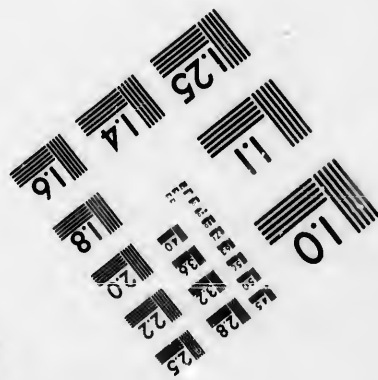
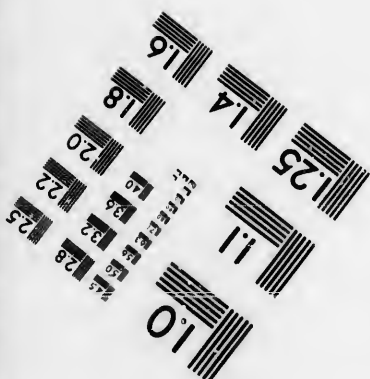
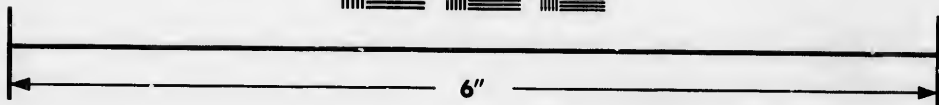
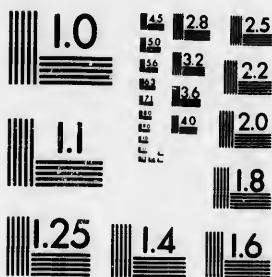


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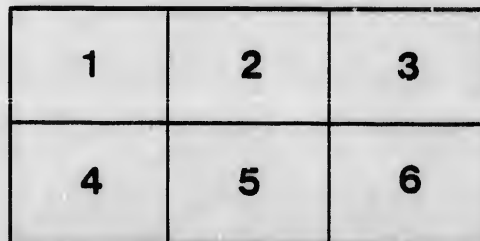
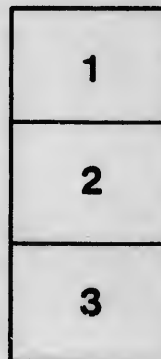
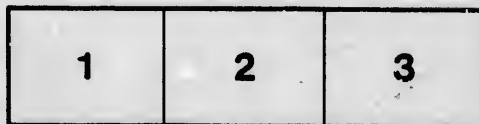
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HOW TO VISIT THE



WORLD'S
FAIR

AT

CHICAGO

MAY TO OCTOBER
1893

GRAND TRUNK RAILWAY



— THE —

GRAND TRUNK RAILWAY

AND THE

WORLD'S FAIR

From a commercial standpoint the "World's Columbian Exposition" may be regarded as the crowning event of the Nineteenth Century. The discovery of America, by the humble and heroic captain sent out by Spain, had world-wide effects, and his skill, knowledge and daring are being fittingly celebrated, four hundred years after the great event to which his name is attached. All the nations of the World are grandly represented in this Exposition.

HOW TO GO TO THE FAIR.

At this season, when travel is the order of the day, thought naturally turns to the methods of reaching the centre of universal interest and it is therefore advantageous for tourists or pleasure seekers to examine the advantages which are to be obtained by using the Grand Trunk Railway and its connections, and we therefore outline this route commencing at Portland all through Canada to the seat of the Exposition, Chicago.

The Grand Trunk Ry is the greatest artificial channel of commerce and travel that pierces the American Continent from the Atlantic sea-board, and rivals in its utility to the country the natural arteries of the land, such as the majestic St. Lawrence River and the great chain of inland seas, the towns and cities on the shores of which owe much of their happy prosperity and development to the existence of this line. The passenger by the Atlantic steamer can meet the Grand Trunk at Quebec, Montreal and Portland, and at Halifax, Boston, New York, Philadelphia or Baltimore, make connections which will bring him without trouble into this well equipped, luxurious line of travel.

A COOL NORTHERN ROUTE.

The European, leaving a continent deeply indented by seas and subject to the moderating influence of great bodies of water on climate, will appreciate the fact that along the route of the Grand Trunk Railway of Canada, he will find a climate almost identical with that to which he has been accustomed. From Portland to the White Mountains he is under the influences of the Atlantic breezes; then he feels the freshness of zephyr from inland lakes and tree-clad mountains until he comes to the mighty St. Lawrence River, which is really a great arm of the sea; leaving the St. Lawrence he skirts the greatest lakes of the world, across whose mighty expanse the eye cannot peer to the further shore and the music of whose waves ring in his ears until he reaches the great Metropolis of the West on the shores of Lake Michigan. As the journey inward must last at least thirty hours of travel, the visitor will realize that this question of climate is a most important one for his comfort. The Grand Trunk Railway is the most northerly route and equally expeditious

THE GREAT INTERNATIONAL

to any other. The more southern routes pass over of the Continent, unbroken by any stretch of moist expanse of water. The extreme dry heat of these most trying to a summer tourist. Historically, ethnically, and from a scenic point of view, the interesting regions through which the Grand Trunk passes can be said to be **An International Route**. It displays to the eye the Puritan settlements of New England, the descendants of the French regime in America, the prosperous British Canada, and a portion of the great west of the United States whose marvellous development the representative of the world have contributed; the scattered villages and reservations of the aboriginal races of the continent can be seen on the Grand Trunk route alone, unless the traveller chooses to go to the far west of the continent. The forts and battlefields which marked the struggle for the lordship of the continent between the French and English, are within the domain of the Grand Trunk. Geographically and historically the northern part of the Continent is the more ancient; and socially and culturally it has kept pace with the rest of the continent. The visitor to the World's Fair, who neglects this route, will miss the greatest interest the continent possesses. From the dark mountains of the West, which flows sullenly between high precipitous peaks, which the hand of nature has carved out sublime scenery, to the pastoral beauty of the Richelieu, down whose fertile banks the savage Iroquois were wont to pour, to reek their death on the French settlements, to the enchanting level of the St. Lawrence and the raging rapids near its source, to the emerald islands nigh to Kingston, to the grand thundering cataract, and the smiling wealth of Ontario, to the grain fields, the admiring and studious attention will be irresistibly chained.

The citizen of the Maritime Provinces or Eastern Canada, to enjoy the advantages of this route, should secure a ticket to Montreal and the Grand Trunk system. From Halifax, Nova Scotia, and intermediate points, through the Inter-Colonial and Grand Trunk lines to Montreal, the trip to Chicago can be made on the fastest and most comfortable train in twenty-three hours.

Connections with the Grand Trunk line can also be made at the mouth of the St. Lawrence River, west of Montreal, at Quebec, Northern New York and at Suspension Bridge or at Oswego, from the lines that centre there.

At Montreal are the Central Offices of the Company.

THE GREAT VICTORIA BRIDGE

two miles in length, over the St. Lawrence River, and is one of the wonders of the world. It was opened to traffic by H.R.H. The Prince of Wales in 1861, and the glory of it by him can still be seen on its massive sides. From Montreal, the Grand Trunk Railway, through the Hudson River, the Rhine of America, and the palatial Hudson River Steamers to Albany, the capital of the State, where the trains can be taken either on the Hudson Canal R.R., going up the west side of the river to the Adirondack Mountains; on the other side by the Erie R.R., through the lovely Green Mountains of Vermont, to the historic shores of Lakes George and Champlain, and the Lawrence & Adirondack Ry., through the heart of the State, Montreal is the objective point of these Railway lines, the feeders of the Grand Trunk Ry. Co'y, and in fact the terminus of its road bed. It was around Lakes George and Champlain in the seventeenth century the French Governor of the Province, de Champlain, first met the **The Fearless Iroquois**, a race of athletes, who for many years lorded it high in the continent. In this same valley the Marquis de Montcalm heroically maintained the dying power of France in the Continent, and on the same pathway marched the British Bourgoyne against the revolted colonists last century.

INTERNATIONAL ROUTE

More southern routes pass over the plain surface broken by any stretch of mountains or great heat. The extreme dry heat of these routes must be avoided by the tourist. Historically, ethnically, geographically, from every point of view, the interest attached to the Grand Trunk passes cannot be excelled. **International Route.** It displays to the traveller the scenery of New England, the descendants of the old world, the prosperous British communities of the West, the great west of the United States, to the development the representatives of all nations scattered villages and reserves of the remaining races of the continent can be seen on the one, unless the traveller choose to penetrate to the interior of the continent. The forts and battle fields that mark the lordship of the continent between Indian and white are within the domain of this line of travel. Historically the northern part of the American continent is ancient; and socially and commercially it has been the heart of the continent. The visitor to the World's Fair on this route, will miss the greatest objects of interest and possesses. From the dark mysterious Saguenay, between high precipitous rocky sides, on which nature has carved out sublime sculptures, to the banks of the Richelieu, down whose fertile shores the waters seem to pour, to reek their deadly vengeance on the elements, to the enchanting loveliness of the St. Lawrence rapids near its source, and its thousand islands to Kingston, to the grandeur of Niagara's falls and the smiling wealth of Ontario's vineyards, the admiration and studious attention of the tourist is never ended.

From the Maritime Provinces or Eastern States, in order to reach the Grand Trunk system, should secure his ticket via the Grand Trunk system. From Halifax, on the coast, through intermediate points, through trains are run over the Grand Trunk lines to Montreal, whence a journey can be made on the fastest and most luxurious routes.

The Grand Trunk line can also be made at Presque Isle, west of Montreal, from points in Maine, and at Suspension Bridge or Niagara Falls, where there are stations.

The Central Offices of the Company and

NEAR VICTORIA BRIDGE,

cross the St. Lawrence River, and for many years has been the world. It was opened with great ceremony in London in 1861, and the golden spike driven into its massive sides. From New York a steamer, the Rhine of America, may be had on the Grand Trunk Steamers to Albany, the capital of New York State, and from there can be taken either on the Delaware and Hudson River, or going up the west side of the river through the Adirondacks; on the other side by the Central Vermont Railway, the Green Mountains of Vermont, and by the Champlain and Lakes George and Champlain, or via the St. Lawrence and Champlain Rv., through the heart of the Adirondacks. The meeting point of these Railways and they are operated by the Grand Trunk Ry. Co'y, and in fact run over part of the Grand Trunk system. Around Lakes George and Champlain that early in the nineteenth century the French Governor of Canada, Samuel de Laurier, at the **The Fearless Iroquois**, a mighty steamer, for many years lorded it high over half a continent. The Marquis de Montcalm struggled against the dying power of France on the American continent. The same pathway marched the force of General Wolfe against the revolted colonists last century, a journey

GRAND TRUNK RAILWAY



VICTORIA BRIDGE, MONTREAL

that resulted most disastrously for his renown. Crown Point, Ticonderoga, Fort William Henry, Plattsburgh, Rouse's Point, Isle aux Noix, and St. Johns, this route have all varied historical associations. At the latter point is still maintained a regular military force of the Canadian Government, and the scarlet uniforms of the British army meets the tourist's eye. In this same **Lovely Valley of the Richelieu** is the old Chambly Fort, now crumbling to ruins, one of the most romantic spots of the country.

