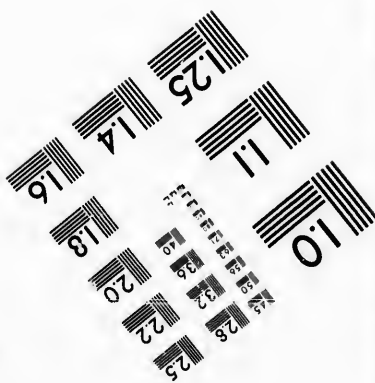
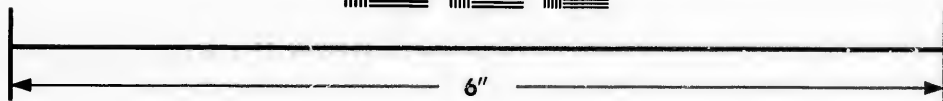
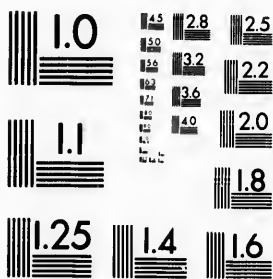


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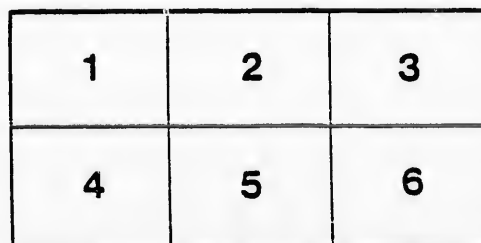
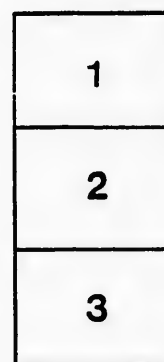
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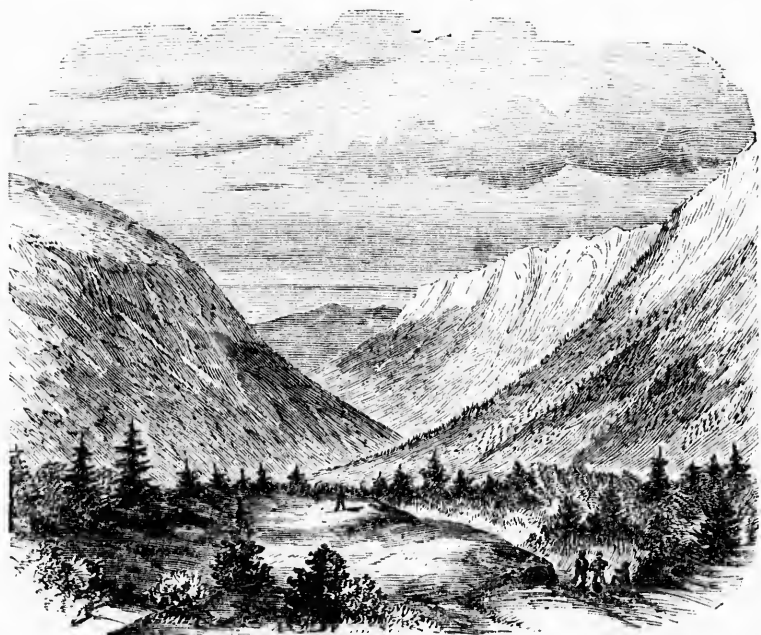
1876.

1880.

33



ANNUAL EXCURSION
—) OF THE (—
Detroit Evening News,



VIEW IN THE WHITE MOUNTAINS.

FROM DETROIT TO THE SEA.

2,000 Miles, \$20.

JULY 7, 1880.

W. H. BREARLEY, MANAGER.

Questions concerning the trip answered on page 37.

FORMER EXCURSIONISTS.

The following list of names is given for the purpose of answering the query of "who have gone on any of your former excursions?" The list is only a partial one, but probably represents a sufficiently wide range of places for the purpose. Any one thinking of going this year might very profitably ask the advice of some of those whose names are given, and who will doubtless be willing to express an opinion.

