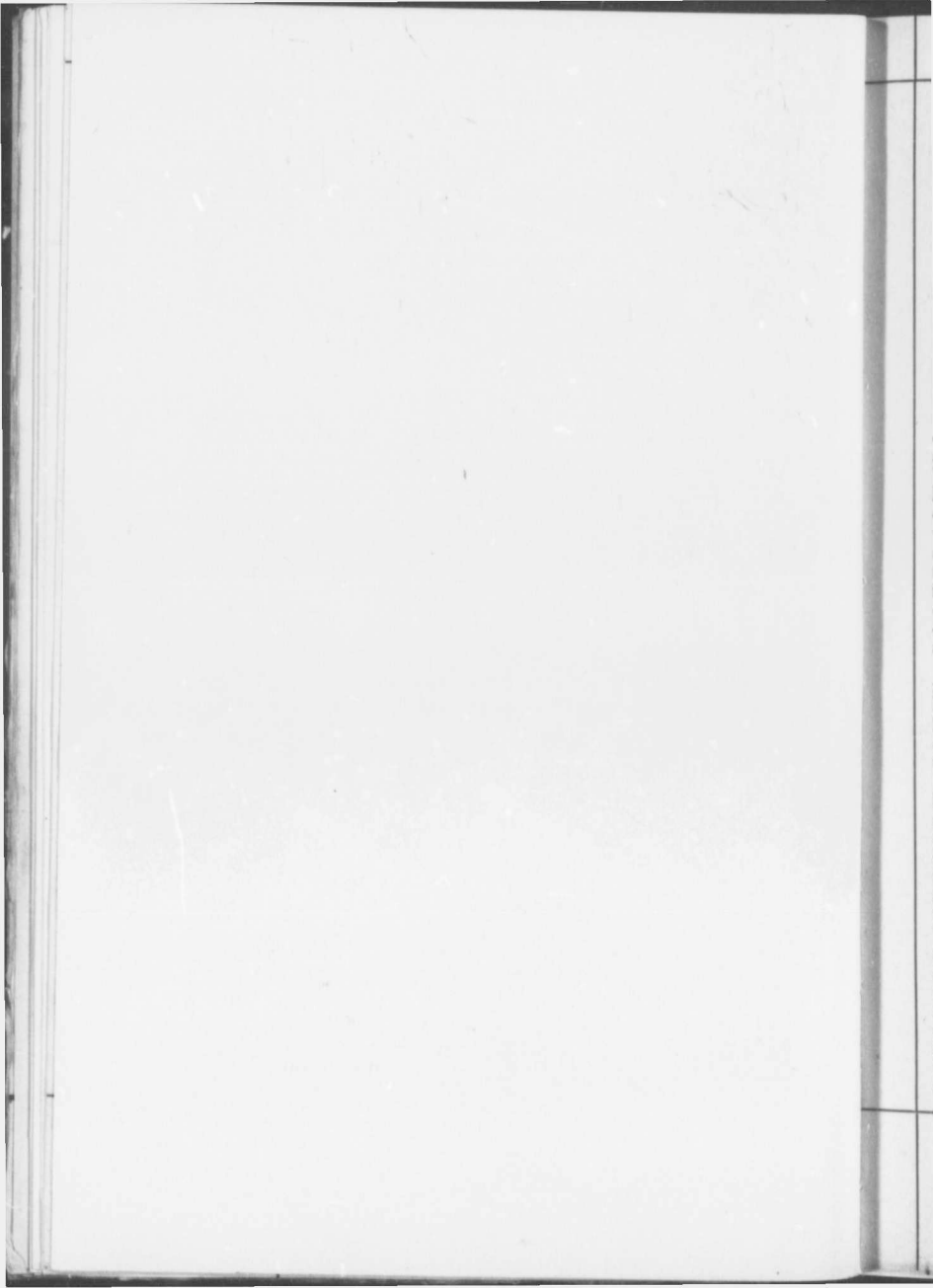
THE route followed between Niagara Falls and Hamilton is the same as that traversed on the southbound trip, the train running through a region that is not only a garden but a granary where wide acres of the finest lands produce the best of grain with miles of peach and apple orchards and leagues of luxuriant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

The Province of Ontario has more than 200,000 acres of fruit land. It is estimated that \$10,000,000 is 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 50 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 carried on on a considerable 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 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.

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 number of industries including 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 (Sagoyewagan), and the Six Nations 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 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.

Stations on  
Route

Distance from  
Niagara Falls

Schedule of  
Train

Schedule of Train	Distance from Niagara Falls	Stations on Route
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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 the 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.

## BRANTFORD TO GUELPH AND STRATFORD

*Monday, October Twentieth, and*

*Tuesday, October Twenty-First*

**T**HE route lies over the Grand Trunk line which connects Southampton on Lake Huron with Lake Ontario and Lake Erie ports. Harrisburg is an important junction point.

Galt is a thriving city, and like Brantford is situated on the Grand River, which supplies it with power. Its industries include the manufacture of woollen and knitted goods, machine tools, boilers, carriage springs, safes, heating apparatus; and, being in the centre of a rich agricultural district, it has a large milling business. In the neighborhood there is also a plentiful supply of lumber, limestone, and sand. It has nine churches, four large parks, public library, six banks, and fifty factories.

Preston is a thriving town which owns its own electric-light, power and water and sewerage systems. Many of the cars for the steam and electric railways of Canada are built here, and it has a large output also of furniture, agricultural implements, and general articles manufactured by wood-working machines.

Hespeler is situated on the River Speed, and its most important industries are centred in its foundries and furniture factories.

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 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 1143 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

Stations on  
Route

Distance from  
Brantford

Schedule of  
Train

BRANTFORD <i>Population 26,601</i>	0 Miles	Lv. 6 P.M. Oct. 20
HARRISBURG <i>Population 100</i>	7.4 Miles	
BRANCHTON <i>Population 100</i>	13.5 Miles	
GALT <i>Population 13,000</i>	19.2 Miles	
PRESTON <i>Population 4,950</i>	23.2 Miles	
HESPELER <i>Population 3,000</i>	26.6 Miles	
GOUROCK <i>Population 100</i>	31.5 Miles	
GUELPH JUNCTION	34.2 Miles	
GUELPH <i>Population 16,975</i>	35.5 Miles	Arr. 10 A.M. Oct. 21 Lv. 3 P.M. Oct. 21

Schedule of  
Train

Distance from  
Brantford

Stations on  
Route

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 1250 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.

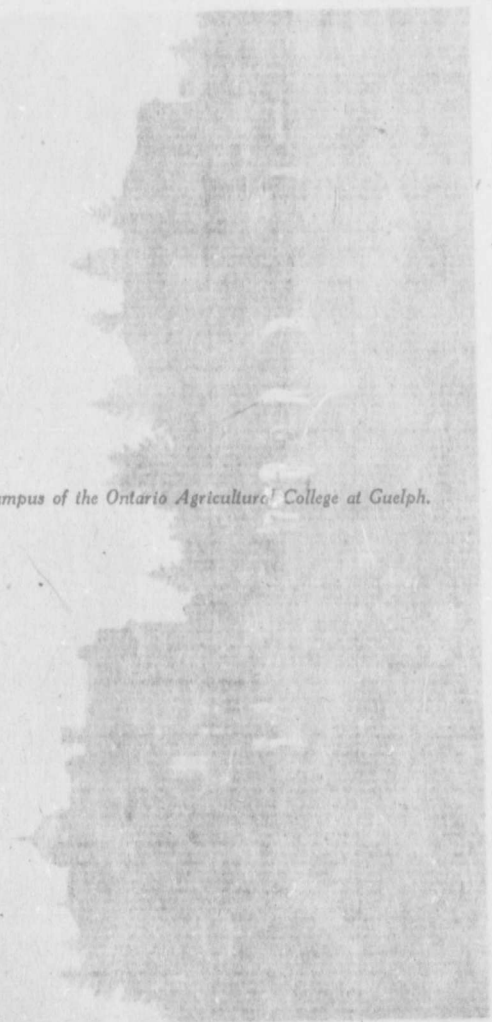
The Ontario Provincial Winter Fair is held annually at Guelph. The average attendance is over 40,000. This is possibly the best sheep show in Canada. It is said to surpass all other Clydesdale shows on the American continent and it is the largest and best poultry show in Canada. Authorities state that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

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. The only linen mill in Canada is located here. There are at the present time over ninety manufactories. These are constantly being added to.

Leaving Guelph for Stratford the train runs over what was formerly the main line of the Grand Trunk connecting Toronto and Port Huron. A splendid

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*Campus of the Ontario Agricultural College at Guelph.*



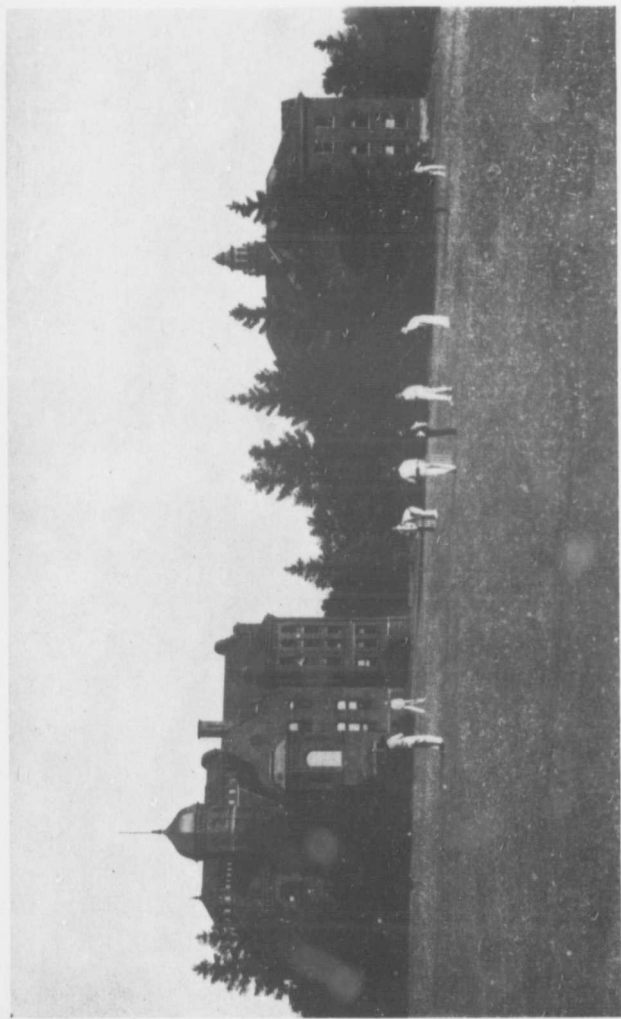


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Leaving Guelph for Toronto the train runs over what was formerly the main line of the Grand Trunk connecting Toronto and Peterborough. A short line



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farming district is passed through and Kitchener is reached. This city was formerly known as Berlin. Its industries have an annual output of more than ten million dollars, one hundred and thirty-five factories being busily engaged in the manufacture of furniture, wearing apparel and a variety of merchandise. The fertile nature of this section of Ontario is again exemplified in the many excellent farms seen from the train as it approaches Stratford.

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 town. 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,

Stations on Route	Distance from Stratford	Schedule of Train
MOSBOROUGH <i>Population 1,790</i>	40.4 Miles	
BRESLAU <i>Population 200</i>	45.1 Miles	
KITCHENER <i>Population 20,500</i>	49.3 Miles	
PETERSBURG <i>Population 100</i>	55.8 Miles	
BADEN <i>Population 650</i>	59.2 Miles	
NEW HAMBURG <i>Population 2,016</i>	61.7 Miles	
SHAKESPEARE <i>Population 400</i>	68.7 Miles	
STRATFORD <i>Population 18,000</i>	75.3 Miles	Arr. 5 P.M. Oct. 21

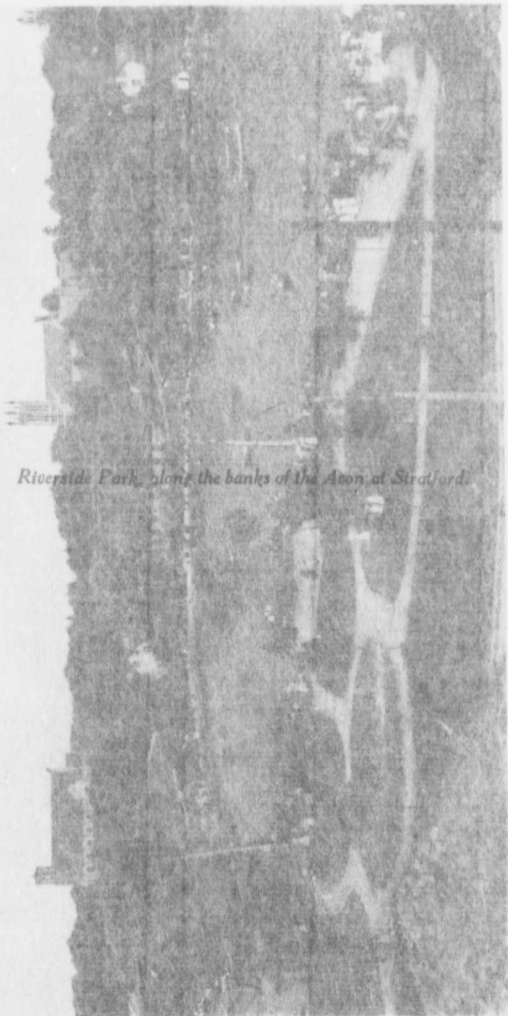
Schedule of  
Train

Distance from  
Brantford

Stations on  
Route

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.