BOSTON AND PORTLAND.

Or perchance the visitor starts from the great sea-port city of Boston, that loves to think itself the Athens of America, the modern home of art, culture, literature and refinement. From Boston the tourist is but a short distance from Portland, the chief city of the State of Maine, and into whose great harbor come the ships of all nations. Here is the most eastern terminus of the Grand Trunk Railway. After the circumscribed life on an ocean steamer, a stay at Portland will be a delightful change. It is one of the most charming cities on the Atlantic coast. It stands on a high peninsula some three or four miles in length, at the entrance or north-eastern projection of which is Munjoy's Hill, crowned with a lighthouse and an observation tower, from which the 300 tree-clad islands clustering in Casco Bay form an entrancing view on one side, while on the other the magnificent range of the White Mountains closes up the vista. In the Islands near Portland and on the beaches adjacent to it, are some of the most fashionable seaside resorts of the continent, and a glimpse of American social life can speedily be had by a trip to Old Orchard Beach, to Pine Point, to Scarborough Beach, to Cushing's Island, or to any of a dozen such resorts. The rivers and lakes of Maine are famous in the annals of Isaac Walton's disciples, and they are still sufficiently remote from the "madding crowd's ignoble strife" to preserve their renown. The sportsman who is hungering to renew the old fight with the trout, will find ample opportunity on **the Androscoggin Lakes** or the Rangeley Chain, both for the sport and for a charming converse with nature in all her wild and rugged beauty. Bryant's Pond Station is the point of departure from the railway for Andover and South Arm on the Rangeley Lakes, and is itself a beautiful rural retreat. Bethel, a pleasant and attractive old village on the Androscoggin River, is a more convenient point from which to reach the greater number of the Lakes.

THE GREAT INTERNATIONAL ROUTE

THE WHITE MOUNTAINS.

The famous White Mountains, in the State of New Hampshire, now occupy the traveller's attention. Dim and hazy at first in the far distance, as the train steams on, their massive peaks loom up in impressive grandeur, until when a stop is made at Gorham, the full majesty of these ancient hills bursts upon the admiring gaze. The great peaks, Washington, Clay, Jefferson, Adams and Madison, raise their high heads to the fleecy clouds and in their silent grandeur



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

seem the stalwart sentinels of the continent. Who is there who has not felt the mighty influence of Mountains? They force the thought of sublime and eternal power into the minds of the most careless, and what more fascinating sight than the golden and purple halo around their summits at sunset. The White Mountains have had a great war with nature and the evidences of the Titanic battles are abundant. Their scarred sides, huge fissures, terrible precipices and disjointed

GRAND TRUNK RAIL

masses of rock shew that the struggle with the elements was a fierce one, but for the present all this adds variety and interest to the scene. Nature has repaired her ravages with moss and ferns, and trees, and out of the great fissures has made a garden of beauty, down into which the sparkling crystal water flows with glad haste. In the midst of the mountains, at the most fertile spots, are some of the finest hotels of the continent. Who ever repent a visit to the White Mountains. Once more we are at Gorham and the boundaries of Uncle Sam's Republic are at Island Pond, Vt., and the locomotive crosses the line and enters into one of the seven Provinces of the Dominion of Canada. It constitutes the valley of the great River St. Lawrence, up which a flood sailed the intrepid Jacques Cartier three hundred and sixty years ago. His name is still reverently cherished in the features familiar in stone and picture, and also stamped upon the articles of commerce. The section of the Province which is in the United States is principally settled by English speaking people, beyond there are whole counties where any language but French is seldom heard.

The Aborigines have left traces of their existence in some of the local names—**Ooaticooke**, "The Pine Land," **Memphremagog**, "The great sheet of water," **Megantio**, "The resort of fish." At Caughnawaga there were several hundred Iroquois, Abenakis, at Pierreville, Hurons, and Micmacs at Cacouna, besides other settlements. The Indians as a rule, are industrious, and some of them are very wealthy through the arts of commerce. Northward from the national boundary we find a **Perspective of Nobility**. The Green Mountains of Vermont seem to be a series of cones, and beautiful lakes and vast stretches of land. Mount Orford, Owl's Head, Beloeil, Mount Johnson and the hills that attract the attention of the tourist are the Chaudiere, the St. Francis, Yamaska, and Richelieu River. The arcadian slopes and peaceful villages, will delight his senses. At least delicious bits of scenery lie in the valley of the St. Lawrence, whose margin runs the railway line. At the junction with the Massawippi is Lennoxville, the Eton of Canada, 60 miles off from the bustling city of Sherbrooke. At Lennoxville the St. Francis lingers in some sweet scenery. The richness of the river here is in striking contrast to the ruggedness of Sherbrooke, where the Magog, dashing down a steep descent of a hundred and fourteen feet in a little over half a mile, overflows of Lakes Magog and Memphremagog to join the St. Francis.

Leaving Sherbrooke, the junction town of Richmond, the Grand Trunk and the Quebec meet the Portland line of the Grand Trunk, and the same track past the lively manufacturing town of Hyacinthe, by the base of the beautiful mountain dome, the sparkling and historic river Richelieu, and shortly after the vast St. Lawrence River appears and on the further side

ISLAND CITY OF MONTREAL

the commercial metropolis of Canada, firmly planted on the Mount Royal. If the approach be at evening a lovely scene is witnessed. Over the intervening darkness and the vastness of the myriad lights of the great city gleam and glisten. On the ground the lights are peculiarly brilliant, the most powerful lights being used to promote the unloading and loading of the loaded ships that lie along the four miles of harbor. The lights slope upward to the base of Mount Royal, where the extreme huge mills belch forth volumes of red flame. The bright illuminations of huge palace passenger steamships from the west, or continuing on to other ports further west, or the smaller lights of a ferry, add variety to the scene.

TRUNK RAILWAY

at the struggle with the elements has been a present all this adds variety and beauty to the tired her ravages with moss and grass, verdant of the great fissures has made bowers of which the sparkling crystal water bounds in the midst of the mountains, at the most select and finest hotels of the continent. No one will

White Mountains. Once more on the train boundaries of Uncle Sam's Republic are reached and the locomotive crosses the imaginary line between the provinces of the Dominion of Canada. It crosses the great River St. Lawrence, up whose mighty banks **Jacques Cartier** three hundred and fifty years ago named is still reverently cherished and his name and picture, and also stamped upon many of the rocks. The section of the Province adjacent to the river is mostly settled by English speaking people, but there are some counties where any language but French is

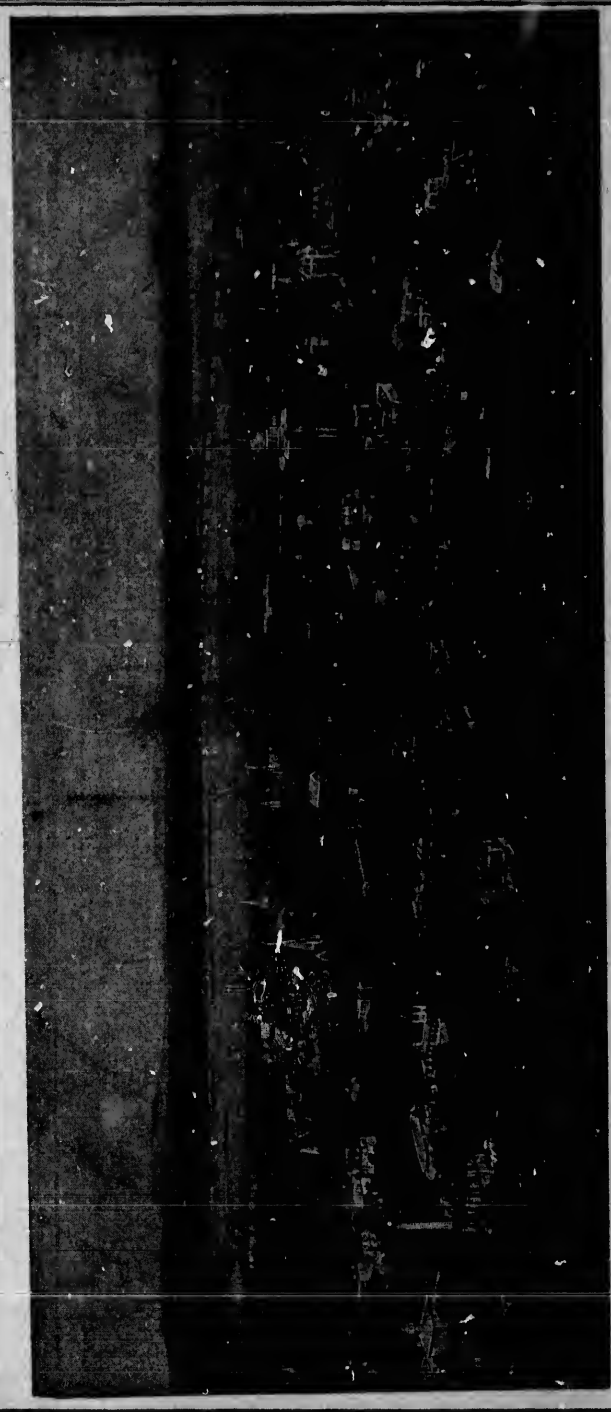
the left traces of their existence upon this land. One of the most beautiful is **Oatcook**, "The stream of the Magog," "The great sheet of water," and a great resort of fish. At Caughnawaga Village are the Abenakis, at Pierreville, Hurons at Lorette, and the Acadians, besides other settlements. These are all industrious, and some of them have become centers of commerce. Northward of the inter-lake region and a **Perspective of Noblest Scenery** the mountains of Vermont seem to end here in a beautiful lakes and vast streams abound. The scenery is beautiful, and the attention of the tourist, while the scenery is beautiful, Yamaska, and Richelieu Rivers and their beautiful villages, will delight his eye. Not the least interesting lie in the valley of the St. Francis, along the railway line. At the junction of this river with the St. Lawrence at Lennoxville, the Eton of Canada, a few miles from the city of Sherbrooke. Above and below the city the scenery lingers in some sweet scenery; the stillness is striking contrast to the rude concourse at Lennoxville, Magog, dashing down a steep incline of one mile in a little over half a mile, brings the Magog and Memphremagog to join the waters of

At the junction town of Richmond is soon reached from the Maritime Provinces and the city of Montreal and line of the Grand Trunk, and proceed on the lively manufacturing young city of St. Lawrence. One of the beautiful mountain dome Beloeil, over the river Richelieu, and shortly afterwards the river appears and on the further shore lies the

CITY OF MONTREAL.

Montreal, the capital of Canada, firmly planted at the base of the approach be at evening a lovely sight will be intervening darkness and the vast rolling river, the great city gleam and glisten. In the foreground, particularly brilliant, the most powerful electric lights promote the unloading and loading of the tall ships along the four miles of harbor. Behind the city to the base of Mount Royal, and at either side of the city forth volumes of red flame. On the river are of huge palace passenger steamers arriving and departing, moving on to other ports further down the river, and a ferry, add variety to the scene. But the train

THE GREAT INTERNATIONAL ROUTE



VIEW OF ISLAND CITY OF MONTREAL.