Arian, Mich., D. Benedict.
 Arian, Mich., Mrs. D. Benedict.
 Arian, Mich., Miss Anna Steere.
 Arian, Mich., Miss Lydia Spencer.
 Arian, Ill., Mrs. C. J. Metzler.
 Arian, Ill., Miss Emma Clark.
 Arian, Iowa, Miss F. S. Higby.
 Arian, Alabama, Miss M. F. Wells.
 Arian, Ind., W. J. Baker.
 Arian, Ill., R. E. Everleigh.
 Arian, Ill., Miss Laura Rankin.
 Arian, Ill., Miss Lucila Rankin.
 Arian, City, Mich., H. Griswold.
 Arian, Michigan, Miss M. Baldwin.
 Arian, Ill., Miss Alice Barnard.
 Arian, Ill., Miss M. E. Barnard.
 Arian, Ill., J. H. Brooks.
 Arian, Ill., J. Wade.
 Arian, Ill., C. C. Dickerman.
 Arian, Ill., 432 Fulton street.
 Arian, Ill., Miss L. D. Barron.
 Arian, Ill., Miss M. E. Brown, 149 South Morgan street.
 Arian, Ill., Miss Lucy Gorton.
 Arian, Ill., Mrs. M. Farnum, 500 Fulton street.
 Arian, Ill., Miss Farnum, 500 Fulton street.
 Arian, Ill., Miss Agnes C. Manning.
 Arian, Jones school.
 Arian, Ill., Nelson Rush, 170 LaSalle street.
 Arian, Cincinnati, Ohio, J. B. Peaslee, Supt. of schools.
 Arian, Cincinnati, Ohio, Mrs. J. B. Peaslee.
 Arian, Cincinnati, Ohio, Miss Mary Murray.
 Arian, Cincinnati, Ohio, Miss Dene Williams.
 Arian, Cincinnati, Ohio, Miss Anna Love.
 Arian, Cincinnati, Ohio, Miss Anna Strauss.
 Arian, Cincinnati, Ohio, Miss Mary Magurk.
 Arian, Cincinnati, Ohio, Geo. Guckenburger.
 Arian, Cincinnati, Ohio, Chas. Guckenburger.
 Arian, Cleveland, Ohio, W. L. Miller.
 Arian, Cleveland, Ohio, Mrs. W. L. Miller.
 Arian, Cleveland, Ohio, Miss F. A. Miller.
 Arian, Cleveland, Ohio, James Thompson.
 Arian, Columbus, Ohio, C. H. Cook, Supt. of schools.
 Arian, Capron, Ill., Miss E. Preston.
 Arian, Charlotte, Mich., M. S. Phillips.
 Arian, Charlotte, Mich., Mrs. M. S. Phillips.
 Arian, Charlotte, Mich., W. C. Harmon.
 Arian, Coldwater, Mich., Miss Anna French.
 Arian, Coldwater, Mich., Florence McCullum.
 Arian, Chelsea, Mich., Miss Clara M. Johnson.
 Arian, Canton, Ohio, B. M. Jones.
 Arian, Clinton, Mich., Ed. Clark.
 Arian, Clinton, Mich., Mrs. A. Clark.
 Arian, Cassopolis, Mich., C. L. Morton.
 Arian, Cassopolis, Mich., Mrs. J. H. Morton.
 Arian, Connersville, Ind., Lewis J. Edwards.
 Arian, Connersville, Ind., Mrs. Lewis Edwards.
 Arian, Cory, Pa., Prof. V. G. Curtiss.
 Arian, Chillicothe, Ohio, H. P. Ufford, Supt. of schools.
 Arian, Chillicothe, Ohio, Chas. H. Doyle.
 Arian, Detroit, Mich., I. C. V. Wheat.
 Arian, Detroit, Mich., Mrs. I. C. V. Wheat.
 Arian, Detroit, Mich., F. O. Davenport, 162 Congress st., east.
 Arian, Detroit, Mich., Mrs. F. O. Davenport.
 Arian, Detroit, Mich., Henry Glover, 81 Edmund st.
 Arian, Detroit, Mich., Miss E. V. Scripps.
 Arian, Detroit, Mich., Mrs. E. D. Sunderland.
 Arian, Michigan Exchange.
 Arian, Detroit, Mich., Miss Sunderland.
 Arian, Detroit, Mich., C. S. Cristy.
 Arian, Detroit, Mich., C. H. McCrea.
 Arian, Detroit, Mich., J. W. McCreary.
 Arian, Detroit, Mich., Mrs. E. McFarren.
 Arian, Detroit, Mich., F. B. Owen, Commercial Advertiser.
 Arian, Detroit, Mich., Mrs. Perkins, 94 Lafayette ave.
 Arian, Detroit, Mich., Miss P. D. Perkins.
 Arian, Detroit, Mich., Miss E. Ives, 490 Brush st.
 Arian, Detroit, Mich., Miss A. E. Ives, 22 Lafayette st.
 Arian, Detroit, Mich., Rob. Hopkins, 247 First.
 Arian, Detroit, Mich., Mrs. Robt. Hopkins.
 Arian, Detroit, Mich., Miss E. N. Gould, 183
 Detroit, Mich., Wm. Jarvis, 176 17th st.
 Detroit, Mich., Miss Granville, 488 3d ave.
 Detroit, Mich., C. R. Ferris, 187 First st.
 Detroit, Mich., W. H. Bassett, 209 Jefferson ave.
 Detroit, Mich., Mrs. W. H. Bassett.