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*Riverside Park, along the banks of the Avon at Stratford.*

Schedule of  
Trains

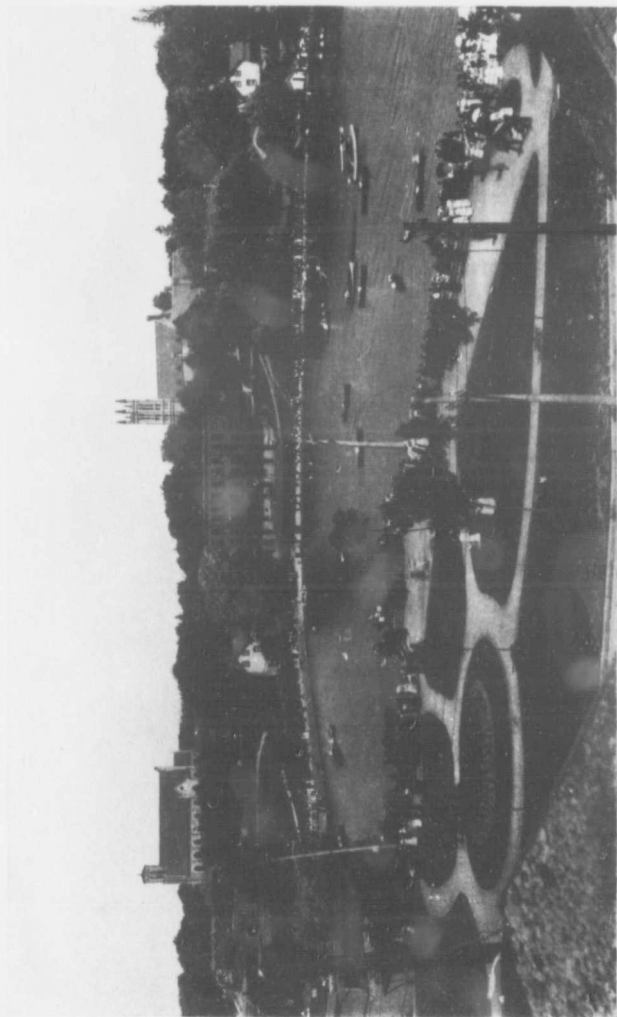
Distance from  
Bramford

Stations on  
Route

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Riverside Park, along the banks of the Avon at Stratford.

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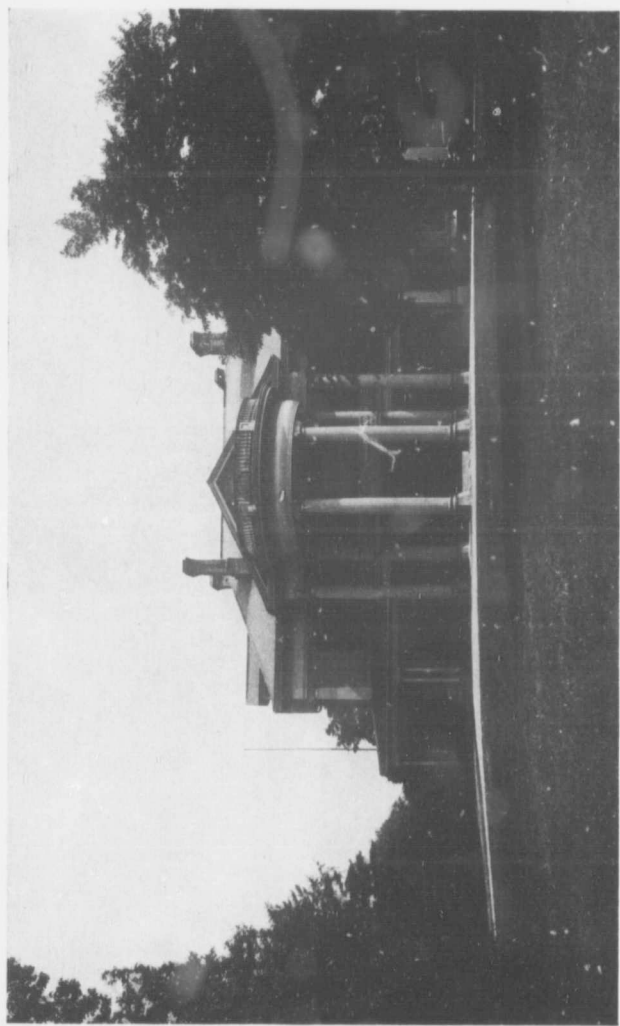






*Woodstock is a city of stately residences.*

Woodstock is a city of stately residences



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## STRATFORD TO WOODSTOCK, CHATHAM AND LONDON

*Tuesday, October Twenty-First and  
Wednesday, October Twenty-Second*

FROM Stratford the journey is continued over the Georgian Bay and Lake Erie line of the Grand Trunk. For a distance of about twenty miles the train passes through a good mixed farming district, which receives its supplies from Tavistock, a community of about one thousand people.

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

Stations en  
Route

Distance from  
Stratford

Schedule of  
Train

STRATFORD  
*Population 18,000*

0 Miles

Lv.  
6 P.M.  
Oct. 21st.

TAVISTOCK  
JUNCTION

6.8 Miles

TAVISTOCK  
*Population 1,000*

7.5 Miles

HICKSON  
*Population 120*

13.4 Miles

WOODSTOCK  
*Population 10,051*

22.3 Miles

Arr.  
11 A.M.  
Oct. 22nd

Lv.  
12 Noon  
Oct. 22nd

Schedule of Train	Distance from Stratford	Stations on Route
	27.1 Miles	BEACHVILLE <i>Population 500</i>
	31.3 Miles	INGERSOLL <i>Population 6,500</i>
	41.2 Miles	DORCHESTER <i>Population 400</i>
	49.3 Miles	LONDON EAST <i>Population 4,000</i>
	50.5 Miles	LONDON <i>Population, 60,000</i>

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 Vally 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.

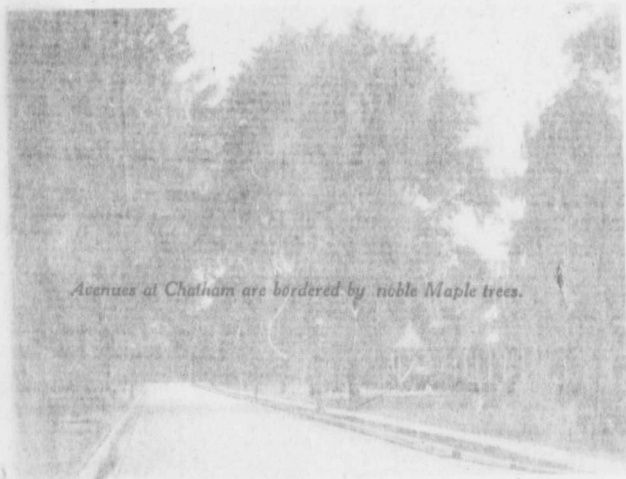
Between Woodstock and London the journey is over the double track main line of the Grand Trunk. Ingersoll is the most important town in this section, and is a picturesque place of 6,500 population. It is situated on the River Thames in the County of Oxford, noted for all kinds of dairying produce. In 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 Middle-

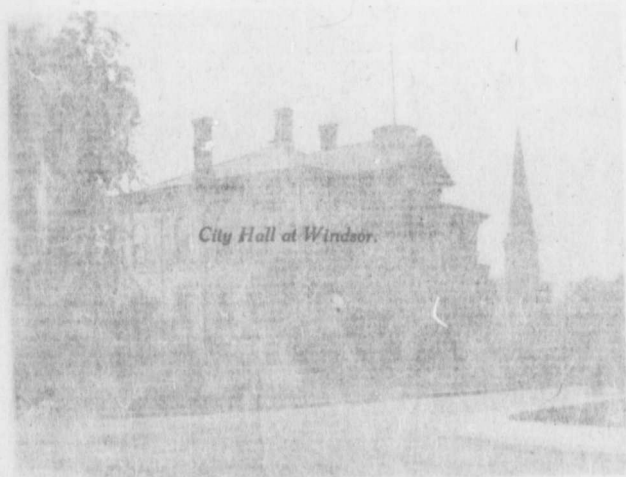
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*Avenues at Chatham are bordered by noble Maple trees.*



*City Hall at Windsor.*



Schedule of Trains	Distance from Stratford	Station on Route
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27.1 Miles	SEATHVILLE Population 500
31.3 Miles	INGERSOLL Population 400
41.2 Miles	DORCHESTER Population 400
49.3 Miles	LONDON EAST Population 4,000
50.3 Miles	LONDON Population 10,000

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 water-works 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 valley 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 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 6,500 population. It is situated on the River Thames in the County of Oxford, noted for all kinds of dairying products. 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 in full operation. 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.

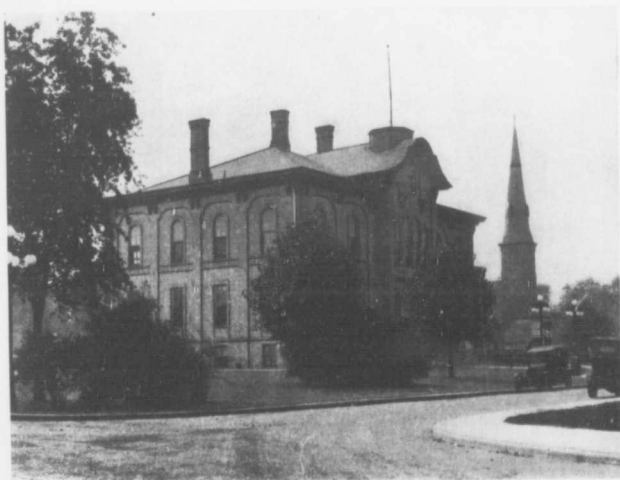
London has long been known as the "Forest City" on account of the many trees that line its principal streets. It is, however, a busy, bustling centre of commerce, a wholesale mart and manufacturing point. The Forest has now been transformed into the shaded avenues and business streets of a modern city, while the farms of Middle-

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sex, fertile and well cultivated, form one of the strongest bulwarks that any community could desire. More extended reference is made to this important centre at another place in this itinerary.

From 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."

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 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.

The journey from Chatham to London is over the same route as that traversed on the west-bound trip and requires no special reference. The distance between the two cities is sixty-four miles.

Stations en  
Route

Distance from  
Stratford

Schedule of  
Train

HYDE PARK JCT. Population 300	53.3 Miles	
LOBO Population 350	58.2 Miles	
KOMOKA Population 350	60.3 Miles	
MOUNT BRYDGES Population 400	65.0 Miles	
LONGWOOD	69.3 Miles	
APPIN Population 165	75.3 Miles	
GLENCOE Population 1,000	80.3 Miles	
NEWBURY Population 396	86.9 Miles	
BOTHWELL Population 720	92.1 Miles	
THAMESVILLE Population 900	99.3 Miles	
NORTHWOOD Population 100	105.6 Miles	
VOSBURG	109.3 Miles	
CHATHAM JCT.	113.8 Miles	
CHATHAM Population 15,600	114.3 Miles	Arr. 2.15 P.M.

Lv.  
3.15 P.M.  
Oct. 22nd

Schedule of  
Train  
Arr.  
4.45 P.M.  
Oct. 22nd

Distance from  
Stratford

Stations en  
Route

LONDON  
Population, 60,000

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. Fifty years later London had the nucleus for a good town, and today it is the commercial metropolis of Western Ontario, the richest and most populous district of Canada. Seven cities and numbers of towns are within fifty miles of London, illustrative of the comparative density of the population of the district. The city prides itself upon its educational facilities, its schools being among the finest on the continent, and in most instances fully modern, something less than three-quarters of a million dollars having been spent in new buildings in the past few years. The Western University is located here, and a \$500,000 medical building is being erected this year. London is unusually well provided with hospitals, having no fewer than four with a capacity in each instance of at least two hundred beds. A normal training school is also located here.

The domestic supply of water is obtained from springs, and is probably unique in this respect in a city of such proportions. The parks are a subject of special pride, the river park being some three miles in length along the picturesque banks of the Thames.

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 from the fact that in the jail at its rear were confined the rebels of 1837, and here seven of them were executed, after trial, for participation in the rebellion led by William Lyon Mackenzie.

The growth of manufacturing industries during the past thirty years has been very striking. It was early in the sixties that manufacturers began to be attracted thither, and to-day foundries and factories, with their armies of operatives, are to be found in all quarters of the city. The city boasts of the largest stove works in the British Empire—the McClary Works. It has extensive shoe, cigar, iron and brass, milling, woollen, tanning, and other industries. The city owns and operates an electric

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railway twenty-three miles in length that connects it with the Great Lakes shipping at Port Stanley. The city is lighted with power from Niagara Falls, and supplies power to manufacturers, the street railway, and for all electric purposes, in common with municipalities on the Niagara power system.

London is the Western Ontario headquarters of the Grand Trunk Railway System. The Company has here its train terminals for branch lines running in different directions, and has large repair shops located here as well. The population of the city is approximately 60,000. It has experienced remarkably steady growth, and is one of the most stable and progressive centres in Canada. One reason for this lies in its background of rich farming, dairying, orchard and vineyard interests. This district produces the finest fruits, tobacco, cheese, butter and grain.