GRAND TRUNK RAILWAY

enters the tubular Victoria Bridge that spans the St. Lawrence here, supported on twenty-six vast piers, between any of which the tallest masted river boats may pass, and soon the tourist is landed in the heart of the city.

Montreal is a city of about 300,000 inhabitants, and is located at the head of navigation for ocean going vessels, nigh a thousand miles from the Atlantic. Further progress is barred by the rapids of the river, the descent of which in the skilfully handled river steamers forms one of the delights of the traveller. Navigation, however, does not stop at Montreal, smaller vessels take the cargoes of the great ocean ships and the products of the city by canal and river for many hundreds of miles into the centre of the continent. This great trade with the west and the north-west has made Montreal a wealthy city, and the evidences of it are plain in the lines of massive warehouses, in the magnificent public edifices, the beautiful churches, and elegant private residences.

The view from the Mountain Park shows a city of unrivalled loveliness. The traveller may stand on the very spot where in 1533 the French mariner Jaques Cartier planted the cross of Christianity and the 'fleur de lis' of France, and gave the hill its name in antique French, Mont Real, or Royal Mount, a name which not very appropriately was later applied to the infant city at its base. What a different prospect now from the days of the daring mariner of St. Malo, when he looked out over the forest primeval on a continent enthralled in hopeless slumber! Now a royal city greets the eye, the ships of every nation harbor in the great river and carry to distant climes the products of the fruitful land, borne from every part of them by steaming locomotives; and in the far west amid a population of millions, delegates from every part of the world are gathered to admire the supreme products of civilization. In Montreal the French and English races live in harmony, but the eye of the visitor is sure to see much that is novel and interesting about the descendants of the children of Normandy and Bretagne, their institutions and customs. But a sight of the sixteenth century will reward him if he retrace his steps oceanward to the

QUAINT OLD CITY OF QUEBEC,



QUEBEC
FROM
THE
CITADEL

the Gibraltar of America, around which the heroes of France, of England and of the New England Colonies battled for the key of the continent. The atmosphere is saturated with memories of the past, and the lover of history can find no better spot for his studies. The scenery of the trip and of the district is majestic and entrancing. From Quebec the visitor who has time on his hands, will never regret a trip to the far famed Saguenay River to whose impressive grandeur we have already referred. But we are getting away from the route to the great Exhibition. Let us return to Montreal, and, boarding a luxurious drawing-room car, start out westward once more, skirting the St. Lawrence and the great lakes. Lounging in

a comfortable chair, perchance sipping the coffee that climaxes the tasteful breakfast the porter has brought in to us, we can view the country residences, the smiling farms, neat hamlets, and the emerald islands of the great river as the train bears us swiftly on. We may have known little of Canada and her people prior to this trip, but the conviction is being borne in upon us that here is a country of vast

THE GREAT INTERNATIONAL ROUTE

resources: inhabited by an intelligent, industrious and energetic people, which must occupy no small place in the future of the world's development. At St. Anns, twenty miles from Montreal, we come to the end of the island on which Canada's greatest city is located. We have passed several of her pretty river-side suburbs and have reached the point where the great river Ottawa joins its dark waters to the bright green St. Lawrence.



RUNNING THE LACHINE RAPIDS

GRAND TRUNK RAILWAY

THE OTTAWA RIVER

divides the province of Quebec from the province of Ontario, and like all the tributary rivers on the north shore of the St. Lawrence, is a great highway for the lumber trade. The immense forests of Quebec are famous the world over, but the process of descending in large rafts of timber over slides and rapids is not often witnessed by outsiders. The excitement of descending a roaring cataract like the Lachine Rapids on a huge raft round which the waters surge and boil, is rare and novel. Up the Ottawa River are also rich phosphate mines and in the province behind us copper, iron and asbestos are turned out annually in large quantities. Ottawa city, the capital of the Dominion of Canada, is situated 100 miles up the stream, and is reached by the Grand Trunk Railway from Montreal in connection with the Canada Atlantic Railway. It is picturesquely situated on a slight elevation near the famous Chaudiere Falls, and commands a delightful view of the Laurentian Mountains, the oldest geologic formation in the world. Its stately Parliament buildings are the central object of attraction of the city, and contain one of the most complete libraries on the continent.

Leaving St. Ains we have already passed two of the St. Lawrence Canals, while on the opposite shore is the third. At Cornwall we see the fourth. Constructed to avoid

THE SURGING LONG SAULT RAPIDS,

the descent of which by steamer may form one of the most thrilling experiences of the return trip. We have now reached the point where the great river becomes the joint property of the American Republic and the Canadian Confederation. On the opposite side is the northern limit of New York state. Hereafter, till we reach Lake Ontario, the rival spires and edifices of United States and Canadian towns and villages may be seen on either shore. Prescott on the St. Lawrence River stands opposite the important city of Ogdensburg. Here travellers from the Adirondacks and Northern New York generally may join the Grand Trunk system.



AMONG THE THOUSAND ISLANDS

The city of Kingston stands at the extreme eastern end of Lake Ontario, where the waters of the Cataracti rush southward to meet the waters of the lake, and pour into the St. Lawrence channel. Its history dates back to 1673, when Count Frontenac, the great French Governor of Canada, founded Fort Cataracti at this spot, and placed a garrison there to overawe the Indians. Upon the site of old Fort Cataracti the Grand Trunk Railway passes as it enters the "Limestone" city. The old fort figures in the war that wrested the continent from the French, and the military importance of the site has never been forgotten, as an imposing line of fortifications

THE GREAT INTERNATIONAL

has replaced the more primitive defences, and a cannons look out from the bastions upon the smothering steamers and the laden propellers of the fortifications, together with the presence of the College of Canada at Kingston, give the city a which is not unpleasing.

It would be difficult to find in the wide world a sail than from Kingston down the river among

THE THOUSAND ISLANDS

At the very start the view of the city rising on a grim-looking fort, the spacious harbor, and the shady trees of the adjacent islands, and the bright lake stretching away as if to infinity, without vista a glorious scene. But once among the maze of islands, rich with foliage even to the water's edge, a fair land. On a calm summer day, as the steamer out among these emerald gems, the trees and rocks, the ethereal blue of the sky and its reflection



THOUSAND ISLANDS

reflected in the water, which, disturbed by the steamer to the shore and breaks in music. Here and there the summer villas of the wealthy and the tents of the tourists rise and sunset here are sights, once witnessed, not to be forgotten. But back we must go to Kingston and westward to Napanee, Belleville, the lovely Bay of Quinte, Port Hope, Oshawa, Bowmanville and Whitby, all on the shores of Lake Ontario. Where once the Iroquois was heard is now the hum of industry to the northward branch lines of the railway run.

The largest city on the lake is

TORONTO,

the capital of Ontario, which has a population of 1,000,000. The province of Ontario is the wealthiest, most industrially, and from an agricultural point of view, in the world, and in fact there are few finer states in the world than such a province. It is beautifully, even eloquently, on a fine harbor of the Lake, and in the centre of a railway that bring it into communication with the rest of the continent. It boasts of the title "The West," and is the Chicago of Canada. Manufactures

INTERNATIONAL ROUTE

more primitive defences, and a threatening row of bastions upon the smoking foundries, the masts and the laden propellers of the river. These, together with the presence of the Royal Military Barracks at Kingston, give the city a military appearance.

It is difficult to find in the wide world a more beautiful view of the city rising on a gentle slope, the spacious harbor, and the green fields and adjacent islands, and the bright water of the great lake as if to infinity, without visible bounds, constitute. But once among the mazes of the pine tufted foliage even to the water's edge, the sight is of a calm summer day, as the steamer glides in and the emerald gems, the trees and foliage, the granite blue of the sky and its fleecy clouds, are all

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er, which, disturbed by the steamer's swell, glides breaks in music. Here and there on the islands are the mansions of the wealthy and the tents of the sportsmen. Some of the most beautiful sights, once witnessed, not soon to be forgotten, are to be seen only by going to Kingston and westward on the train past the lovely Bay of Quinte, Trenton, Cobourg, Bowmanville and Whitby, all flourishing places on the north shore of Lake Ontario. Where once the whoop of the wild Indian and the hum of industry, and on his trail the branch lines of the railway run.

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TORONTO,

rio, which has a population of over 200,000 inhabitants, is the wealthiest, commercially, industrial and agricultural point of view, in the Canadian Confederation. There are few finer states in the world. The capital of the province is Toronto, which is beautifully, even elegantly constructed, on the north shore of the Lake, and in the centre of numerous lines of railway which put it into communication with all parts of Canada. It boasts of the title "The Queen City of the West" and "The Chicago of Canada." Manufacturing is extensively

GRAND TRUNK RAILWAY

carried on here, as well as other branches of commerce. Although the population is not so great as that of Montreal, yet the city covers double the area, being justly proud of its extensive public parks, beautiful private gardens, elegant villas and broad avenues. The drives in some of the suburbs are picturesque in the extreme, and a few hours recreation in that manner through the parks and by the suburbs on the lake shore, will prove delightful and instructive to the traveller.

Bidding good-bye to Toronto, the tourist may take the direct route to Sarnia via Guelph and Stratford, where many converging branch lines meet, or turning southward enter the famous Niagara Peninsula, the gateway to which is the "ambitious" city of Hamilton, located on Burlington Bay, the extreme western end of Lake Ontario.

THE NORTHERN PENINSULA

is the vineyard of Canada, fruitful and productive, a land where the peach blooms and the grape ripens in all their perfection. Its highlands too add to the beauty of the district. Hamilton and St. Catharines are the chief cities of the district, which is noted the world over as containing the stupendous **Niagara Falls**, where



VIEW OF NIAGARA.

nature in her most marvellous and impressive form is seen. Perhaps no part of the American continent is so much heard of the world over as these Falls, and certainly no tourist should miss the sight of them.

Looking at the tremendous volume of falling water, the outpouring of the great lakes behind it, and listening to its mighty cadence, the attractive influence becomes almost irresistible and the savage idea of the ancient Indians becomes understandable. Every year, bound in a frail canoe, one of the maidens of their race was sent adrift over the terrible descent to appease the angry spirit of the waters. Modern instances of suicide under the remarkable influence of this great freak of nature are not unfrequent. ... is not

THE GREAT INTERNATIONAL ROUTE

easy to tear one's self away from this great attraction. Hours, days and weeks may be pleasantly consumed in gazing at this wonder and examining it in all its variety. "To describe it," as one visitor said, "would be impossible. Homer could not in poetry, nor Claude Lorraine in painting."

Below the Falls are the fatal

WHIRLPOOL RAPIDS,

where the foaming waters rush through a narrow gorge. It was in these rapids that the world-famed swimmer, Captain Webb, who swam from Dover to Calais, met his fate. A quarter of a mile below is the great whirlpool.



G.T.R. SUSPENSION BRIDGE, NIAGARA FALLS

Within the memory of man the Falls have perceptibly changed their form, and it is estimated by geologists that for seventy thousand years the change has been going on, and this deep cañon of seven miles in length, been formed.

The Niagara Peninsula is historic ground. It has its recollections of LaSalle, LaMotte, Father Hennepin, who looked on the Falls in 1678, and others of the French regime; within the sound of the thundering waters were fought the battles of Lundy's Lane, Chippewa and Beaver Dam, in the war of 1812-13, between the United States and the British forces, mainly composed of Canadian militia. At Queenston Heights, where another bloody struggle took place, is the monument of General Brock, the hero of the campaign.

GRAND TRUNK RAIL

"The great descent from Lake Erie to Lake Ontario by the Welland Canal, a stupendous work of the Government, and all the inter-lakes traffic is raised or lowered by locks.

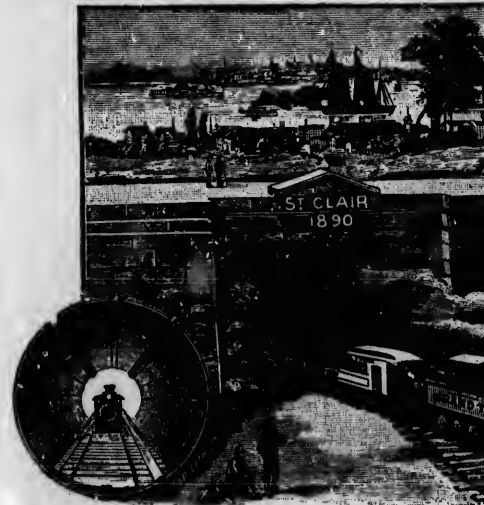
The great Suspension bridge over the chasm of the Falls is a marvel of construction, but its proximity to the Falls is of great importance. It is an international link. Foot passengers and teams constantly pass over it. By its means there is had direct connection with the lines from Buffalo, New York, Philadelphia, and all the great centres of the continent.

From the Falls we resume our journey towards the west, passing through the Exhibition and pass through the western peninsula formed by Lakes Erie, St. Clair, Huron and Georgian Bay. As a whole, this section is the wealthiest part of the continent, and the works of men have added to

THE LOVELINESS OF NATURE

At Stratford, Guelph, Paris, Galt, St. Thomas, Woodville and other cities and towns, are busy and picturesque. Agriculture, too, is here most productive and remunerative. Many of the farm houses are like the country villas of the merchants. On Lake Erie are charming resting places at Colborne, Port Dover and Port Stanley, and it will be found that the traveller takes the long journey to Chicago with ease and comfort at some of these places and refresh himself while enjoying the beauty and resources of the district. Towards the east is Pelee Island, the most southerly possession of the province; the temperature there is so warm and equable that sweet corn, grapes, and cotton has been found to thrive. The climate and the late ripening Catawba here reach their highest perfection. The wine made from the grapes of this Island is of a just renown. Six miles to the south lies another fine island, Kelly's Island, which is within the domain of Ontario. Windsor is the westernmost point of this peninsula of Ontario, and is divided from Detroit, the chief city of Michigan, by the Detroit River. The presence of the pioneers is evidenced here by the names of places and the language of numerous descendants who still, remote from the language of La Belle France.

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TRUNK RAILWAY

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THE GREAT INTERNATIONAL ROUTE

THE ST. CLAIR TUNNEL

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At Port Huron, called after the great inland sea to the north of it, we are again under the Stars and Stripes. We hasten across the State of Michigan and part of the States of Indiana and Illinois to Chicago, the centre of the world's attraction in 1893.

CHICAGO

Is situated on the west shore of the glorious Lake Michigan, and has a population to-day of over a million inhabitants, but is constantly growing and hopes yet to be the metropolis of the American continent. The marvellous development of the west and north-west tends to shew that this hope is not unreasonable.

It is 911 miles from the city of New York and 2,417 miles from the sunset city of San Francisco on the Pacific Ocean. Its area is 180 square miles, the park and boulevard system of the city alone occupying 3,290 acres, and when completed will intersect and surround the city, forming a series of drives 90 miles in extent.

In population it is most cosmopolitan. The Germans outnumber the Americans, forming about a quarter of the population. The Irish are a sixth. Little Switzerland has nearly three thousand representatives, and from Japan to Spain, from Russia to Australia, every climate has its children there. Movement is easy through the city, there being 396 miles of street railway efficiently operated. It has 750 hotels, and with the extra buildings erected for the Fair, and with the enormous number of boarding houses and private families prepared to receive guests, there is little doubt that the city can receive with comfort at least 250,000 guests at any one time. It is astonishing to realize that Chicago has 531 newspapers. Thirty-five lines of steam railway enter Chicago, bringing it into communication with every part of the continent.

But perhaps the most wonderful thing about Chicago, for on it all the rest largely depends, is the extraordinary spirit of rush and enterprise that seems to be breathed in with the very air. It is the Western dare-all sentiment harnessed to achievement.

A RETROSPECT.

Standing in any of its lovely parks, surrounded by its palatial buildings and the myriad noises of a great city, it is hard to realize that some of these trees, whose leaves murmur to the breezes, about a century ago, shuddered at the savage war cries and bloody massacres of the native Indian; that save to the east and south-east where within five hundred miles were only a few thousand souls, all its surroundings for years afterwards were trackless wilderness; that to the north-east, to the frozen arctic regions to distant Alaska, to the shores of the great Pacific and of the Gulf of Mexico were hundred of thousands of miles where only the foot of nomadic tribes and the wild beasts of the forests had ever trod, save where a solitary explorer or hunter had penetrated; that a quarter of a century ago the lurid flames of a destructive conflagration had reduced to ashes the great city that had become the centre of that wilderness development. The presence of this city, in the centre of the former wilderness, possessing citizens whose wealth beggars Croesus in the comparison, holding in its limits the mightiest temples of commerce and the most palatial homes of men, with ships in its harbor whose tonnage rank is exceeded by only three or four of the other cities of the world, with one of the most splendidly endowed universities of modern times, with the grandest cathedrals of worship, attests the mighty development of the sleeping continent, and manifests as much as anything visible can, the incalculable results that have

GRAND TRUNK RAILWAY

flowed from the daring and wisdom of Columbus; and the fitness of the selection and the manner of the celebration of the four hundredth anniversary of the brave Genoan's achievement cannot now be doubted. Here the whole continent will pour the grandest results of its developments to honor the event. And every nation on earth, realizing the re-acting influence of America on the world's civilization and progress, will here assist in the mightiest spectacle of human power the earth has yet witnessed.

CHARACTERISTICS OF THE FAIR.

Chicago is spending ten million dollars to make the Fair a success; the Federal Government is contributing two millions and a half, the various states of the Union five million dollars; foreign governments have voted seven million dollars, and it is not possible to calculate the expenditure of private enterprise.

Jackson Park and Midway Plaisance where the Fair will be held, cover 653 acres of ground, and now contain architectural structures of the most finished conception and of every variety. There can be no doubt the exhibits will cover a wider range and be far more numerous than were ever gathered together. All the nations of the earth will participate with the grandest and most characteristic exhibits of their arts, sciences, natural resources, customs, condition and progress of their people. A week at the exhibition will afford a liberal education and a wide experience to any intelligent observer. More can be seen in that time than in years of travel. The results on the civilization of the world in all its departments must be great. The congregation of distinguished men and women will in itself be a notable attraction. The greatest artists, preachers, thinkers, travellers, inventors, in short the elite of human kind, will visit Chicago this year. All the fore-thought could provide has been done to make the exhibition a stupendous success, and assure the comfort and the satisfaction of the visitors.

EFFORTS OF WOMEN.

A notable fact in connection with the World's Fair is the prominent part women are taking in it. The Board of Lady Managers is a large and influential body. It has the co-operation of committees of women from many foreign nations. The Woman's Building is entirely under their charge. They have established also a model hospital, and a department of Public Comfort, intended to be supplementary to the hospital, and to provide for cases of slight accidents and indisposition that do not require serious treatment. Branches are established all over the grounds.

GENERAL FEATURES.

The World's Congress Auxiliary will be a great feature of the Exhibition. It will meet in the Permanent Art Palace, whose vast auditoriums and smaller rooms will accommodate thousands at a time. All themes, moral and intellectual, will here be presented and discussed by the ablest living representatives of literature, science, theology and invention. A Medical Bureau, with eminent physicians and trained nurses, has also been established. The Police and Fire Brigades have been augmented, and every possible protection and precaution provided.

The great Music Hall, on the shore of Lake Michigan, will be the scene of a veritable musical festival. The grandest Oratorios will be produced, and the talented singers and instrumentalists listened to. Bands of all nations are expected to be in attendance.

By application to the Bureau of Public Comfort, lodgings can be obtained; and at any of the numerous offices of the Fair managers, all information desired can be obtained.

It is not possible in these limits to describe the points of interest in Chicago, or even within the bounds of the Fair Ground. In dollars and cents it is to be as Dr. Talmage has expressed it, a forty million dollar Exposition. In area it covers more than double the ground of any other exhibition of human arts and achievements. The flora of all climes will add to the natural beauty of Jackson Park. The tree-clad islands, the lagoons winding among colossal

THE GREAT INTERNATIONAL ROUTE

architectural piles, the grandeur and perfection of which were never surpassed in the palmiest days of ancient Athens, and by groves lovely as fairy land, and the freshening breezes from Lake Michigan will make the sojourn at the Fair a dream of delight.

The Liberal Arts Building, with a flooring acres in extent, and gothic arches that will typify the vast vault of heaven, will be one of the wonders of the show. The electric tricycles and fountains, the revolving sidewalks, the gondoliers, the Spanish caravel, in imitation of those in which Columbus and his sailors braved the terrors of the unknown sea, and all the wonders and fantasies the human mind has ever produced will be on view. The works of the greatest painters and sculptors will be seen. The great Temple of Art at the head of the lagoon will be filled with worshippers of the sublime and beautiful from all parts of the earth.

No great son of Adam seems to have been forgotten. There is something in the Fair to represent and recall him. Phidias and Praxiteles, Raphael and Michael Angelo, Socrates and Plato, Homer and Virgil, Cromwell and Washington, Stevenson and Fulton, Pallisey and Caxton, will all revive in this great all-centuries exhibition. We can see the works of Morse and Edison in operation, and all the great results of time.

Of Shakespeare, Milton, Goethe, and Victor Hugo, Dante and Scott, there will be striking mementos. All the energies of the world have been stimulated by this World's Fair. The artist in Rome, the workman in Sheffield, the artisan in Berlin, the literateur in Paris, the merchant and the sons of industry everywhere, have been fired to renewed and more concentrated effort by this great Fair. The most peaceful vales of Spain and Italy, the most retired spots of Turkey, and the densest settlements of Hindoostan and Japan, have been stirred by this great event, whose re-acting influence on the history of mankind and civilization will be incalculable in extent and effect. Beyond calculation will be the animating influence of the Fair in the industries of the nations. Its conferences will do much to brighten the drudgery of the masses, and clear away the darkness from the intellect and problems that harass mankind. East and west, north and south, shall meet together in friendly intercourse. The Mandarin of China shall clasp the hand of the welcoming American. Europe and Asia will learn more of each other, and learning, develop friendly interest. Chicago will have done much to usher in the bright millennium of the race.

"When man to man the world over
Shall brothers be and a' that."—A.G.D.

GENERAL NOTES.

The Exhibition will open from May 1st to October 30th, 1893. The Grand Trunk Railway has made generous reductions in its rates for visitors to the Fair.