Stations on Route

Distance from Stratford

Schedule of Train

Schedule of Train	Distance from London	Stations en Route
Lv. 3 P.M.	0 Miles	LONDON <i>Population 60,000</i>
Arr. 3.45 P.M.	30.4 Miles	GLENCOE <i>Population 1,000</i>
Lv. 4.00 P.M.	64.4 Miles	CHATHAM <i>Population 15,600</i>
	72.7 Miles	PRAIRIE SIDING
	78.1 Miles	JEANNETTE'S CREEK <i>Population 100</i>
	84.1 Miles	STONEY POINT <i>Population 150</i>
	87.9 Miles	ST. CLAIR <i>Population 100</i>
	92.9 Miles	BELLE RIVER <i>Population 600</i>
	96.9 Miles	PUCE
	103.2 Miles	PIKE CREEK <i>Population 150</i>
	102.0 Miles	TECUMSEH <i>Population 400</i>
	108.7 Miles	WALKERVILLE <i>Population 6,000</i>
Arr. 6.30 P.M.	110.1 Miles	WINDSOR <i>Population 30,350</i>

## LONDON TO WINDSOR

*Thursday, October Twenty-Third*

On the journey to Windsor the route lies again through Glencoe and Chatham. Glencoe is served by three railway systems, and its chief industries are saw mills and sash and door factories. It supplies a good farming district.

Soon after passing through the city of 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 city of Windsor is situated at the southern extremity of Canada—just across from the city of Detroit, Michigan—on one of the world's great inland waterways, the Detroit River, which, with the St. Clair waters, forms a great traffic artery between Lake Huron and Lake Erie. According to the chief geographer of the Dominion, Windsor has a latitude of 42° 19' and a longitude of 83° 03'. It is 35 miles south of Buffalo, New York, and only a hundred miles north of New York City. Windsor and Boston, Massachusetts, are in the same latitude.

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. Advancement has been so rapid that only in perspective do we catch a glimpse of what has been accomplished during the past twenty-seven years. The street scenes have been transformed; scores of factories have sprung up where there were pasture lands; the great white way in the business section and the ornamental lighting standards in residential districts, illuminated with power from Niagara Falls, were not even dreamed of.

Windsor is the largest of the Border Cities, already alluded to, a group which comprises the municipalities of Ford and Walkerville, Sandwich and Ojibway. These all adjoin and it is impossible for the visitor to say where one ends and the other commences. Their development has been very striking. This growth has been wholly due to the location of substantial industries. The population of these communities has more than doubled within the past six years, and conservative estimates place the population at well over fifty thousand people. Some conception of the unexpected rapidity of the

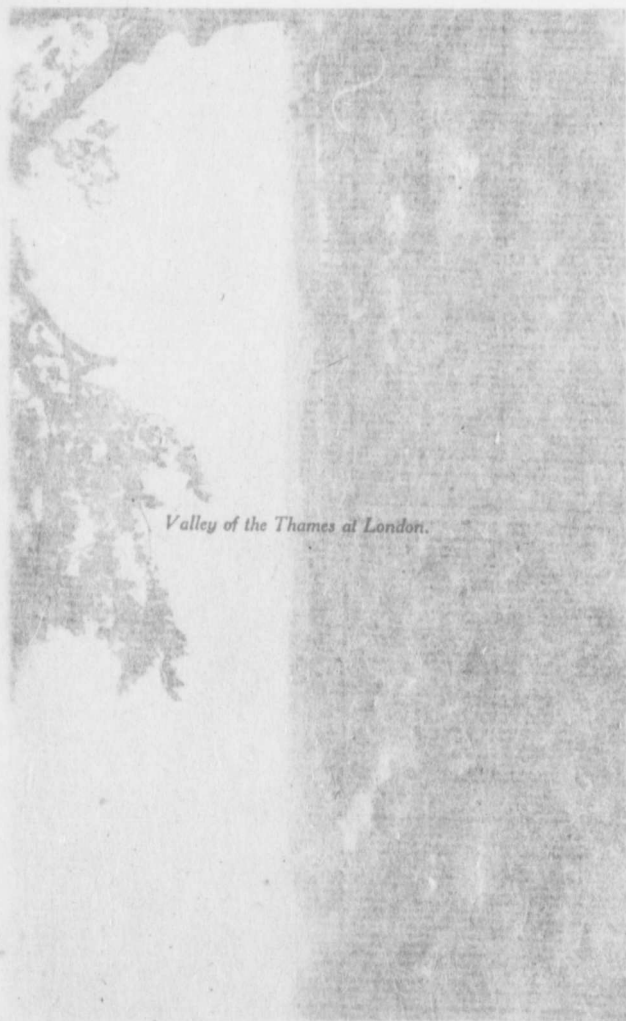
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*Valley of the Thames at London.*



Schedule of Trains	Distance from London	Station or Route
Lv. 3 P.M.	0 Miles	LONDON Population 60,000
Arr. 3:45 P.M.	30.4 Miles	GLENGOR Population 1,000
Lv. 4:00 P.M.	61.4 Miles	CHATHAM Population 12,000
	72.7 Miles	PRAIRIE SIDING
	78.1 Miles	JEANETTE'S CREEK Population 100
	84.1 Miles	STONEY POINT Population 100
	87.9 Miles	ST. CLAIR Population 100
	92.9 Miles	DEALE RIVER Population 600
	95.9 Miles	POCK
	103.2 Miles	PINE CREEK Population 100
	102.0 Miles	YOUNG Population 100
	108.7 Miles	WALSERVILLE Population 2,000
Arr. 6:30 P.M.	110.1 Miles	WINDSOR Population 20,000

## LONDON TO WINDSOR

Thursday, October Twenty Third

On the journey to Windsor the route lies again through Glengor and Chatham. Glengor is served by three railway systems, and its chief industries are saw mills and ash and door factories. It supports a good farming district.

Soon after passing through the city of 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.

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growth may be gathered from the fact that two years ago the Bell Telephone Company installed new equipment which their experienced extension experts believed would easily look after the needs of these border municipalities for a period of ten years. Yet, in merely two years, the equipment in question has become wholly inadequate, and is now being replaced.

In view of the fact that Detroit is "America's Great Motoropolis," it is not surprising that these Border Cities should have become the motor vehicle manufacturing centres of Canada. The specialized labor involved is concentrated in the immediate vicinity and the water and rail transportation facilities are of an exceptional character. The American manufacturers have recognized the great potentialities of the Canadian market and have realized also that in order to reach the markets of Great Britain and her possessions, and do so upon the best possible footing, a Canadian branch factory is essential. For some considerable time past, United States interests have been establishing plants in the Border Cities at the rate of almost one per week.

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. The business handled by these ferries is very heavy, the service being maintained by three large steamers, viz.: "Lansdowne," "Huron," and "Great Western." Of these three steamers, the largest is "Lansdowne," which is 319 feet long, has a breadth of hull 41 feet, a depth of hull of 15 feet, and a carrying capacity of sixteen 36-foot freight cars, or eight standard passenger cars each 72 feet long.

Stations on  
Route

Distance from  
London

Schedule of  
Train

Schedule of  
Train

Distance from  
Toronto

Stations en  
Route

## TORONTO TO KINGSTON

*Friday, October Twenty-Fourth, and Saturday,  
October Twenty-Fifth*

Lv.  
9.20 P.M.  
Oct. 24th

0 Miles

TORONTO  
*Population 527,556*

THE name Toronto was originally spelled Otoronto or Otoronton, meaning in the Huron language "a place where many people meet." In 1749 a fur-trading post and fort were established by the French on the site of the present splendid city. Traces of the fort remained until 1878, and its location is now indicated by an obelisk which rises near the southwest corner of the Canadian National Exhibition Grounds. The fall of Fort Frontenac in 1758 and the danger coming from all sides upon French Canada led the Governor, M. de Vaudreuil, to issue orders in that year that if the enemy appeared at Toronto the buildings there were to be burned and the men to retire to Niagara. His orders were eventually carried out.

The first Englishmen to enter Toronto Bay arrived in 1760, and fur-trading with the Indians was resumed. After the establishment of the Province of Upper Canada in 1791, the Imperial officers began to consider the place as a possible site for the future capital. On August 27th, 1793, in honor of a victory gained by the Duke of York, a Royal salute was fired and the name York was officially adopted by the community.

The Executive Council of the Province of Upper Canada began to hold its meetings at York in that year. The town was laid out in the form of a parallelogram and the names of its streets reflected the loyalty of its founders, the Royal Family being honored wherever the opportunity was offered.

On June 1st, 1797, the Legislature of Upper Canada met for the first time at York. In 1803 the town had a population of four hundred and fifty-six persons and an area of four hundred and twenty acres. 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, and by 1815 the population had risen to twenty-five hundred. The erection of new Parliament Buildings and the building of Osgoode 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

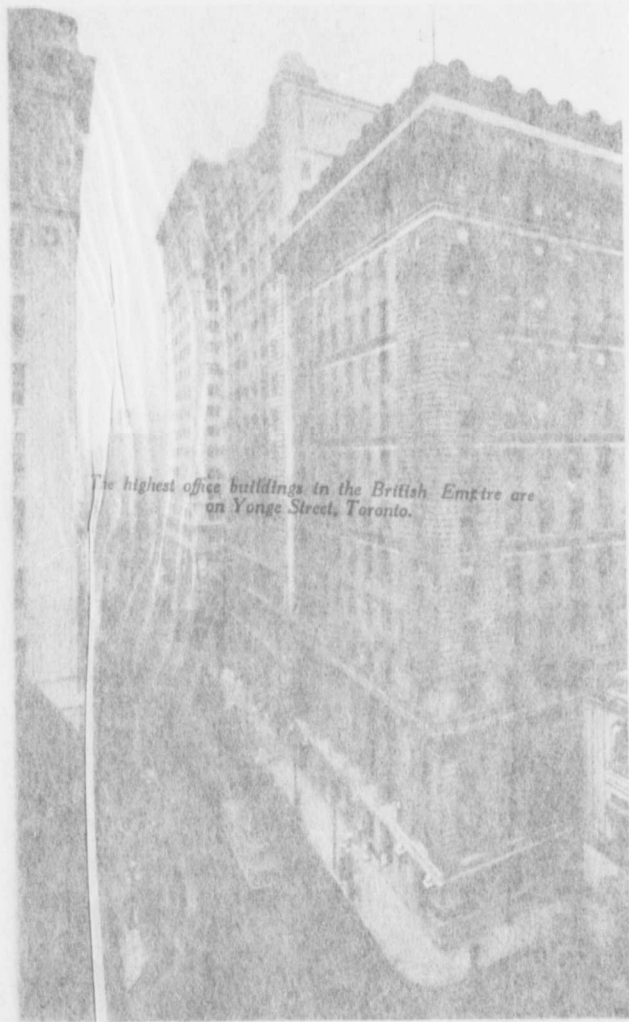
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*The highest office buildings in the British Empire are on Yonge Street, Toronto.*

Schedule of  
Trains

Distance from  
Toronto

Station or  
Route

## TORONTO TO KINGSTON

*Friday, October Twenty-Fourth, and Saturday,  
October Twenty-Fifth*

Lv.  
9:20 P.M.  
Oct. 24th

0 Miles

TORONTO  
Population 127,550

THE name Toronto was originally spelled Otoronto or Otoronton, meaning in the Huron language "a place where many people meet." In 1749 a fur-trading post and fort were established by the French on the site of the present splendid city. Traces of the fort remained until 1875, and its location is now indicated by an obelisk which rises near the southwest corner of the Canadian National Exhibition Grounds. The fall of Fort Frontenac in 1758 and the danger coming from all sides upon French Canada led the Governor, M. de Vaudreuil, to issue orders in that year that if the enemy appeared at Toronto the buildings there were to be burned and the men to retire to Niagara. His orders were eventually carried out.

The first Englishmen to enter Toronto Bay arrived in 1760, and fur-trading with the Indians was resumed. After the establishment of the Province of Upper Canada in 1791, the Imperial officers began to consider the place as a possible site for the future capital. In August 1793, the town of York was established on the site of the old town of Toronto, and the name York was officially adopted by the community.

The Executive Council of the Province of Upper Canada began to hold its meetings at York in that year. The town was laid out in the form of a parallelogram and the names of its streets reflected the loyalty of its founders, the Royal Family, being honored wherever the opportunity was offered.