The road-bed of the G. T. R. is in unexcelled order and condition. Its superb trains are the acme of travelling comfort. The drawing-room, sleeping and dining-room cars have all the luxury of palaces.

The Chicago ticket office is at 103 South Clark Street, where full information can be had on all travelling matters.

Information can also be had at The Model Ticket Office in the Transportation Building on the Exposition Grounds.

In every case reserve your sleeping berth at any of the Grand Trunk Ticket Offices.

HOW TO REACH THE GROUNDS.

The Dearborn Station, where the Grand Trunk Railway receives and deposits its patrons in Chicago, is most centrally situated. The State Street Cable Cars, the Wabash Avenue Cable Cars, the Elevated Railroad station on Congress Street, are all conveniently adjacent. The steamboat wharf is only five blocks distant, whence steamers run direct to the Fair grounds.

Street car fares in Chicago are five cents per passenger. Hack fares are \$1.00 for the first mile, and 50 cents for each subsequent mile; add 50 per cent. to these figures for each additional passenger.

GRAND TRUNK RAILWAY

The Fair grounds are seven miles from Chicago Post Office, which is five blocks from the Grand Trunk Railway depot, and in the business centre of the city.

The location of visitors to the World's Fair is arranged for with business precision.

BAGGAGE

Take as little baggage with you as possible. Do without trunks if you can. Carry travelling bags or hand valises. 150 pounds of baggage is the allowance and a small charge is added for any surplus.

The agent of Parmelee's Transfer Company will meet you on the train. Give him your trunk check and address, receiving in return a "claim check," and your trunk will be promptly delivered at a cost of fifty cents. The office of the Company is at 132 Adams Street, near the Post Office. You can give your check and instructions there.

When leaving Chicago call at the Parmelee Co's office, shew your return ticket and arrange to have your baggage sent for. The company can check your baggage to any part of the country without trouble to you. It is a responsible organization recognized by the railroads. **Do not trust your checks with anyone but a Parmelee Agent in Uniform.**

"Homes for Visitors to the World's Fair."

The above is the title of a very useful book just published. It gives a list of families in Chicago who will accommodate visitors during the Exposition; also a list of hotels in the city and large scale sectional maps of Chicago. Those who intend visiting the great Fair should procure one of these books, which will enable them to make all necessary arrangements as to rooms, etc., before leaving home. This book may be consulted at the principal ticket offices of the Grand Trunk Railway, where copies may also be purchased at 50 cents each.

LIST OF LEADING HOTELS.

NAME	LOCATION	AMERICAN OR EUROPEAN PLAN
AUDITORIUM	Michigan Ave. and Congress St.	American
ATLANTIC	Van Buren and Sherman Sts.	American
ALHAMBRA	State St., corner Archer Ave.	European
BURKE'S	140 and 142 Madison St.	European
CLIFTON HOUSE	Wabash Ave. and Munroe St.	American
COMMERCIAL	Lake and Dearborn St.	American
CONTINENTAL	Wabash Ave. and Madison St.	American
GRAND PACIFIC	Clark and Jackson Sts.	American
GORE'S	266 Clark St.	European
GAULT HOUSE	Madison and Clinton Sts.	American
GREAT NORTHERN	237 Dearborn St.	European
HOTEL RICHELIEU	Michigan Ave. and Jackson St.	European
HOTEL METROPOLE	Michigan Ave. and 23rd St.	American
HOTEL GRACE	Clark and Jackson Sts.	Am. and Eu.
HOTEL BRUNSWICK	Michigan Ave. and Madison St.	American
HOTEL BREVOORT	143 Madison St.	European
LELAND	Michigan Ave. and Jackson St.	American
MCCOY'S	Clark and Van Buren Sts.	European
PALMER HOUSE	State and Munroe Sts.	Am. and Eu.
REVERT HOUSE	Clark and Michigan Sts.	American
SHERMAN HOUSE	Clark and Randolph Sts.	American
SARATOGA	155 to 161 Dearborn St.	European
SOUTHERN	Wabash Ave. and 22nd St.	American
TREMONT HOUSE	Dearborn and Lake Sts.	American
VICTORIA	Michigan Ave. and Van Buren St.	American
VIRGINIA	Rush and Ohio Sts.	Am. and Eu.
WINDSOR	147 to 153 Dearborn St.	European
WELLINGTON	Wabash Ave. & Jackson St.	European

NOTE.—"American" plan means room with meals. "European" plan means room without meals.

THE GREAT INTERNATIONAL ROUTE

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GRAND TRUNK RAIL

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The great Suspension bridge over the chasm of the Falls is a marvel of construction, but its proximity to the city is of great importance. It is an international link. Foot passengers and teams constantly pass over it. By its means there is direct connection with the lines from Buffalo, New York, Philadelphia, and all the great centres of the continent.

From the Falls we resume our journey towards the Exhibition and pass through the western peninsula formed by Lakes Erie, St. Clair, Huron and Georgian Bay. As a whole, this section is the wealthiest part of the continent. Works of men have added to

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At Stratford, Guelph, Paris, Galt, St. Thomas, Woodville and other cities and towns, are busy and picturesque. Agriculture, too, is here most productive and remunerative. Many of the farm houses are like the country mansions of the merchants. On Lake Erie are charming resting places at Colborne, Port Dover and Port Stanley, and it will be found that the traveller takes the long journey to Chicago with ease and comfort at some of these places and refresh himself with the beauty and resources of the district. Towards the south is Pelee Island, the most southerly possession of the province. The temperature there is so warm and equable that sweet corn, and cotton has been found to thrive. The early and the late ripening Catawba here reach their highest perfection. The wine made from the grapes of this island is a just renown. Six miles to the south lies another fine island, Kelly's Island, which is within the domain of Ontario. Windsor is the westernmost point of this peninsula of Ontario, and is divided from Detroit, the chief city of Michigan, by the Detroit River. The presence of French pioneers is evidenced here by the names of places and the language of La Belle France.

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CHICAGO

Is situated on the west shore of the glorious Lake Michigan, and has a population to-day of over a million inhabitants, but is constantly growing and hopes yet to be the metropolis of the American continent. The marvellous development of the west and north-west tends to shew that this hope is not unreasonable.

It is 311 miles from the city of New York and 2,417 miles from the sunset city of San Francisco on the Pacific Ocean. Its area is 180 square miles, the park and boulevard system of the city alone occupying 3,290 acres, and when completed will intersect and surround the city, forming a series of drives 90 miles in extent.

In population it is most cosmopolitan. The Germans outnumber the Americans, forming about a quarter of the population. The Irish are a sixth. Little Switzerland has nearly three thousand representatives, and from Japan to Spain, from Russia to Australia, every climate has its children there. Movement is easy through the city, there being 396 miles of street railway efficiently operated. It has 750 hotels, and with the extra buildings erected for the Fair, and with the enormous number of boarding houses and private families prepared to receive guests, there is little doubt that the city can receive with comfort at least 250,000 guests at any one time. It is astonishing to realize that Chicago has 531 newspapers. Thirty-five lines of steam railway enter Chicago, bringing it into communication with every part of the continent.

But perhaps the most wonderful thing about Chicago, for on it all the rest largely depends, is the extraordinary spirit of rush and enterprise that seems to be breathed in with the very air. It is the Western dare-all sentiment harnessed to achievement.

A RETROSPECT.

Standing in any of its lovely parks, surrounded by its palatial buildings and the myriad noises of a great city, it is hard to realize that some of these trees, whose leaves murmur to the breezes, about a century ago, shuddered at the savage war cries and bloody massacres of the native Indian; that save to the east and south-east where within five hundred miles were only a few thousand souls, all its surroundings for years afterwards were trackless wilderness; that to the north-east, to the frozen arctic regions to distant Alaska, to the shores of the great Pacific and of the Gulf of Mexico were hundred of thousands of miles where only the foot of nomadic tribes and the wild beasts of the forests had ever trod, save where a solitary explorer or hunter had penetrated; that a quarter of a century ago the lurid flames of a destructive conflagration had reduced to ashes the great city that had become the centre of that wilderness development. The presence of this city, in the centre of the former wilderness, possessing citizens whose wealth beggars Croesus in the comparison, holding in its limits the mightiest temples of commerce and the most palatial homes of men, with ships in its harbor whose tonnage rank is exceeded by only three or four of the other cities of the world, with one of the most splendidly endowed universities of modern times, with the grandest cathedrals of worship, attests the mighty development of the sleeping continent, and manifests as much as anything visible can, the incalculable results that have

GRAND TRUNK RAILWAY

flowed from the daring and wisdom of Columbus; and the fitness of the selection and the manner of the celebration of the four hundredth anniversary of the brave Genoan's achievement cannot now be doubted. Here the whole continent will pour the grandest results of its developments to honor the event. And every nation on earth, realizing the re-acting influence of America on the world's civilization and progress, will here assist in the mightiest spectacle of human power the earth has yet witnessed.

CHARACTERISTICS OF THE FAIR.

Chicago is spending ten million dollars to make the Fair a success; the Federal Government is contributing two millions and a half, the various states of the Union five million dollars; foreign governments have voted seven million dollars, and it is not possible to calculate the expenditure of private enterprise.

Jackson Park and Midway Plaisance where the Fair will be held, cover 653 acres of ground, and now contain architectural structures of the most finished conception and of every variety. There can be no doubt the exhibits will cover a wider range and be far more numerous than were ever gathered together. All the nations of the earth will participate with the grandest and most characteristic exhibits of their arts, sciences, natural resources, customs, condition and progress of their people. A week at the exhibition will afford a liberal education and a wide experience to any intelligent observer. More can be seen in that time than in years of travel. The results on the civilization of the world in all its departments must be great. The congregation of distinguished men and women will in itself be a notable attraction. The greatest artists, preachers, thinkers, travellers, inventors, in short the elite of human kind, will visit Chicago this year. All that fore-thought could provide has been done to make the exhibition a stupendous success, and assure the comfort and the satisfaction of the visitors.

EFFORTS OF WOMEN.

A notable fact in connection with the World's Fair is the prominent part women are taking in it. The Board of Lady Managers is a large and influential body. It has the co-operation of committees of women from many foreign nations. The Woman's Building is entirely under their charge. They have established also a model hospital, and a department of Public Comfort, intended to be supplementary to the hospital, and to provide for cases of slight accidents and indisposition that do not require serious treatment. Branches are established all over the grounds.

GENERAL FEATURES.

The World's Congress Auxiliary will be a great feature of the Exhibition. It will meet in the Permanent Art Palace, whose vast auditoriums and smaller rooms will accommodate thousands at a time. All themes, moral and intellectual, will here be presented and discussed by the ablest living representatives of literature, science, theology and invention. A Medical Bureau, with eminent physicians and trained nurses, has also been established. The Police and Fire Brigades have been augmented, and every possible protection and precaution provided.

The great Music Hall, on the shore of Lake Michigan, will be the scene of a veritable musical festival. The grandest Oratorios will be produced, and the talented singers and instrumentalists listened to. Bands of all nations are expected to be in attendance.

By application to the Bureau of Public Comfort, lodgings can be obtained; and at any of the numerous offices of the Fair managers, all information desired can be obtained.