On June 1st, 1797, the Legislature of Upper Canada met for the first time at York. In 1803 the town had a population of four hundred and fifty-six persons and an area of four hundred and twenty acres. 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, and by 1815 the population had risen to twenty-five hundred. The erection of new Parliament Buildings and the building of Osgoode 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

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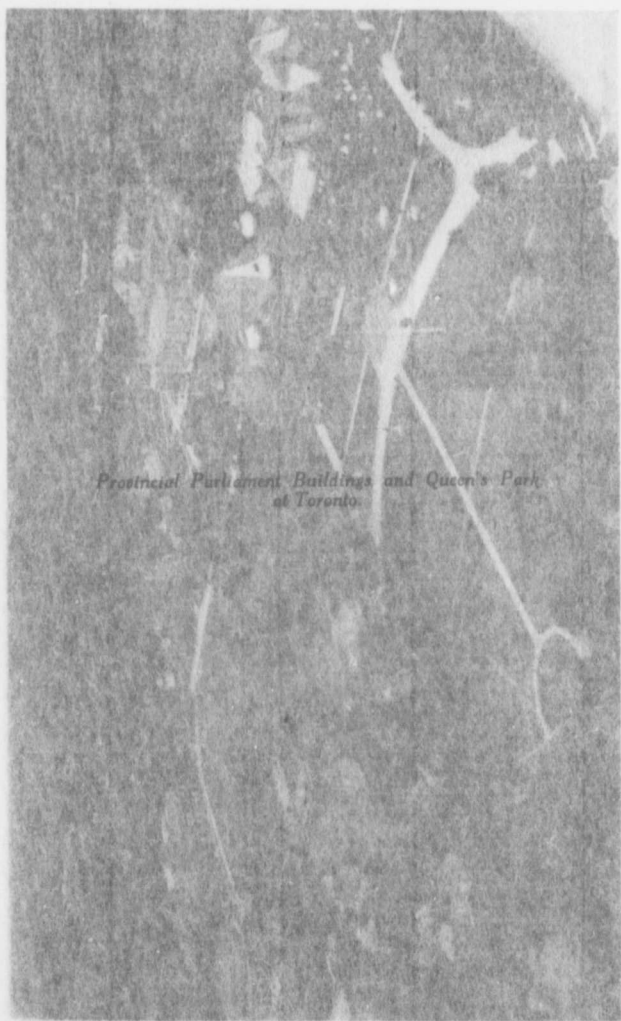
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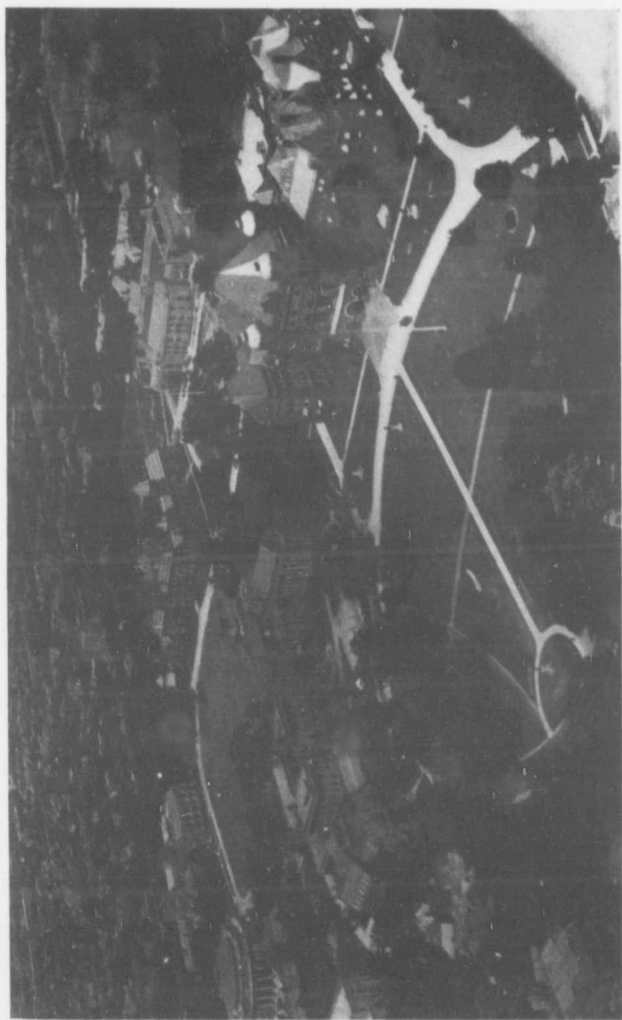






*Provincial Parliament Buildings and Queen's Park  
at Toronto.*

Provincial Parliament Buildings and Queen's Park  
of Toronto



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Toronto. After the two Canadas were united in 1841, the seat of government was removed to Kingston, but this loss was compensated for in some measure by the establishment in 1849 of Toronto as the seat of the Canadian Government alternately with Quebec.

The census of 1871 gave the population as 56,092, and the rate of progress indicated has continued. This growth has been especially remarkable within the last ten years, in which period the population has increased 130 per cent., capital invested 210 per cent., customs revenue 200 per cent., post office revenue 180 per cent., manufactures have increased 105 per cent., building permits 550 per cent., business firms 80 per cent., and bank clearings 150 per cent. The proximity of Toronto to Niagara has placed an almost unlimited supply of electrical energy at the disposal of the city. No city has a better or more artistic scheme of street lighting. Large numbers of manufacturing establishments have been attracted to this centre by the admirable transportation facilities and ample power supply.

Toronto has often been described as "the city of churches," or "the city of homes." There are 211 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.

A visitor to any of the residential districts, especially Rosedale, will be struck by the number and architectural beauty of the private houses, by the care with which lawns and gardens have been planned and are kept, and by the cleanliness and picturesqueness of the boulevard streets. A wise policy has secured to Toronto an unusually large number of handsome shade trees.

Toronto is the educational centre of the Province of Ontario. The Provincial University, the University of Toronto, is situated in Queen's Park to the west of the Legislative Buildings. It has four thousand students in the faculties of Arts, Medicine, Applied Science, Education and Forestry, and almost as many more in affiliated institutions. McMaster University, a separate institution supported by the Baptist Church, has more than three hundred students. The Provincial Law School is situated in Osgoode Hall. The public school system of Toronto includes eighty Public and Separate Schools, ten High Schools, a Technical School and

Stations on  
Route

Distance from  
Toronto

Schedule of  
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Toronto

Stations en  
Route

a Commercial High School. Outside the system there is a great number of private schools, such as Upper Canada College and Saint Andrew's College, which attract boys and girls from all parts of Canada. None of the educational institutions is more valuable or popular than the Public Library, which now has nine branches and two hundred thousand books.

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Toronto is assured of a prosperous and interesting future. It is a very many-sided city, and has not made the mistake of developing some branches of its civic life at the expense of the others. It is

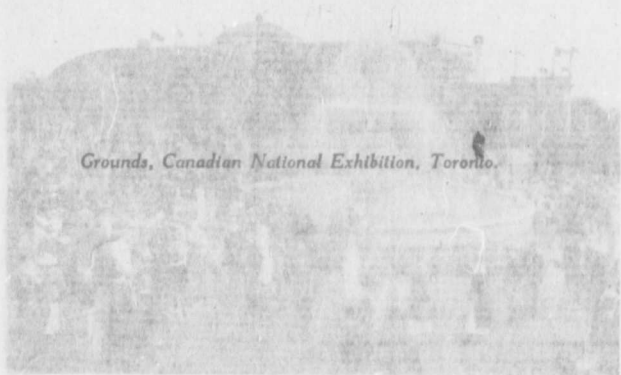
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*Grounds, Canadian National Exhibition, Toronto.*



*New Union Station at Toronto.*

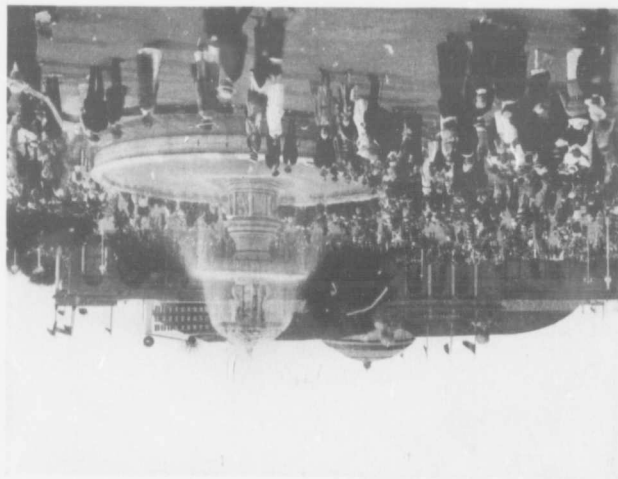
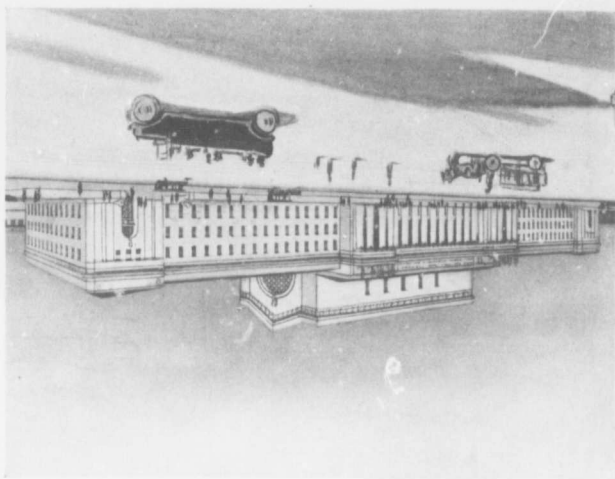


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a successful business and industrial community. Its citizens and its financial houses are known throughout Canada for their ability and energy. It draws its supplies of food and of new citizens largely from the Ontario countryside, which for beauty, fertility, and the variety of its products is unsurpassed. It has, however, combined with its pursuit of material success an unflinching appreciation of, and interest in, the arts and things of the mind. Its universities and schools, its newspapers and magazines, its artists and musicians, are encouraged by the community and assisted in their endeavors to enhance the dignity and the reputation of Toronto.

The train, after leaving the Union Station, by the Grand Trunk main line, threads a busy industrial section for a distance of about two miles.

As York is approached, the golf links of the Toronto Golf Club are seen on the right, and they are among the best courses devoted to the Royal and Ancient Game in the Dominion of Canada. York is the terminal of the Eastern and Northern Divisions of the Grand Trunk Railway, and the extensive freight yards are visible from both sides of the train.

On approaching Pickering, the town is seen on the left. This town is the home of a Quaker settlement, and Pickering College, a Quaker institution, can be seen from the train. Large Quaker gatherings assemble here annually.

Whitby, with a population of about 3,200, is the site of a well-known scholastic institution, the Ontario Ladies' College, which is seen on the left after leaving the station, and of a military hospital which was devoted to the care of Canadians wounded overseas. There are two grain elevators. From this junction a branch of the Grand Trunk runs north past the town of Lindsay (one of the gateways to the "Kawartha Lakes") to Haliburton. As the countryside becomes more open, better views may be had of Lake Ontario, the Grand Trunk line skirting that magnificent body of water for a distance of eighty miles between Toronto and Brighton. Lake Ontario is two hundred miles long, sixty miles wide, and six hundred feet deep.

Approaching Oshawa, a small stream known as Oshawa Creek is crossed, and a pretty vista is had to the left of the track. Oshawa is named after an Indian Chief, the word meaning "Over the Water."

Stations on Route	Distance from Toronto	Schedule of Train
RIVERDALE	2.3 Miles	
YORK	5.4 Miles	
SCARBORO JCT.	9.0 Miles	
SCARBORO	12.0 Miles	
PORT UNION	16.4 Miles	
ROSEBANK	18.0 Miles	
DUNBARTON <i>Population 200</i>	20.7 Miles	
PICKERING <i>Population 702</i>	22.5 Miles	
WHITEY JCT.	29.0 Miles	
OSHAWA JCT.	33.5 Miles	
DARLINGTON	39.6 Miles	

Schedule of Train	Distance from Toronto	Stations en Route	Oshawa is a busy manufacturing town with a population of more than eight thousand. It has large carriage, automobile and other plants, and is supplied with power from the Trent River.	of the The pa excursi accom available offers.
	43.2 Miles	BOWMANVILLE <i>Population 3,300</i>	Bowmanville is one of the most important towns in this section, with some of the largest automobile tire, and piano and organ factories in Canada.	But through country Trent and pi Lake, regions Bay of Trent work waterw a bran thence of this the he branch plies in lumber varied
	47.6 Miles	NEWCASTLE <i>Population 692</i>	It has a fine natural harbor, capable of accommodating large lake vessels.	
	55.5 Miles	NEWTONVILLE <i>Population 250</i>	Passing through the villages of Newcastle and Newtonville we reach Port Hope.	
	63.2 Miles	PORT HOPE <i>Population 4,486</i>	Here is the most important harbor of Lake Ontario on the Canadian side between Toronto and Kingston. The town is a very pretty one, and is seen on the left of the train. Its business interests are steadily developing. It is a junction point for the Northern Division of the Grand Trunk and a gateway to the "Kawartha Lakes" region, comprising a chain of lakes situated in the counties of Victoria and Peterborough, with unlimited attractions for the tourist, sportsman, and disciple of Izaak Walton. This chain of lakes has a navigable steamer route of seventy miles, and is part of the waterway of the Trent Valley Canal, which will connect the Georgian Bay with the St. Lawrence River.	
	69.9 Miles	COBOURG <i>Population 5,241</i>	Cobourg is a charming town and a favored resort for Canadians and visitors from the United States, many of whom make this their headquarters during the summer months. Just after passing the station, on the right of the train, will be noticed some beautiful summer residences.	Tw places advant educat the no centur trolling throb spent studen
			Cobourg is connected with Rochester, N.Y., by Grand Trunk Car Ferry, Ontario No. 1, one of the largest boats plying on Lake Ontario. Her length over all is 316 ft., beam 54 ft., depth of hull 20 ft., and she draws 15 ft. of water. She is built of steel and has a speed of 17 knots an hour. Under the main passenger deck is a miniature freight yard with four sidings, having a capacity of thirty ordinary freight cars or thirty coal cars carrying a load of fifty tons each.	As best in of the grain, glance the F; Americ is gene de Ch from h ful In Trent to the the gr
			The car ferry is handling large quantities of coal to points in Canada from the extensive mining districts located on the B.R. & P.Ry. in Western Pennsylvania. The Grand Trunk Railway System uses this route extensively in bringing in coal for its fuel supply, this being distributed to its Eastern and Northern Divisions. Each year since the establishment of this service there has been a constant increase in the interchange of the products	

of the two countries via this International Route. The passenger carrying capacity of this steamer for excursion business is 1,000 passengers, and good accommodation and ample stateroom facilities are available for the regular first class business that offers.

Between Cobourg and Trenton the train passes through a magnificent apple district, and the countryside presents a very attractive appearance.

Trenton is situated at the mouth of the wide and picturesque Trent River, the outlet of Rice Lake, one of the best duck-hunting and fishing regions of Ontario. It is near the west end of the Bay of Quinte. It is the southern terminus of the Trent Valley Canal. Canal construction and other work was completed in 1918, making a navigable waterway from Lake Ontario to Lake Simcoe with a branch extending from Sturgeon Lake to Lindsay, thence through Lake Scugog to Port Perry. North of this town and in the vicinity of Rice Lake was the headquarters of the Mississauga Indians, a branch of the Ojibways. The neighborhood supplies iron, limestone, marble and many varieties of lumber, which are used as raw materials for its varied industries.

Twelve miles from Trenton is Belleville. Few places in Canada can claim as many natural advantages as this beautifully located city. As an educational centre it has been known throughout the northern part of the continent for over half a century, and scores of the men who are now controlling the mercantile, manufacturing, and educational interests of this country look back with a throb of pride and interest to their early days, spent either as scholars in her public schools or as students in her colleges.

As a market, it is acknowledged to be among the best in Central Ontario, as it is in the centre of one of the richest tracts of fertile and productive dairy, grain, and fruit-growing land in the Province. A glance at its history will take us back to the time of the French domination in this part of North America, a period of roughly three hundred years. It is generally accepted as a historical fact that Samuel de Champlain, in the year 1615, when returning from his unfortunate expedition against the powerful Iroquois tribe of Indians, passed down the Trent River, and then followed the Bay of Quinte to the St. Lawrence. It is also recorded that the great French navigator and colonizer, with his

Stations en  
Route

Distance from  
Toronto

Schedule of  
Train

GRAFTON  
*Population 400*  
COLBORNE  
*Population 1,200*  
BRIGHTON  
*Population 1,020*  
SMITHFIELD  
*Population 325*  
TRENTON  
*Population 9,000*

77.8 Miles

84.4 Miles

92.0 Miles

95.6 Miles

101.1 Miles

BELLEVILLE  
*Population 12,300*

113.3 Miles

Schedule of Train	Distance from Toronto	Stations en Route
Arr. 10 A.M. Oct. 25th	120.4 Miles	SHANNONVILLE <i>Population 400</i>
	126.9 Miles	MARYSVILLE <i>Population 100</i>
	135.1 Miles	NAPANEE <i>Population 3,300</i>
	140.2 Miles	FREDERICKSBURG <i>Population 500</i>
	145.9 Miles	ERNESTOWN <i>Population 180</i>
	153.5 Miles	COLLIN'S BAY <i>Population 250</i>
	160.9 Miles	KINGSTON JCT <i>Population 360</i>
	163.2 Miles	KINGSTON <i>Population 23,317</i>

followers, wintered on the very spot where Belleville now stands. This gives the city a special claim to distinction in connection with the charming piece of water along which it is so beautifully located.

Belleville has transportation facilities unsurpassed. It is one of the main terminal points of the Northern Division of the Grand Trunk, and has extensive repair shops and engine round houses. The Bay of Quinte barley, cheese, and canned goods have an established reputation, and large quantities are annually shipped to the United States and to Europe. The city has forty industries, including large cement works. There are talc and felspar mines nearby and limestone quarries.

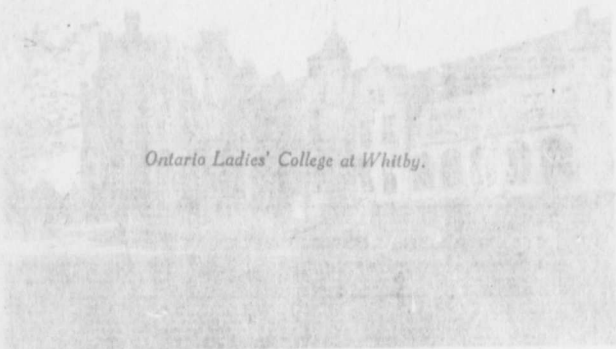
Passing through the villages of Shannonville and Marysville, Napanee is reached. Situated on the Napanee River, which is navigable to the Bay of Quinte, Napanee is the centre of Lenox and Addington Counties, which are good farming districts. Immense beds of marl are located in the vicinity. The marl is composed of ancient sea shells disintegrated, and is valuable in connection with the manufacture of building materials. The name Napanee is derived from the Mississauga word Naw-Paw-Nay, which signifies flour. As breadstuffs are the staple of Napanee's trade, the name is highly appropriate.

Kingston was a French Fort in 1673 and was founded by Frontenac, the celebrated French soldier. In 1758 it passed into the possession of the British, Colonel Bradstreet with a force of three thousand men capturing the place. The fort held by the French at that time stood on the site now occupied by the Tete de Pont Barracks, while the British battery fired from the site of the present site. A party of United Empire Loyalists chose Kingston as the location for their new home, and gradually the place assumed a position of importance in the New Canada. The log-cabins were replaced by substantial buildings of grey limestone, which was plentiful in the district. The Government built a small grist mill in 1772. Finally Kingston was chosen as a garrison for British troops. But periods of stress and storm returned. The war of 1812 threw it into a turmoil at once. The Government dockyard was situated on the peninsula opposite the town, now occupied by the Royal Military College. There were big black and white timbered battle ships moored all about the harbor. There was a fort at Fort Henry, the

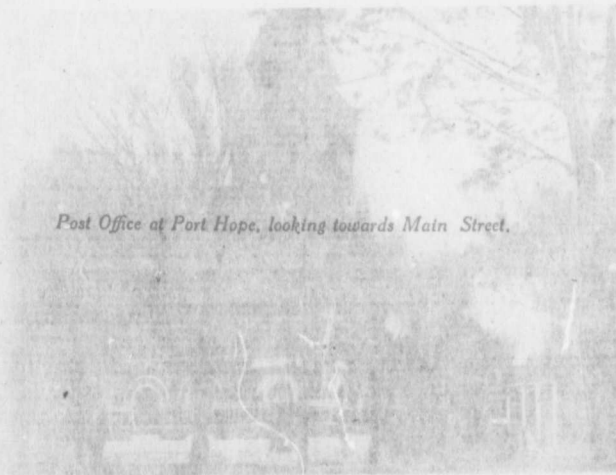
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*Ontario Ladies' College at Whitby.*



*Post Office at Port Hope, looking towards Main Street.*



Population	Area	Notes
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Oct. 17th

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isle once stood. The great city is a special  
charm to distant Paris, and within the enclosing  
pace of water alone which it is so beautifully  
located.

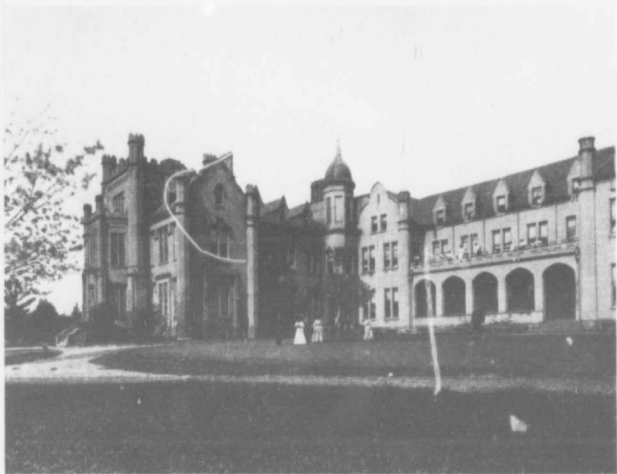
Belleville has stronger than previous descrip-  
tioned. It is one of the most beautiful points of  
the Northern Division of the Pacific Coast, and has  
extensive sugar plantations and a large naval base.  
The Bay of Spanish Bay, a great and ancient  
goods store in established reputation, and large  
quantities are annually shipped to the United  
States and in Europe. The city has forty Indus-  
trial factories, and a large number of shops. There are  
talk and large stores nearby and limestone quarries.

Passing through the villages of Kananaskis  
and Abernethy, Napassee is reached. Situated  
on the Napassee River, which is navigable  
to the Bay of Queen's, Napassee is the centre  
of Leno and Livingston Counties, which are good  
farming districts. Immense fields of grain are  
located in the vicinity. The river is composed of  
softest and which disintegrated, and is valuable in  
connection with the manufacture of building  
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successor of Fort Frontenac. To this day the city retains something of its old time military appearance.

Stations en  
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An influential visitor from England in 1795 urged the claims of Kingston to be designated as the Capital of Upper Canada, which had recently been separated from Lower Canada. That honor went to Toronto, but a greater one was accorded Kingston half a century later. The two provinces were united and Kingston was chosen as the capital. The policy of an all Canadian Confederation was then the absorbing topic of political discussion. It is a matter of legitimate pride for Kingston that its representative in the first Canadian Parliament was Sir John A. Macdonald, the first Prime Minister of the Dominion. Kingston held its honors as the capital city for only three years. Foiled in its dreams of political pre-eminence, it has not remained supine. It occupies a high place among Canadian cities. It is the headquarters of Military District No. 3, extending from Cornwall to Bowmanville and from Kingston to somewhere about the farthest north, including Ottawa. It is also the seat of the Royal Military College, an institution which is deservedly famous all over the world. It also contains Queen's University, a home of higher education, which for seventy-six years has sent out graduates all over Canada, "fitted to serve their country in church and state," as the prayer used in the university service finely expresses it. Kingston is also the home of the penitentiary for the Province of Ontario and has, in addition, a splendid array of charitable institutions. Last, but not least, it has achieved a steady and enviable progress as a business centre. Kingston is a city that will make good in the march of national progress. The great turning point in its history will come with the completion of the Welland Canal scheme, the deepening of its harbors for the largest vessels of the Great Lakes and the building of the Government elevators for the housing of millions of bushels of the golden grain of the west, and its people are already bestirring themselves for that great opportunity.

As a summer resort Kingston also ranks high on account of the beauty of its location, where lake and river meet and in close proximity to the Thousand Islands, the Rideau waters and the Bay of Quinte. The Thousand Islands begin near Kingston at the outlet of Lake Ontario and extend some forty miles down the river to Brockville. They

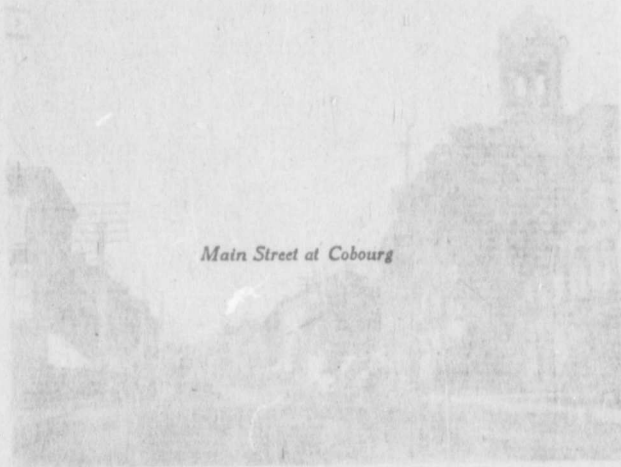
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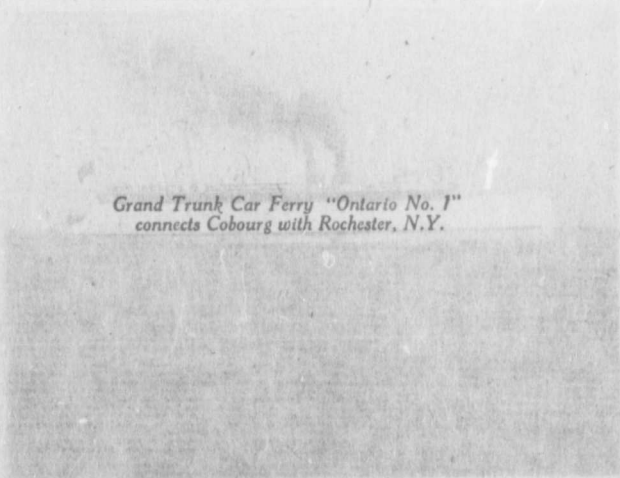
Stations en  
Route

present everything conceivable in the way of an island, from a bare rock a yard across, to islands covering many acres, some heavily wooded, some covered merely with grass, some cultivated as farms, some containing beautiful summer residences and hotels. Many islands are hilly, while others scarcely rise above the water's surface. In a region of such a nature, boating and fishing are naturally the leading recreations, and the wide channel of the St. Lawrence River, with a current of less than two miles in the vicinity of Round Island, offers every opportunity for a thorough enjoyment of these pastimes. The stream teems with the gamiest of fish, such as black bass, pickerel, maskinonge, etc. Connected with the hotels are boats with experienced oarsmen. These "St. Lawrence River Skiffs," as they are called, have beauty of line, strength, comfort, lightness, ease of handling and swift sailing qualities.