It is not possible in these limits to describe the points of interest in Chicago, or even within the bounds of the Fair Ground. In dollars and cents it is to be as Dr. Talmage has expressed it, a forty million dollar Exposition. In area it covers more than double the ground of any other exhibition of human arts and achievements. The flora of all climes will add to the natural beauty of Jackson Park. The tree-clad islands, the lagoons winding among colossal

THE GREAT INTERNATIONAL ROUTE

architectural piles, the grandeur and perfection of which were never surpassed in the palmiest days of ancient Athens, and by groves lovely as fairy land, and the freshening breezes from Lake Michigan will make the sojourn at the Fair a dream of delight.

The Liberal Arts Building, with a flooring acres in extent, and gothic arches that will typify the vast vault of heaven, will be one of the wonders of the show. The electric tricycles and fountains, the revolving sidewalks, the gondoliers, the Spanish caravel, in imitation of those in which Columbus and his sailors braved the terrors of the unknown sea, and all the wonders and fantasies the human mind has ever produced will be on view. The works of the greatest painters and sculptors will be seen. The great Temple of Art at the head of the lagoon will be filled with worshippers of the sublime and beautiful from all parts of the earth.

No great son of Adam seems to have been forgotten. There is something in the Fair to represent and recall him. Phidias and Praxiteles, Raphael and Michael Angelo, Socrates and Plato, Homer and Virgil, Cromwell and Washington, Stevenson and Fulton, Pallisey and Caxton, will all revive in this great all-centuries exhibition. We can see the works of Morse and Edison in operation, and all the great results of time.

Of Shakespeare, Milton, Goethe, and Victor Hugo, Dante and Scott, there will be striking mementos. All the energies of the world have been stimulated by this World's Fair. The artist in Rome, the workman in Sheffield, the artisan in Berlin, the literateur in Paris, the merchant and the sons of industry everywhere, have been fired to renewed and more concentrated effort by this great Fair. The most peaceful vales of Spain and Italy, the most retired spots of Turkey, and the densest settlements of Hindoosian and Japan, have been stirred by this great event, whose re-acting influence on the history of mankind and civilization will be incalculable in extent and effect. Beyond calculation will be the animating influence of the Fair in the industries of the nations. Its conferences will do much to brighten the drudgery of the masses, and clear away the darkness from the intellect and problems that harass mankind. East and west, north and south, shall meet together in friendly intercourse. The Mandarin of China shall clasp the hand of the welcoming American. Europe and Asia will learn more of each other, and learning, develop friendly interest. Chicago will have done much to usher in the bright millennium of the race.

"When man to man the world over
Shall brothers be and a' that."—A.G.B.

GENERAL NOTES.

The Exhibition will open from May 1st to October 30th, 1893. The Grand Trunk Railway has made generous reductions in its rates for visitors to the Fair.

The road-bed of the G. T. R. is in unexcelled order and condition. Its superb trains are the acme of travelling comfort. The drawing-room, sleeping and dining-room cars have all the luxury of palaces.

The Chicago ticket office is at 103 South Clark Street, where full information can be had on all travelling matters.

Information can also be had at The Model Ticket Office in the Transportation Building on the Exposition Grounds.

In every case reserve your sleeping berth at any of the Grand Trunk Ticket Offices.

HOW TO REACH THE GROUNDS.

The Dearborn Station, where the Grand Trunk Railway receives and deposits its patrons in Chicago, is most centrally situated. The State Street Cable Cars, the Wabash Avenue Cable Cars, the Elevated Railroad station on Congress Street, are all conveniently adjacent. The steamboat wharf is only five blocks distant, whence steamers run direct to the Fair grounds.

Street car fares in Chicago are five cents per passenger. Hack fares are \$1.00 for the first mile, and 50 cents for each subsequent mile; add 50 per cent. to these figures for each additional passenger.

GRAND TRUNK RAILWAY

The Fair grounds are seven miles from Chicago Post Office, which is five blocks from the Grand Trunk Railway depot, and in the business centre of the city.

The location of visitors to the World's Fair is arranged for with business precision.

BAGGAGE

Take as little baggage with you as possible. Do without trunks if you can. Carry travelling bags or hand valises. 150 pounds of baggage is the allowance and a small charge is added for any surplus.

The agent of Parmelee's Transfer Company will meet you on the train. Give him your trunk check and address, receiving in return a "claim check," and your trunk will be promptly delivered at a cost of fifty cents. The office of the Company is at 132 Adams Street, near the Post Office. You can give your check and instructions there.

When leaving Chicago call at the Parmelee Co's office, shew your return ticket and arrange to have your baggage sent for. The company can check your baggage to any part of the country without trouble to you. It is a responsible organization recognized by the railroads. **Do not trust your checks with any one but a Parmelee Agent in Uniform.**

"Homes for Visitors to the World's Fair."

The above is the title of a very useful book just published. It gives a list of families in Chicago who will accommodate visitors during the Exposition; also a list of hotels in the city and large scale sectional maps of Chicago. Those who intend visiting the great Fair should procure one of these books, which will enable them to make all necessary arrangements as to rooms, etc., before leaving home. This book may be consulted at the principal ticket offices of the Grand Trunk Railway, where copies may also be purchased at 50 cents each.

LIST OF LEADING HOTELS.

NAME	LOCATION	AMERICAN OR EUROPEAN PLAN
AUDITORIUM	Michigan Ave. and Congress St.	American
ATLANTIC	Van Buren and Sherman Sts.	American
ALHAMBRA	State St., corner Archer Ave.	European
BURKE'S	140 and 142 Madison St.	European
CLIFTON HOUSE	Wabash Ave. and Munroe St.	American
COMMERCIAL	Lake and Dearborn St.	American
CONTINENTAL	Wabash Ave. and Madison St.	American
GRAND PACIFIC	Clark and Jackson Sts.	American
GORE'S	266 Clark St.	European
GAULT HOUSE	Madison and Clinton Sts.	American
GREAT NORTHERN	237 Dearborn St.	European
HOTEL RICHELIEU	Michigan Ave. and Jackson St.	European
HOTEL METROPOLE	Michigan Ave. and 23rd St.	American
HOTEL GRACE	Clark and Jackson Sts.	Am. and Eu.
HOTEL BRUNSWICK	Michigan Ave. and Madison St.	American
HOTEL BREVOORT	143 Madison St.	European
LELAND	Michigan Ave. and Jackson St.	American
MCCOY'S	Clark and Van Buren Sts.	European
PALMER HOUSE	State and Munroe Sts.	Am. and Eu.
REVERE HOUSE	Clark and Michigan Sts.	American
SHERMAN HOUSE	Clark and Randolph Sts.	American
SARATOGA	155 to 161 Dearborn St.	European
SOUTHERN	Wabash Ave. and 22nd St.	American
TREMONT HOUSE	Dearborn and Lake Sts.	American
VICTORIA	Michigan Ave. and Van Buren St.	American
VIRGINIA	Rush and Ohio Sts.	Am. and Eu.
WINDSOR	147 to 153 Dearborn St.	European
WELLINGTON	Wabash Ave. & Jackson St.	European

NOTE.—"American" plan means room with meals. "European" plan means room without meals.

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TRENTON, O
WARTON, O
YARMOUTH

THE GREAT INTERNATIONAL ROUTE

CONNECTIONS

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- AUBURN, ME.—With Me. Cen. Ry. and stage for Turners.
 BARRIE, ONT.—With steamers for Lake Simcoe and Couchiching.
 BETHEL, ME.—With stage for Rangeley Lakes.
 BRACEBRIDGE—With Muskoka Nav. Co.
 BROCKVILLE, ONT.—With Richelieu & Ontario Nav. Co., and Ferry for Morristown.
 BRYANT'S POND, ME.—With stage for Rangeley Lakes.
 BUFFALO, N.Y.—With Railways diverging.
 BURK'S FALLS, ONT.—With Muskoka Nav. Co.
 CHEMONG, ONT.—With steamers on Lake Chemong.
 COLLINGWOOD, ONT.—With Great Northern Transit Co. and The North Shore Nav. Co.
 COTEAU JCT. P.Q.—With Rich. & Ont. Nav. Co., Adirondack & St. Lawrence Rapids Tourist Line, and Canada Atlantic Railway.
 CUMBERLAND, ME.—With Maine Central Ry.
 DANVILLE JCT., ME.—With Maine Central Ry. and stage for Poland Springs.
 DEERING, ME.—With Maine Central Ry.
 DESERONTO, JCT., ONT.—With Bay of Quinte Ry. & Navigation Co.
 DETROIT, MICH.—With Railways diverging; also with Detroit & Cleveland Steam Navigation Company and Lake Superior Transit Company.
 FALMOUTH, ME.—With Maine Central Railway.
 GANANOQUE JCT., ONT.—With Thousand Island Railway; thence steamers to Thousand Islands.
 GODERICH, ONT.—With Northwest Transportation Company.
 GORHAM, N.H.—With stages for White Mountains.
 GRAVENHURST, ONT.—With Muskoka Navigation Company.
 GROVETON JCT., N. H.—With Concord & Montreal R.R.
 HUNTSVILLE, ONT.—With steamer for points on Lakes Vernon, Fairy, Mary, and Peninsula.
 KINCARDINE, ONT.—With Northwest Transportation Company.
 KINGSTON, ONT.—Bay of Quinte Ry. & Navigation Company; and Richelieu & Ontario Navigation Company.
 LACHINE, P.Q.—Ottawa River Navigation Company and steamers Filgate & Paul Smith for Lachine Rapids.
 LAKEFIELD, ONT.—With steamers for Stoney Lake.
 LEVIS, P.Q.—With Ferry for Quebec; Intercolonial Railway; Quebec Central Railway; Richelieu & Ontario Navigation Company; Quebec Steamship Company, and Ocean Steamships for Europe.
 LEWISTON, ME.—With Maine Central Railway.
 LINDSAY, ONT.—With Trent Valley Navigation Company.
 MASSENA SPRINGS, N.Y.—With R. W. & O.R.R.
 MECHANIC FALLS, ME.—With Portland & Rumford Falls Railway.
 MIDLAND, ONT.—With stages for Penetanguishene, and The North Shore Nav. Co.
 MONTREAL, P.Q.—With Ocean Steamships for Europe.
 MUSKOKA WHARF, ONT.—With Muskoka Navigation Company.
 NEW GLOUCESTER, ME.—With Maine Central Railway.
 NORTH STRATFORD, N. H.—With Maine Central Railway.
 ORILLIA, ONT.—With steamers for points on Lakes Couchiching and Simcoe.
 PENETANGUSHENE, ONT.—With The North Shore Nav. Co.
 PORT DALHOUSIE, ONT.—With Niagara Falls Line Steamers for Toronto.
 PORT HOPE, ONT.—With Lake Ontario S. B. Co.
 PORT HURON, MICH.—With Chicago & Grand Trunk Railway; Flint & Pere Marquette R. R.; Anchor Line; Western Transit Company; Detroit & Cleveland Steam Navigation Company and Grand Trunk system in Michigan.
 PORTLAND, ME.—(Union Station) with Boston & Maine; Maine Central; and Portland & Rochester Railways. (G. T. Station) with Steamers for Boston, New York, St. John, etc.
 PRESCOTT, ONT.—With Ferry for Ogdensburg.
 QUEBEC, P.Q.—With Ferry for Levis; Quebec & Lake St. John Railway; Quebec, Charlevoix & Montmorency Railway; Richelieu & Ontario Navigation Company; Quebec Steamship Company, and Ocean Steamships for Europe.
 ROUSE POINT, N. Y.—With Canada Atlantic Railway; Central Vermont Railway; and Delaware & Hudson Canal Company.
 ST. ANNES, P.Q.—With Ottawa River Navigation Co. for Ottawa River points and Lachine Rapids.
 ST. HILAIRE, P.Q.—With stages for Belœil Mountains, and Steamer for St. Marc, St. Charles, etc.
 ST. JOHNS, P.Q.—With Central Vermont Railway.
 ST. LAMBERT, P.Q.—With Montreal, Portland & Boston Railway; and Montreal & Sorel Railway.
 SARNIA, ONT.—With Erie and Huron Railway; and Northwest Transportation Co.
 SHERBROOKE, P.Q.—With Boston & Maine.
 SUSPENSION BRIDGE, N.Y.—With N.Y.C. & H.R.; West Shore; N.Y., L. E. & W.; Lehigh Valley; and R., W. & O. Railways.
 SUTTON, ONT.—With steamers on Lake Simcoe.
 TORONTO, ONT.—With Richelieu & Ontario Navigation Co., and steamer "Empress of India."
 TRENTON, ONT.—With Central Ontario Railway.
 WIARTON, ONT.—With Great Northern Transit Co. and The North Shore Nav. Co.
 YARMOUTH JCT., ME.—With Maine Central Railway.