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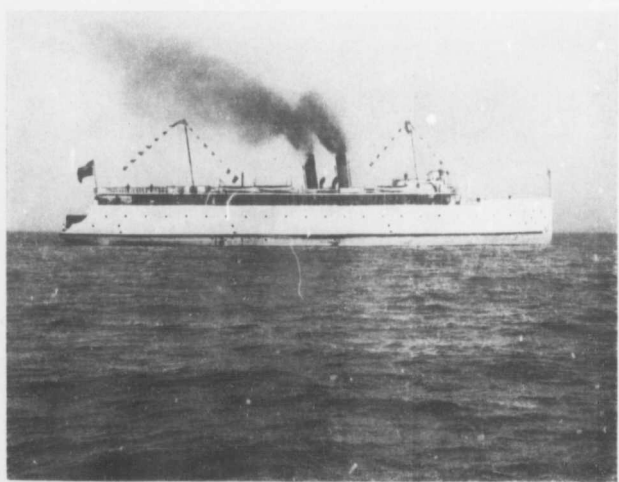
*Main Street at Cobourg*



*Grand Trunk Car Ferry "Ontario No. 1"  
connects Cobourg with Rochester, N.Y.*

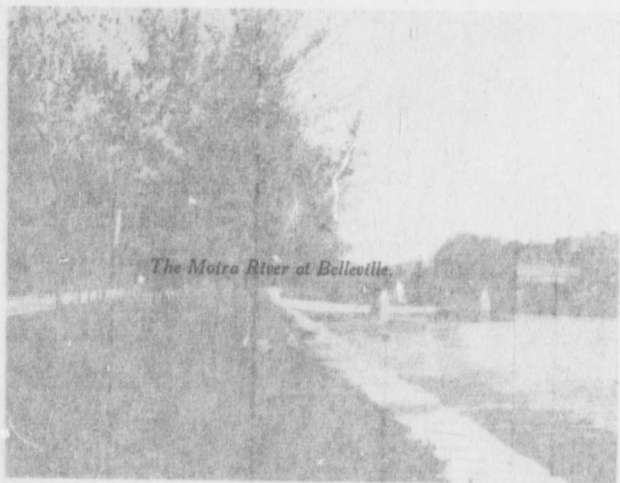


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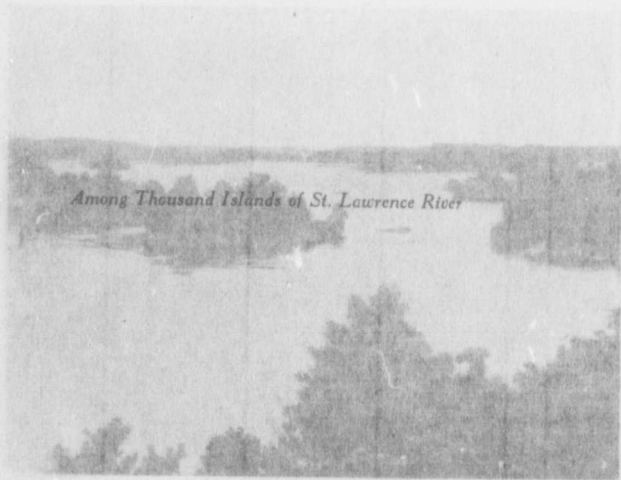








*The Motra River at Belleville.*



*Among Thousand Islands of St. Lawrence River*

The Motte River at Belleisle.

Among Thousand Islands of St. Lawrence River

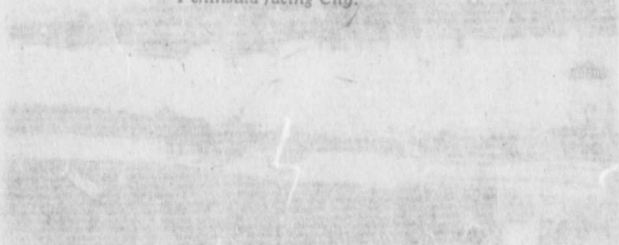




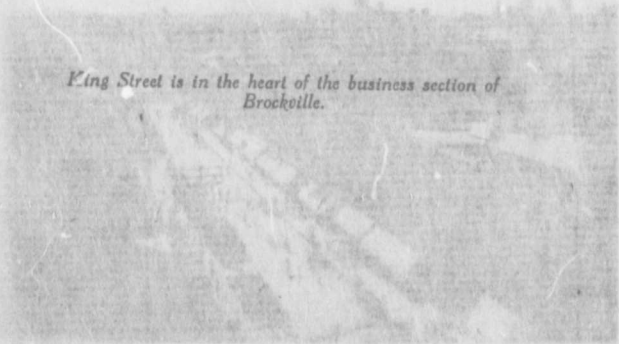




*Royal Military College at Kingston, on  
Peninsula facing City.*



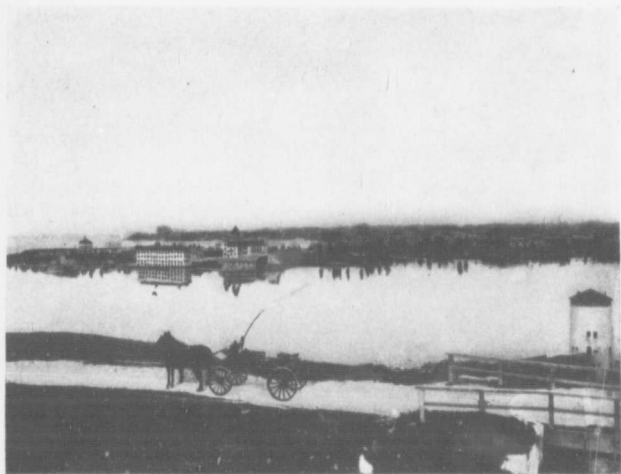
*King Street is in the heart of the business section of  
Brockville.*





Royal Mill and College of Kingston, on  
Providence Island, C.M.

King Street is at the head of the business section of  
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## KINGSTON TO BROCKVILLE AND MONTREAL

Stations en  
Route

Distance from  
Kington

Schedule of  
Train

*Monday, October Twenty-Seventh*

Just before reaching Rideau we cross the Rideau River, and one of the extensive locks of this chain of waters can be seen on the left from the car windows. The scenery on this river and Rideau Lakes is fascinating, and the district is fast becoming popular with the ever-increasing brotherhood of tourists who are coming into Canada.

At Gananoque Junction connection is made with the Thousand Islands Railway for Gananoque, a manufacturing centre and pleasant town, and a gateway to the famous island region. Ferries connect Gananoque with the American shore, where many fine hotels and residences are located.

Situated at the eastern end of the famous Thousand Islands of the St. Lawrence, Brockville is a solid, prosperous town of more than nine thousand inhabitants. It is one of the historic centres of Canada and has produced many prominent Canadians and men of note. The Buells, Crawfords, Sherwoods, Richards, Jones, and many "United Empire Loyalist" families are closely associated with Brockville, which in 1811 took its name from Sir Isaac Brock. In the war of 1812 Brockville was raided by the United States' soldiery from the neighboring town of Ogdensburg, in the State of New York. Brockville subsequently joined in the assault and capture of Ogdensburg. Since those days Brockville has steadily and substantially grown, until to-day it is one of the handsomest towns in Ontario, its private residences being very attractive. It is a busy manufacturing town too, and is the centre of a famous dairy section, shipping more cheese than any other town in the Dominion. Brockville is noted for its water sports. There are flourishing boat clubs, and many local and national canoe and rowing regattas have been held on the excellent river course in front of the town.

Prescott is one of the most beautiful towns in the Valley of the St. Lawrence. Among its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. Between Morrisburg and Aultsville, on the right, can be seen the monument erected to commemorate the battle of Chrysler's Farm, which was fought here in 1812.

KINGSTON  
KINGSTON JCT.  
RIDEAU  
FINDLEY  
GANANOQUE  
JCT.  
LANDSDOWNE  
*Population 400*  
MALLORYTOWN  
*Population 250*  
YONGE'S MILLS  
LYN  
*Population 400*

BROCKVILLE  
*Population 9,473*

MAITLAND  
*Population 100*  
PRESCOTT  
*Population 2,840*  
CARDINAL  
*Population 1,200*  
IROQUOIS  
*Population 950*

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70.6 Miles  
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8.40 A.M.

Arr.  
10 A.M.  
Lv.  
11 A.M.

Schedule of Train	Distance from Kingston	Stations en Route
	82.8 Miles	MORRISBURG <i>Population 1,730</i>
	91.2 Miles	AULTSVILLE <i>Population 400</i>
	93.7 Miles	FARRAN'S POINT <i>Population 400</i>
	98.1 Miles	WALES <i>Population 100</i>
	101.6 Miles	MOULINETTE <i>Population 300</i>
	102.9 Miles	MILLE ROCHES <i>Population 1,000</i>
	107.7 Miles	CORNWALL <i>Population 6,947</i>
	115.7 Miles	SUMMERSTOWN <i>Population 125</i>
	121.4 Miles	LANCASTER <i>Population 750</i>
	126.8 Miles	BAINSVILLE <i>Population 100</i>
	132.0 Miles	RIVER BEAUDETTE <i>Population 400</i>
	135.5 Miles	ST. ZOTIQUE <i>Population 525</i>
	137.5 Miles	COTEAU JCT. <i>Population 850</i>
	140.7 Miles	RIVIERE ROUGE
	144.1 Miles	ST. DOMINIQUE <i>Population 500</i>
	146.2 Miles	CEDARS <i>Population 800</i>
Arr. 1.25 P.M.	150.9 Miles	VAUDREUIL <i>Population 2,725</i>

Cornwall is one of the largest towns between Montreal and Toronto, with a population, including its suburbs, of more than nine thousand. It enjoys a green old age, as Canadian towns go, having been founded in 1784, and settled by discharged soldiers of British regiments, including the King's Royal Rangers of New York (raised by Sir John Johnston), and the 84th Royal Highlanders. Selected as the county seat of the counties of Stormont, Dundas, and Glengarry, and being in a fertile section, it soon became a place of importance, and in its old grammar school some of the leading men of Canada were educated. Situated at the foot of the Cornwall Canal, a waterway built to overcome the Long Sault Rapids on the St. Lawrence River, its water-power was soon utilized to turn the wheels of numerous industrial establishments. Few places are so well provided with transportation facilities as Cornwall, and, in consequence, it is an excellent site for manufacturing.

Between Bainsville and River Beaudette we cross the boundary line dividing the Provinces of Ontario and Quebec and enter the latter province. The Ottawa Division of the Grand Trunk Railway intersects the main line at Coteau Junction, the distance from the Junction to the Capital City being seventy-eight miles. Along the Ottawa Division of the railway the grain and other produce of the Western States and Canada is carried on its journey to tide-water at Montreal. The Canada Atlantic Transit Company's fleet of steamships carries the grain to Depot Harbor on the Georgian Bay, and the rail journey from that point to Coteau Junction is three hundred and forty miles.

Coteau Landing lies to the right of the train at the head of the Soulanges Canal and at the foot of Lake St. Francis, an expansion of the St. Lawrence River. The trains of the Grand Trunk are carried over the St. Lawrence River at this point by a steel bridge two miles in length, at the south end of which is located the city of Valleyfield, an important manufacturing point.

From Coteau Junction we continue on the main line of the Grand Trunk towards Montreal, the line crossing the St. Lawrence River, having been planned to connect with the railways in the United States, running to New York and Boston. Vaudreuil is a picturesque point. To the left may be seen an old windmill, and the ruins of an ancient fort built in 1787 by an early French settler as a protection against the attacks of the hostile Iro-

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quois and Mohawks. The village is situated on an arm of the Ottawa River, the one-time water war-path of the fierce and fearless fighting men of the St. Lawrence Valley. Almost in view of Vaudreuil is the entrance to the Soulanges Canal, constructed to overcome the rapids that lead down to Lake St. Francis, having a drop of eighty-two feet in eleven miles.

Leaving Vaudreuil the Grand Trunk line crosses the western arm of the Ottawa, which forks here, forming the Isle Perrot. When crossing the eastern arm a good view is obtained, to the left of the train, of the Lake of Two Mountains, a part of the great waterway between Ottawa and Montreal.

Ste. Anne de Bellevue is to the right of the train, and if you know where to look you may see the old house in which the poet, Tom Moore, lived one hundred years ago, and where he is supposed to have written his "Canadian Boat Song." This tranquil town was the scene of many stirring events in the early days of the French settlers. It was the headquarters of the voyageurs of the early regime. Above Ste. Anne's are some fine summer homes, and a little way down stream are the famous fishing grounds where maskinonge have been caught weighing as much as sixty pounds. Black bass abound in these waters as well as other fish found in the northern streams.

Leaving Ste. Anne's as we sweep on down toward the foot of the Royal Mountain, we get beautiful views of Lake St. Louis, where many interesting yacht races are held. At Pointe Claire are the beautiful links of the Beaconsfield Golf Club, the clubhouse being seen to the right. There is another splendid golf course at Dixie owned by the Royal Montreal Golf Club.

Lachine was named by La Salle, who fancied he saw in the St. Lawrence the road to the Orient, to China, hence the name La Chine. The old home of La Salle still stands at Lachine, and a word of the history of the town may be of interest. Leaving the little village which he had founded at the Sault, La Salle and his voyageurs threaded the Thousand Islands, founded Kingston and pushed on to the west by the Great Lakes. One dark, rainy night the little settlement lay down to sleep as usual, but was rudely awakened by the yells of the Iroquois, the flashes of flaming torches, and the cries of the helpless inhabitants as they went the way of the

Stations en Route

Distance from Kingston Schedule of Train

STE. ANNES  
Population 2,500

154.6 Miles

BAIE D'URFE  
Population 150

156.2 Miles

BEAUREPAIRE  
Population 800

157.8 Miles

BEAONSFIELD  
Population 1,000

159.7 Miles

POINTE CLAIRE  
Population 1,800

160.7 Miles

LAKESIDE  
Population 1,200

162.0 Miles

VALOIS  
Population 400

162.6 Miles

STRATHMORE  
Population 300

163.2 Miles

DORVAL  
Population 1,750

165.1 Miles

DIXIE

166.2 Miles

LACHINE  
Population 15,500

167.5 Miles

Schedule of Train	Distance from Kingston	Stations en Route
	168.4 Miles	CONVENT Population 300
	168.8 Miles	DOMINION
	169.5 Miles	ROCKFIELD Population 150
	170.7 Miles	MONTREAL WEST Population 1,800
	173.9 Miles	ST. HENRI
Arr. 2.30 P.M.	175.4 Miles	MONTREAL Population 776,000

pioneer of that period. The next day not a settler survived, and only the stone houses remained to mark the spot where Lachine had stood. Centuries have passed, and the old stone house of La Salle still stands to remind visitors of the massacre. The town of Lachine lies a little over two miles above the Lachine Rapids, and at the point where the Lachine Canal has its intake. This canal, which enables the lake vessels to reach Montreal, has five locks, which overcome the forty-five feet drop caused by the rapids. The Lachine Rapids are the most spectacular on the St. Lawrence. They were navigated by a steamer for the first time in the year 1841, and since that time thousands of tourists from all parts of the world have experienced a thrill that comes when the steamer reaches the midst of the turbulent waters. At first the boat travels at great speed through comparatively speaking smooth water until it rushes in between walls of jagged rocks which seem to threaten the destruction of the vessel if it should swerve to right or left. In the hands of trained pilots the boat is steered safely through, and the traveller once more breathes freely after the excitement of the trip. After we emerge from the Rapids we notice to the right a picturesque town nestling on the shore of the St. Lawrence, with a line of high piers for protection from the spring floods. This interesting place is Laprairie. The town was born in the year 1668, and is now one of the favorite summering places for many of Montreal's citizens. It can boast of being the first place in British North America to have railway communication.

From Lachine to Montreal by rail on the Grand Trunk many signs can be seen of the industrial activity that surrounds this great metropolitan city of Canada. Large plants are seen on every hand, the most imposing being the works of the Dominion Bridge Company, situated at Dominion, and the Canada Car Company's plant, a little further on.

The incidents leading to the founding of Montreal are interwoven with stories of mysterious visions and of divine revelations. Suffice it here to say that Montreal was founded May 18th, 1642, by Paul de Chomedey, Sieur de Maisonneuve, a soldier of noble character and deep religious thought, as befitted one who had been commissioned to establish a real kingdom of God in the wilds of the western hemisphere. Maisonneuve was accompanied by a party of seventeen, and their landing was made the occasion of simple but solemn religious

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*Maskinonge from St. Lawrence River  
at Ste. Anne de Bellevue.*



Schedule of Trains	Distances from Kingston	Stations on Route
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	168.4 Miles	CONVENT Population 300
	168.8 Miles	DOMINION
	169.5 Miles	ROCKFIELD Population 150
	170.7 Miles	MONTREAL WEST Population 1,800
	173.9 Miles	ST. HENRI
Arr. 2.30 P.M.	175.4 Miles	MONTREAL Population 726,000

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ceremony. The small band of pioneers was soon joined by sixty other colonists, and the population and influence of the little community from that time steadily extended.

In 1667 Montreal had a population of seven hundred and sixty-six, and was beginning to assert itself as an independent centre of trade. It had a market day, and a public warehouse erected by the people themselves. And brave trade pioneers and even braver priests, the latter with the zeal of the apostles and the spirit of martyrs in their composition, were with marvellous rapidity bringing a constantly widening area, if not into subjection, at least within the trade influence of the bustling little town. Fort Frontenac, now Kingston, nearly two hundred miles to the westward, at the outlet of Lake Ontario, became a western outpost of the enterprising merchants of the town at the foot of Mount Royal. It was Montreal's commercial enterprise and religious zeal that planned those audaciously adventurous trips of exploration of Joliet, Hennepin, La Salle and Dulhut, and Montreal men who carried them out to their successful conclusion. They discovered the Great Lakes, the Mississippi and the productive country at present forming the western states, before the explorers of England's old colonies along the Atlantic seaboard had got further westward than the Allegheny Mountains.

One superbly heroic incident stands out in the early, most romantic period of the city's history. It is the story of how not only Montreal, but the whole of New France, were saved by the devoted bravery and self-sacrifice of Adam Daulac (or Dollar), Sieur des Ormeaux, and his sixteen chosen comrades from the little garrison of the infant city. This was in the year 1660, when the destruction of the colony had been planned by the ferocious Iroquois.

In 1672 the town was formally laid out and the streets named, many of the names remaining unchanged to this day. In 1722 Montreal was fortified with a bastioned wall and ditch, after plans by the great French military engineer DeLery. Not a trace of the fortifications exists to-day. The requirements of commerce demanded their demolition as long ago as 1808. Even the hill on which stood the citadel was demolished shortly afterwards and carted away.

The year 1701 saw the great Indian conference

Stations on  
Route

Distance from  
Kingston

Schedule of  
Train

Schedule of  
Train

Distance from  
Kingston

Stations en  
Route

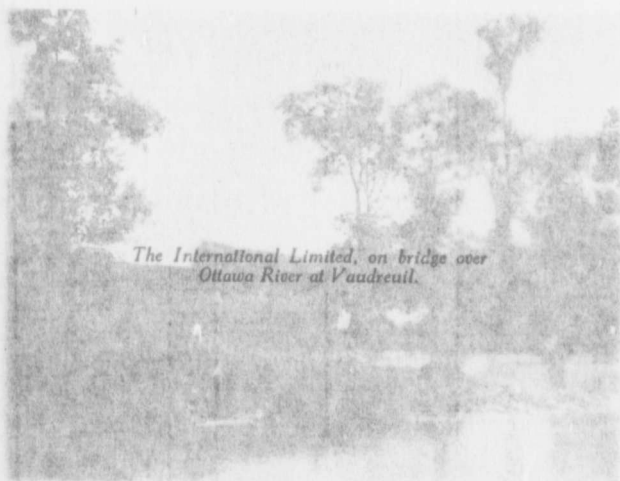
in Montreal, the vast gathering at which peace was concluded with the redskins, and which possesses a special historical and dramatic interest by reason of the tragic death of "Le Rat," one of the most eloquent and brainy Indians who ever lived, while delivering a forcible appeal for peace to his dusky kinsmen. In 1721 a big fire visited the city and wrought considerable damage. The following year a regular mail was established between Montreal and Quebec. By 1725 the advantages of Montreal as a commercial centre had become generally recognized, and we find the city's first English people attracted thither. A couple of years later the fact of their presence having been drawn to the notice of the home authorities, orders were sent out from France that the English residents must leave the country unless they were actually settled on land. At any rate, they were forbidden to engage in trade.

Following Wolfe's victory on the Plains of Abraham, General Amherst and his forces arrived, encamped on the southern slope of the south-westerly spur of Mount Royal and set about erecting batteries to bombard the town. The guns were not called into requisition, for negotiations for a surrender were opened, and on September 7th, 1760, there were signed in the headquarters of General Amherst, on the slopes of Mount Royal, articles of capitulation by which Montreal surrendered, the French troops laid down their arms, and Canada passed into the possession of Great Britain. The next day, with drums beating and flags flying, a brigade of Amherst's army, headed by a detachment of the Royal Artillery, under Colonel Haldimand, and the Grenadier and Light Infantry companies of the regiments of the line, under Colonels Massy and Amherst, marched proudly down from the headquarters' camp, near the site of the present Montreal College on Sherbrooke Street, through the western suburbs, through the nearest gate in the walls, the Re collet Gate, situated at the corner of the present Notre Dame and McGill Streets, to the Citadel, which was situated near the present Viger Square. At the Place d'Armes the French regiments of the garrison were drawn up, and surrendered their arms. The flag of France on the citadel flagstaff was lowered and the red cross ensign of Britain raised in its stead. Guards were mounted and sentries posted, and that night for the first time, English drums beat the sunset tattoo in the streets of Montreal. Montreal had made considerable progress under the

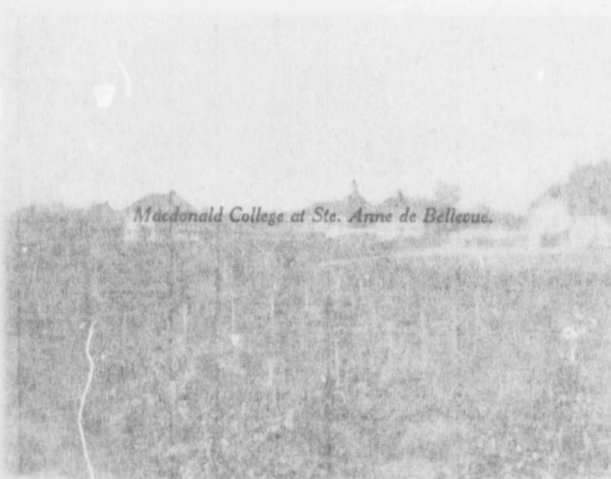
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*The International Limited, on bridge over  
Ottawa River at Vaudreuil.*



*Macdonald College at Ste. Anne de Beloeil.*

Schedule of  
Trains

Distance from  
Kingston

Station on  
Route

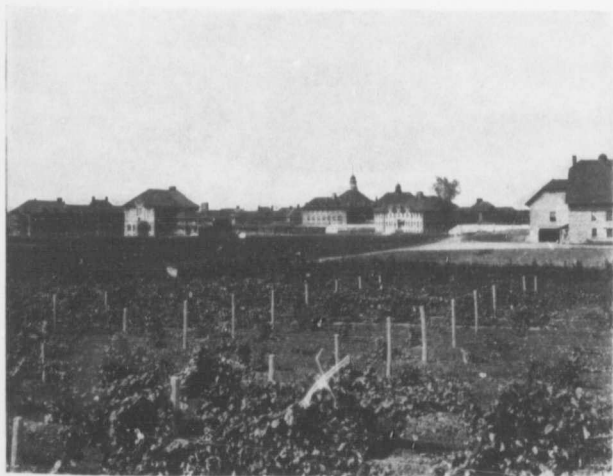
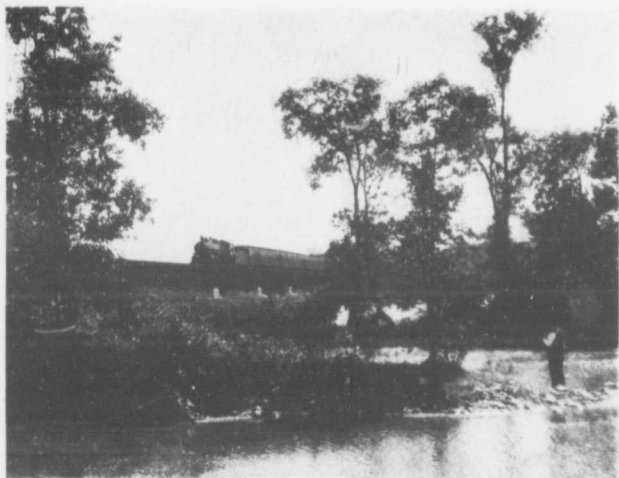
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impetus of British rule before the next stirring event in her history—its brief occupation by the continental armies in 1775. The war of 1812 served only to link the people of Montreal closer to the motherland.

The city has steadily developed from a fur trading centre to its present status as the Canadian metropolis, with a population of nearly 750,000, ranking as the sixth largest city on the North American Continent. There is an intimate connection between the romantic and the prosaic in Montreal. The most practical phases of commercial activity evolve 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 have been preserved. So, squeezed in among the outbuildings of busy factories and great modern warehouses are to be found some of the modest but massively built residences of the French regime, with their generous, open fireplaces and elaborately ornamented mantels, built as long ago as 1680. In Vaudreuil Lane still stands the modest old warehouse where John Jacob Astor, in the palmy days of the Montreal fur trade, laid the foundation of the Astor millions. Quaint old Roman Catholic chapels and convents exist in the very centre of blocks, which at a cursory glance are given up to twentieth century commercial activity; as quaint and sweet a monastery garden as existed in fourteenth century Europe flourishes within easy stone throw of the Montreal Stock Exchange. But the street fronts in this wholesale district are occupied by great modern warehouses, which, from the architect's point of view, would be worthy of places in the City of London. The show streets of the down town business section are Notre Dame and St. James. The latter street has during the past quarter of a century undergone a marked transformation from the chief retail business street to a banking and general business office street.

In prolongation of the central business district, on the lower level, both up and down stream, are great manufacturing districts extending for miles either way, the residential and newer retail districts being located on the lower slopes and plateaux of Mount Royal. This beautiful eminence, which in general outline bears a striking resemblance to

Stations en  
Route

Distance from  
Kingston

Schedule of  
Train

Schedule of  
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Distance from  
Kingston

Stations on  
Route

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, often miscalled the Cathedral. Notre Dame is the largest church in America, next to the Cathedral of the City of Mexico, and is built after the model of Notre Dame, Paris. It has seating accommodation for 10,000 people, but has accommodated 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 and Laval universities 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.

While Montreal is extending her foreign trade by bounds, and developing her domestic industries rapidly, she is not neglecting to beautify herself and to provide for the pleasure and health of her people. The improvements of her thoroughfares has been systematically taken up; new public squares are being added to the many breathing spots left as green oases in the busy parts of the city, and existing ones are being embellished with monuments, fountains, etc.

Montrealers succeeded in doing what never had been accomplished before when they created a great sea-port one thousand miles from the ocean. Her magnificent harbor and modern dockage facilities are to-day admired by the port authorities of the world. There are about eight miles of deep water with wharfage at the berths for ninety-two vessels. Montreal has fourteen hundred factories, her bank clearances are more than four billion dollars per year and her property value more than eight hundred million dollars.

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The first bridge to span the mighty St. Lawrence River at the Canadian Metropolis was the world-famous Victoria Tubular Bridge, that lay across the St. Lawrence for forty years, and through whose hollow shell ran the ever swelling current of commerce. In the forty years following the opening of the first bridge, the City of Montreal grew from a town of 60,000 to a splendid city of 350,000. When His Royal Highness 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 out grew 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 double track, an electric line, a driveway and footwalk. They began by erecting the first span on the west end—the construction being built completely around the tube of the old bridge, the latter being cleverly utilized as a roadway on which a temporary steel span was moved out to the first pier, and the new structure then erected outside the temporary span. In eighteen months the new bridge was in place. At one time, but only once, traffic was delayed for two hours. For the whole period of construction the delay averaged only about one hour in a month. The old bridge was 16 feet wide and weighed 9,044 tons. 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.