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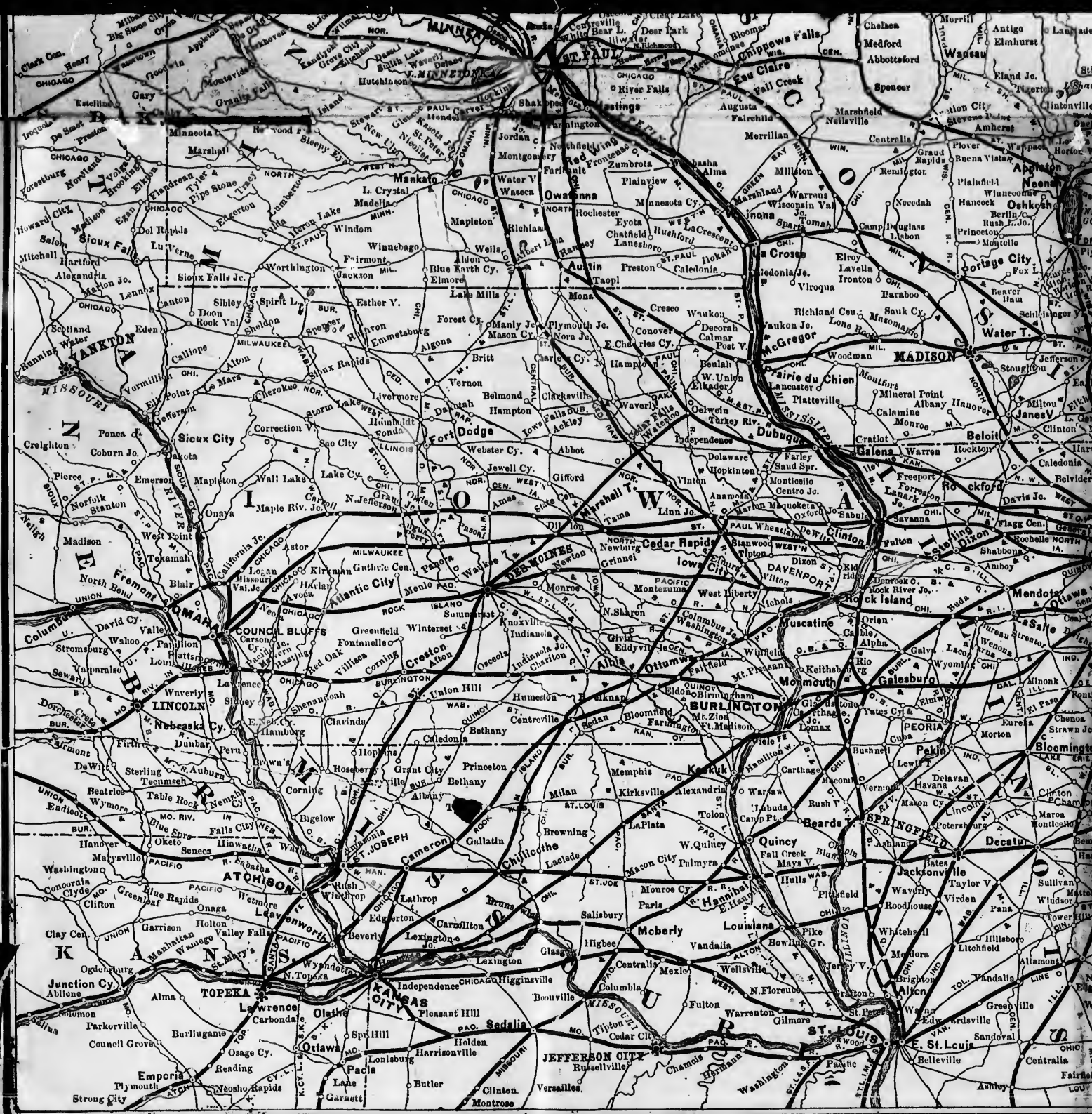


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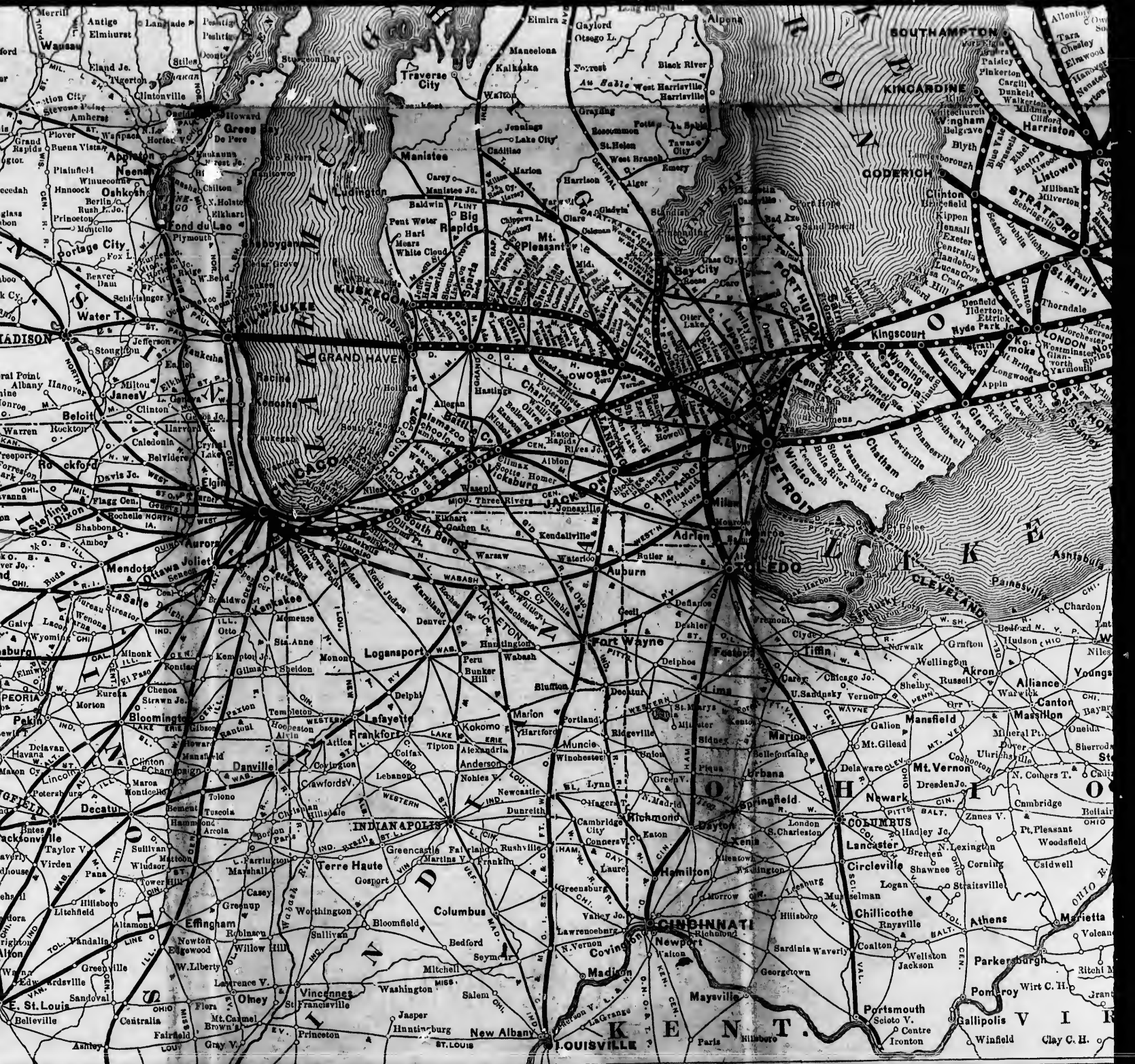


THE WORLD'S FAIR.





The "World's Fair" Limited Express and
Through Sleepers also run



press and "Chicago Flyer" leave Montreal daily for Chicago. Trains also run from Boston, New York, Philadelphia and Baltimore.



for Chicago with Through Palace Sleepers from Portlan
Ba and Buffalo to Chicago via Niagara Falls and the Gr



om Portland, Boston and Montreal attached
 and the Grand Trunk Railway.