Stations on  
 Route

Distance from  
 Kingston

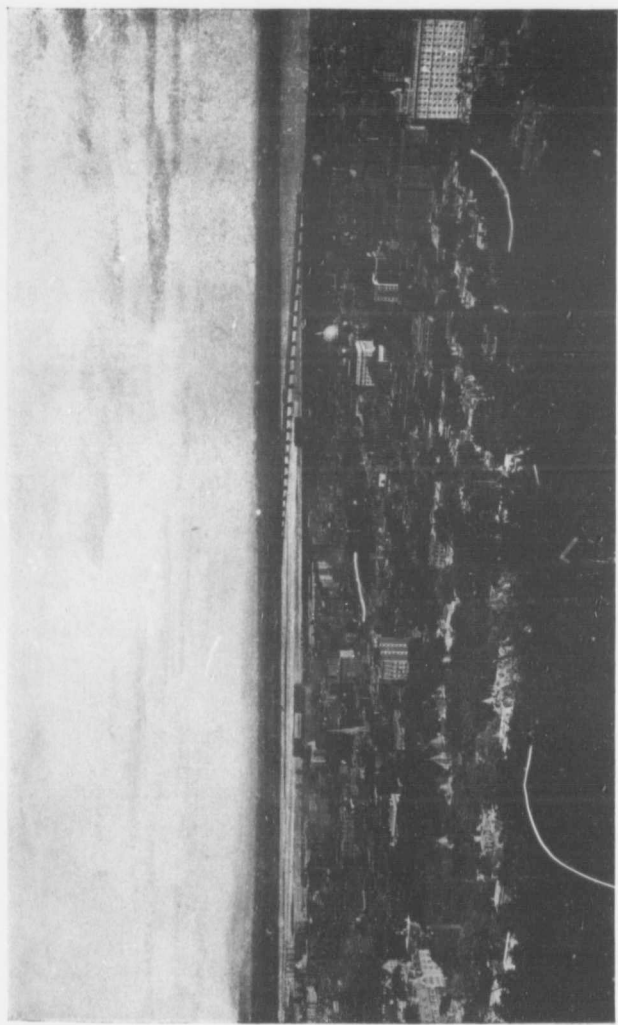
Schedule of  
 Train





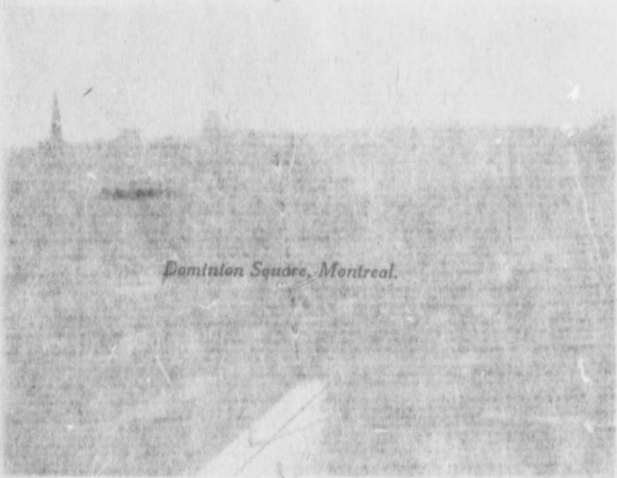
*Central Section of Montreal, as seen from  
Mount Royal.*

Central Section of Montreal, as seen from  
Mount Royal.









*Dominion Square, Montreal.*



*General Offices of Grand Trunk System and Canadian  
Express Company at Montreal.*

Montreal, Quebec, Dominion

General Office of Grand Trunk System and Canadian  
Express Company at Montreal.



GR

SIR  
SIR

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SIR  
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Sir A  
Sir F

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J. E.  
W. I.  
W. I.  
R. S.  
Frat  
D. E.  
Geo.  
A. E.

H. F.  
H. I.

W. I.  
W. C.  
A. E.  
Hen  
W. I.  
Hon  
H. F.

R. S.  
E. I.  
H. J.  
T. V.

# GRAND TRUNK RAILWAY SYSTEM

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JOHN ALAN CLUTTON-BROCK	Weybridge, Eng.
WILLIAM MOLSON MACPHERSON	Quebec, P.Q.
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RIGHT HON. LORD SOUTHBOROUGH, G.C.B., G.C.M.G., G.C.V.O.	London, Eng.
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Frank Scott, <i>Vice-President and Treasurer</i>	Montreal, Que.
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W. S. Harrison, <i>Auditor of Revenues</i> . . . . .	Montreal, Que.
E. Arnold, <i>Freight Claims Agent</i> . . . . .	Montreal, Que.

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Charles H. Godfrey . . . . .	Montreal, Que.

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C. Manning, <i>Assistant to Vice-President</i> . . . . .	Montreal, Que.
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J. E. Duval, <i>General Superintendent Car Service</i> . . . . .	Montreal, Que.
C. G. Bowker, <i>General Superintendent, Ontario Lines</i> . . . . .	Toronto, Ont.
W. R. Davidson, <i>General Superintendent, Eastern Lines</i> . . . . .	Montreal, Que.
M. S. Blaiklock, <i>Engineer, Maintenance of Way</i> . . . . .	Montreal, Que.
H. Hulatt, <i>Manager of Telegraphs</i> . . . . .	Montreal, Que.
W. H. Smith, <i>Manager, Canada Atlantic Transit Co.</i> . . . .	Montreal, Que.
J. Coleman, <i>Superintendent Car Department</i> . . . . .	Montreal, Que.
F. Price, <i>Superintendent of Car Service</i> . . . . .	Montreal, Que.
Wm. McNab, <i>Chairman of Valuation Committee</i> . . . . .	Montreal, Que.
A. S. Going, <i>Engineer of Construction</i> . . . . .	Montreal, Que.
C. H. Tillett, <i>Acting Signal Engineer</i> . . . . .	Montreal, Que.
R. J. Needham, <i>Mechanical and Electrical Engineer</i> . . . . .	Montreal, Que.
H. A. Balkwill, <i>Car Accountant</i> . . . . .	Montreal, Que.
Thos. Rodger, <i>Superintendent of Telegraphs</i> . . . . .	Montreal, Que.
W. S. Wilson, <i>Superintendent Transportation, Ontario Lines</i> . . . . .	Toronto, Ont.
D. J. McCuaig, <i>Superintendent Motive Power, Ontario Lines</i> . . . . .	Toronto, Ont.
J. C. Garden, <i>Superintendent Motive Power Shops</i> . . . . .	Stratford, Ont.
G. A. Stokes, <i>Superintendent, Toronto Terminals</i> . . . . .	Toronto, Ont.
P. J. Lynch, <i>Superintendent, Barrie Division</i> . . . . .	Allandale, Ont.
C. Forrester, <i>Superintendent, London Division</i> . . . . .	London, Ont.
R. H. Fish, <i>Superintendent, Stratford Division</i> . . . . .	Stratford, Ont.
J. H. Gordon, <i>Superintendent, Hamilton Division</i> . . . . .	Hamilton, Ont.
J. C. Crombie, <i>Superintendent, St. Thomas Division</i> . . . . .	St. Thomas, Ont.

H. W.  
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L. Har  
E. R. I  
G. M.  
R. Gilr  
J. J. C  
J. D.  
F. L. L

Geo. W  
R. Joh  
Geo. H  
E. J. M  
W. G. I

Col. J.  
F. A. B  
Pro

J. E. D  
R. J. F

FRE  
H. C. M  
Frank J  
L. Mac  
Ira W  
A. F. R  
Geo. Pe  
Wm. P.

PASS  
G. T. B  
W. S. C  
C. W. J  
H. R. C  
L. L. G  
E. W. S  
J. K. W

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T. J. Wrennick, <i>Superintendent, Buffalo Terminals</i> . . . . .	Buffalo, N.Y.
L. Harold, <i>Superintendent Transportation, Eastern Lines</i> . . . . .	Montreal, Que.
E. R. Battley, <i>Superintendent Motive Power, Eastern Lines</i> . . . . .	Montreal, Que.
G. M. Wilson, <i>Superintendent Motive Power Shops</i> . . . . .	Montreal, Que.
R. Gilmour, <i>Superintendent, Montreal Terminals</i> . . . . .	Montreal, Que.
J. J. Connelly, <i>Superintendent, Montreal Division</i> . . . . .	Montreal, Que.
J. D. McMillar, <i>Superintendent, Belleville Division</i> . . . . .	Belleville, Ont.
F. L. Lamplough, <i>Superintendent, Ottawa Division</i> . . . . .	Ottawa, Ont.

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R. Johnson, <i>Assistant General Purchasing Agent</i> . . . . .	Montreal, Que.
Geo. H. Jenkins, <i>Assistant to General Purchasing Agent</i> . . . . .	Montreal, Que.
E. J. McVeigh, <i>General Storekeeper</i> . . . . .	Montreal, Que.
W. G. Burrell, <i>Stationery Agent</i> . . . . .	Montreal, Que.

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F. A. Bourne, <i>Secretary Pension Fund and Insurance and Provident Society</i> . . . . .	Montreal, Que.

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R. J. Foreman, <i>Assistant to Vice-President</i> . . . . .	Montreal, Que.

#### FREIGHT

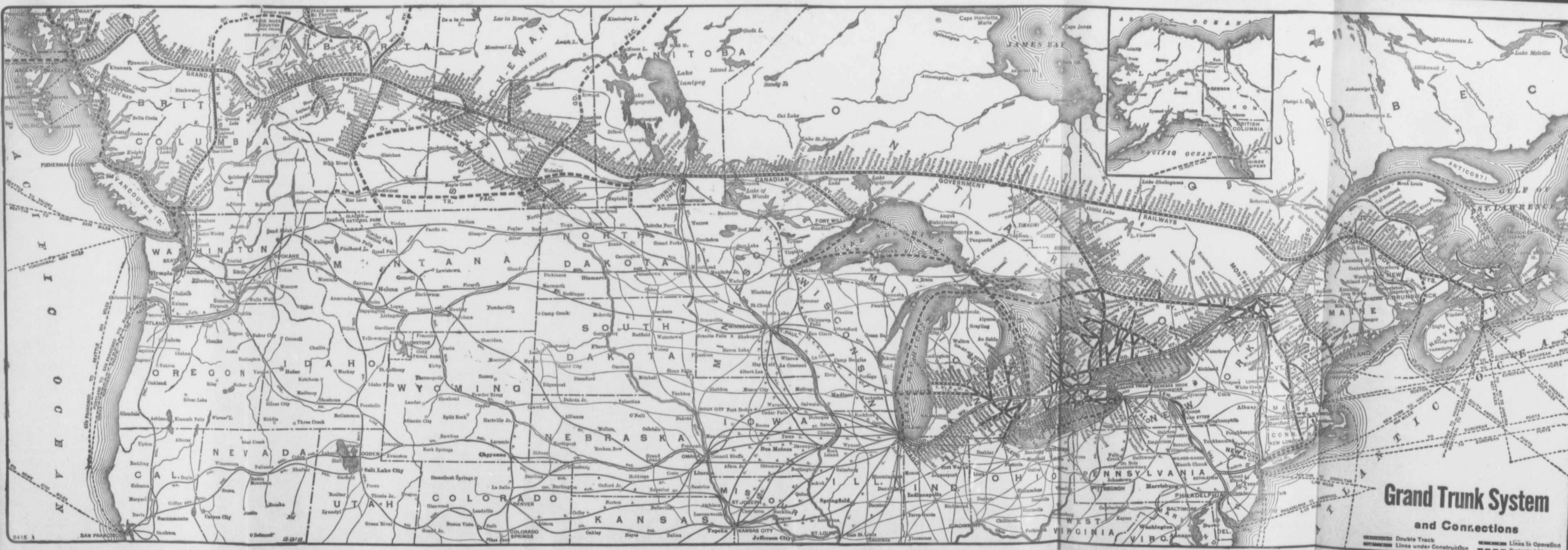
H. C. Martin, <i>Freight Traffic Manager</i> . . . . .	Montreal, Que.
Frank J. Watson, <i>General Freight Agent</i> . . . . .	Montreal, Que.
L. Macdonald, <i>Assistant General Freight Agent</i> . . . . .	Montreal, Que.
Ira W. Gantt, <i>Assistant General Freight Agent</i> . . . . .	Buffalo, N.Y.
A. F. Read, <i>General Foreign Freight Agent</i> . . . . .	Montreal, Que.
Geo. Pepall, <i>Assistant Foreign Freight Agent</i> . . . . .	Toronto, Ont.
Wm. P. Fitzsimons, <i>Commissioner of Industries</i> . . . . .	Montreal, Que.

#### PASSENGER

G. T. Bell, <i>Passenger Traffic Manager</i> . . . . .	Montreal, Que.
W. S. Cookson, <i>General Passenger Agent</i> . . . . .	Montreal, Que.
C. W. Johnston, <i>Assistant General Passenger Agent</i> . . . . .	Montreal, Que.
H. R. Charlton, <i>General Advertising Agent</i> . . . . .	Montreal, Que.
L. L. Grabill, <i>General Baggage Agent</i> . . . . .	Toronto, Ont.
E. W. Smith, <i>Superintendent Dining and Parlor Car Service</i> . . . . .	Toronto, Ont.
J. K. Wright, <i>Asst. Supt. Dining and Parlor Car Service</i> . . . . .	Toronto, Ont.







**Grand Trunk System  
and Connections**

[Symbol: Double line] Double Track  
 [Symbol: Dashed line] Lines under Construction  
 [Symbol: Solid line] Lines in Operation  
 [Symbol: Dotted line] Projected Lines

**GRAND  
TRUNK  
SYSTEM**