WORLD'S FAIR BU

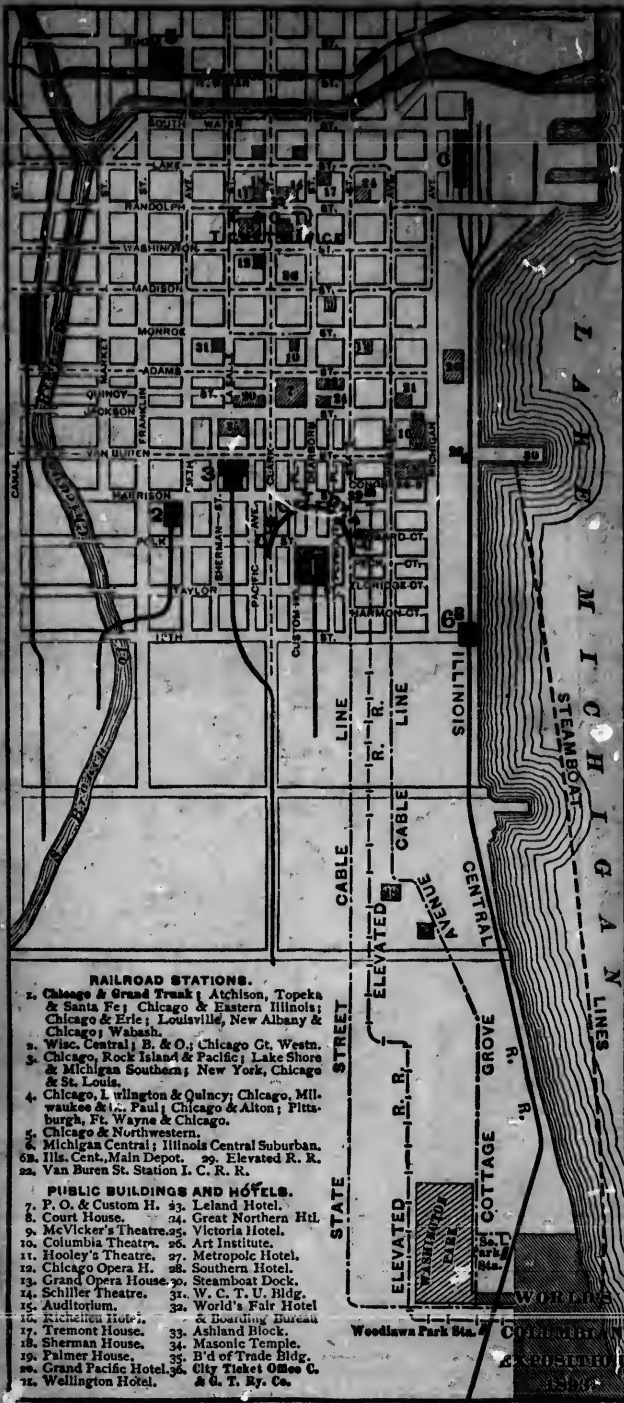


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|--|---|---|---|
| 1. Manufacturers and Liberal Arts Building—44 acres. | 3. Fisheries Building and Deep Sea Aquaria—3.1 acres. | 5. Illinois State Building—3.2 acres. | 8. Transportation Building—3.3 acres. |
| 2. United States Government Building—6.1 acres. | 4. Galleries of Fine Arts—5.1 acres. | 6. Woman's Building—3.3 acres. | 9. Hall of Mines and Minerals—11 acres. |
| | 1. Lineal mile of Hanging Space. | 7. Horticultural Hall and Greenhouses—11 acres. | 10. Electrical Building—11 acres. |
| | | | 11. Administration Building—11 acres. |

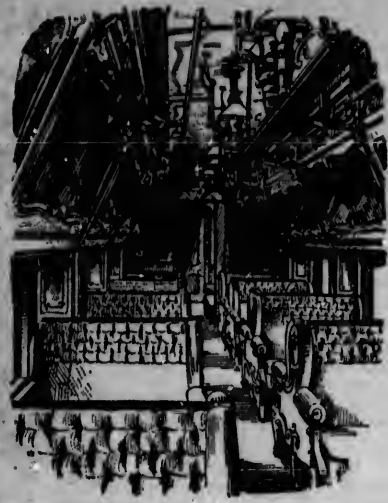
FAIR BUILDINGS



- 3.2 acres.
- Greenhouses
- 8. Transportation Exhibit—18.6 acres.
- 9. Hall of Mines and Mining—8.7 acres.
- 10. Electrical Building—9.7 acres.
- 11. Administration Building—4.2 acres.
- 12. Railway Approach.
- 13. Machinery Hall, Annex, Pumping House, etc.—25.6 acres.
- 14. Agricultural Building—15 acres.
- 15. Raymond & Whitcomb Station.
- 16. Casino and Pier—1.4 acres.
- 17. United States Naval Exhibit.
- 18. Assembly Hall and Annex to Agricultural Building—5.5 acres.



- RAILROAD STATIONS.**
- Chicago & Grand Trunk; Atchison, Topeka & Santa Fe; Chicago & Eastern Illinois; Chicago & Erie; Louisville, New Albany & Chicago; Wabash.
 - Wisc. Central, B. & O.; Chicago Gt. Westn.
 - Chicago, Rock Island & Pacific; Lake Shore & Michigan Southern; New York, Chicago & St. Louis.
 - Chicago, Wilmington & Quincy; Chicago, Milwaukee & Paul; Chicago & Alton; Pittsburg, Ft. Wayne & Chicago.
 - Chicago & Northwestern.
 - Michigan Central; Illinois Central Suburban.
 - Ills. Cent., Main Depot.
 - Elevated R. R.
 - Van Buren St. Station I. C. R. R.
- PUBLIC BUILDINGS AND HOTELS.**
- P. O. & Custom H.
 - Leland Hotel.
 - Court House.
 - Great Northern Htl.
 - McVicker's Theatre.
 - Victoria Hotel.
 - Columbia Theatre.
 - Art Institute.
 - Hooley's Theatre.
 - Metropole Hotel.
 - Chicago Opera H.
 - Southern Hotel.
 - Grand Opera House.
 - Steamboat Dock.
 - Schiller Theatre.
 - W. C. T. U. Bldg.
 - Auditorium.
 - World's Fair Hotel
 - & Boarding Bureau
 - Richelieu Htl.
 - Ashland Block.
 - Tremont House.
 - Masonic Temple.
 - Sherman House.
 - B'd of Trade Bldg.
 - Palmer House.
 - City Ticket Office
 - Grand Pacific Hotel.
 - & G. T. Ry. Co.
 - Wellington Hotel.



SLEEP
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	SEAT	BERTH
Boston and Chicago via Buffalo	\$	\$ 5.50
" " Chicago " Montreal	5.50
" " Detroit " Buffalo	4.50
Buffalo " Detroit	.....	2.00
" " Chicago	.....	3.00
Montreal " Albany	1.50	2.00
" " Boston	1.50	2.00
" " Chicago	.....	5.00
" " Halifax	.....	4.00
" " Levis (Quebec)	.75	1.50
" " New York	2.00	2.00
" " Ottawa	.50	.....
" " Portland	1.50	2.00
" " Springfield	.....	2.00
" " Toronto	1.00	2.00
New York " Chicago via Buffalo	.....	5.00
" " Detroit " Buffalo	.....	3.50
Portland " Chicago " Montreal	.....	5.50
" " Levis (Quebec)	.....	2.00
Susp'n } " Kingston Wharf	.....	2.00
Bridge } " Hamilton	25	.....
Toronto " Chicago	.....	3.00
" " Detroit	1.00	2.00
" " Gravenh'st (Musk. Wh.)	50	1.50
" " Hamilton	25	.....
" " Kingston Wharf	.....	1.50
" " London	50	.....
" " New York	.....	2.50
" " North Bay	.....	2.00
" " Ottawa	.....	2.00
" " Peterboro	25	.....

Intermediate points in proportion.

Seat rates are for one person only. Two persons berth on one berth ticket, and four a section on one. The state-room usually accommodates six persons.



SLEEPING AND PARLOR CAR TARIFF

	SEAT	BERTH	SECTION	STATE-ROOM
via Buffalo	\$	\$ 5.50	\$11.00	\$20.00
" Montreal		5.50	11.00	20.00
" Buffalo		4.50	9.00	16.00
		2.00	4.00	7.00
		3.00	6.00	10.00
	1.50	2.00	4.00	7.00
	1.50	2.00	4.00	6.00
		5.00	10.00	15.00
		4.00	8.00	12.00
Quebec)	.75	1.50	3.00	4.50
Wharf	2.00	2.00	4.00	7.00
	.50			
	1.50	2.00	4.00	6.00
ld		2.00	4.00	7.00
	1.00	2.00	4.00	6.00
via Buffalo		5.00	10.00	18.00
" Montreal		3.50	7.00	12.00
" Montreal		5.50	11.00	20.00
Quebec)		2.00	4.00	7.00
Wharf		2.00	4.00	7.00
	.25			
	1.00	3.00	6.00	9.00
	.50	2.00	4.00	6.00
st (Musk. Wh.)	.50	1.50	3.00	
	.25			
Wharf		1.50	3.00	7.00
	.50			
		2.50	5.00	9.00
		2.00	4.00	
		2.00	4.00	7.00
	.25			

in proportion.

one person only. Two persons may occupy a berth, and four a section on one section ticket. berth accommodates six persons.

BONAVENTURE STATION, MONTREAL

DISTRICT AND PRINCIPAL TICKET AGENCIES.

Boston, Mass	.....† N. J. GRACE, New Eng. Pass. Agent	260 Washington St.
Buffalo, N. Y.	.....† T. D. SHERIDAN, No. Pass. Agent	177 Washington St. (Cor. Exchange St.)
Chicago, Ill	.....† E. H. HUGHES, Western Pass. Agent C. & G. T. Ry.	103 South Clark St.
Detroit, Mich.	.....* D. S. WAGSTAFF, Michigan & South- Western Pass. Agent	Cor. Jefferson and Woodward Aves.
	† E. J. PIERCE, City Ticket Agent	
Glasgow, Scot	.....† L. GLEN, City Ticket Agent	107 St. Vincent St.
Halifax, N. S.	.....† R. F. ARMSTRONG, Gen'l Agent for Maritime Prov. (Pass. & Fr't)	134 Hollis St.
Hamilton, Ont	.....† CHAS. E. MORGAN, City Ticket Agent	11 James St. North
Kingston, Ont	.....† T. HANLEY, City Ticket Agent	
Liverpool, Eng.	.....† R. QUINN, European Traffic Agent	25 Water St.
London, Eng	.....† H. C. FLOCKTON, City Ticket Agent	36 & 37 Leadenhall St.
London, Ont.	.....† E. DELAHOKE, City Ticket Agent	3 Masonic Temple.
Manchester, Eng.	.....† T. F. WAINWRIGHT, City Ticket Agent	2 Pall Mall.
Montreal, P. Q.	.....* D. O. PEASE, Dist. Pass. Agent	Bonaventure Station
	† W. D. O'BRIEN, City Ticket Agent	143 St. James St.
New York, N. Y.	.....† F. P. DWYER, Eastern Pass. Agent, C. & G. T. Ry.	271 Broadway.
Niagara Falls, N. Y.	.....† MRS. L. BARBER, Ticket Agent	1 International Bldg.
	† D. ISAACS, Ticket Agent	Prospect House.
Niagara Falls, Ont.	.....† G. M. COLBURN, Ticket Agent	Clifton House.
Ogdensburg, N. Y.	.....* G. B. OSWELL, Central Pass. Agent.. † J. H. PHILLIPS, Ticket Agent	62½ Ford St.
Ottawa, Ont.	.....† A. H. TAYLOR, City Passenger and Freight Agent	Russell House Bldg.
Quebec, P. Q.	.....† T. D. SHIPMAN, City Ticket Agent	Opp. St. Louis Hotel and 17 Sous-le-Fort St.
Toronto, Ont.	.....* M. C. DICKSON, Dist. Pass. Agent	Union Station.
	† P. J. SLATTER, City and Dist. Pass. Agent	Opp. St. Louis Hotel and 20 York St.
	† District Passenger Agent, also Ticket Office.	† Ticket Office.
	* District Passenger Agent.	

G. T. BELL,
Asst. Gen. Passenger Agent.

N. J. POWER,
Gen. Passenger Agent.

L. J. SEARGEANT,
General Manager

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