 Detroit, Mich., Chas. M. Chamberlain, 83 Elizabeth st. east.
 Detroit, Mich., Louisa Chamberlain.
 Detroit, Mich., Miss L. E. Rohmert, 85 Lafayette st.
 Detroit, Mich., Mrs. E. Ferren.
 Detroit, Mich., Miss Mary Leete, 34 Montcalm st. west.
 Detroit, Mich., Miss Anna M. Randall, 430 Second ave.
 Detroit, Mich., H. K. Lathrop, Jr., 190 Lafayette ave.
 Detroit, Mich., J. B. Padburg, German American Bank.
 Detroit, Mich., Joseph Perrien, 31 Catherine st.
 Detroit, Mich., Geo. F. Thompson, 247 Congress st. east.
 Dubuque, Iowa, Harry E. Wilson.
 Davenport, Mich., E. B. Murgittroid.
 Decatur, Mich., Miss Alice Ward.
 Decatur, Mich., R. Trowbridge.
 Decatur, Mich., Robt. Nesbitt.
 Decatur, Mich., Dora Nesbitt.
 Dearborn, Mich., David Sloss.
 Dexter, Mich., Miss Kate Cullinan.
 East Saginaw, Mich., C. M. Norris.
 East Saginaw, Mich., Mrs. C. M. Norris.
 East Saginaw, Mich., V. V. Peck.
 East Saginaw, Mich., Mr. Hallenbeck.
 East Saginaw, Mich., Harry H. Terry.
 East St. Louis, Ill., Chas. F. Ware.
 Evansville, Ind., Wm. A. Wheeler.
 Elkhart, Ind., Fannie Kiblinger.
 Elkhart, Ind., Miss Ida Kiblinger.
 Elkhart, Ind., Miss Ada Snively.
 Elkhart, Ind., Miss Ada Maxom.
 Evansville, Ind., Mr. A. Lemcke.
 Evansville, Ind., Mrs. A. Lemcke.
 Fort Wayne, Ind., Flora E. Weed.
 Fort Wayne, Ind., Miss Mary Erwin.
 Farwell, Mich., Miss Mary Fletcher.
 Farwell, Mich., Fred J. Fletcher.
 Fredonia, Mich., A. D. Cruickshank.
 Fredonia, N. Y., Mrs. E. Wheelock.
 Fenton, Mich., Miss Calista Conant.
 Fenton, Mich., Miss Anna Grace.
 Fenton, Mich., Miss Lizzie M. Jennings.
 Fenton, Mich., Mrs. Ingaves.
 Flint, Mich., Mrs. Elizabeth McGowan.
 Grand Rapids, Mich., Mrs. E. L. Briggs.
 Grand Rapids, Mich., Mrs. E. L. Briggs.
 Galena, Ill., A. L. Cummings.
 Galena, Ill., Mrs. Cephas Foster.
 Galena, Ill., Rev. J. L. Adams.
 Griggsville, Ill., Lucy M. Eastman.
 Goshen, Ind., Mr. Frank Hawks.
 Goshen, Ind., Mrs. Frank Hawks.
 Goshen, Ind., Mr. E. Hawks.
 Goshen, Ind., Mrs. E. W. Hawks.
 Goshen, Ind., Mrs. M. M. Latta.
 Hot Springs, Ark., Miss Ellen Scripps.
 Hillsdale, Mich., Wm. Harper.
 Hillsdale, Mich., O. A. James.
 Hillsdale, Mich., Mrs. D. E. Boag.
 Howell, Mich., A. D. Cruickshank.
 Holly, Mich., Miss Mattie C. Wright.
 Indianapolis, Ind., Alice B. Thomas.
 Indianapolis, Ind., Kate A. Thompson.
 Ithaca, Mich., D. G. Hall.
 Ithaca, Mich., W. D. Scott.
 Ironton, Ohio, Mr. C. F. Dean.
 Jackson, Mich., Mrs. Younglu.
 Jackson, Mich., Miss S. Slayton.
 Jackson, Mich., D. H. Perry.
 Jackson, Mich., Benj. Porter.
 Jackson, Mich., Miss Mattie Kennedy.
 Jackson, Mich., Frank J. Pratt.
 Jackson, Mich., Miss Nellie Russell.
 Jackson, Mich., Julian J. Bennett.
 Joliet, Ill., Miss A. C. Starbuck.
 Joliet, Ill., Miss J. E. Brown.
 Jones, Mich., E. H. Jones.
 Kalamazoo, Mich., William Boylan.
 Kalamazoo, Mich., Mrs. J. Boylan.
 Kalamazoo, Mich., Minnie Brearley.
 Kalamazoo, Mich., Miss Frankie Little.
 Ludington, Mich., Mr. D. L. Filler.
 Ludington, Mich., Mrs. D. L. Filler.
 Ludington, Mich., Miss Grace M. Filler.
 Ludington, Mich., Dr. Geo. W. Roby.
 Ludington, Mich., Miss Lizzie Smith.
 Ludington, Mich., Mrs. S. A. Cilley.
 Lowell, Mich., S. C. Bradfield.
 Lowell, Mich., N. A. Stone.
 Lowell, Mich., Mrs. N. A. Stone.
 Leelle, Mich., Miss Mary Hanchet.
 Lansing, Mich., John K. Allen.
 Mt. Pleasant, Mich., Mr. W. H. Doughty.
 Mt. Pleasant, Mich., Mrs. W. Doughty.
 Mt. Pleasant, Mich., Jennie Greaves.
 Mt. Pleasant, Mich., Mrs. V. Greaves.
 Milan, Ohio, Malby Smith.
 Milan, Ohio, Miss Louisa Smith.
 Milan, Ohio, J. C. Lockwood.
 Marion, Ohio, J. F. Fibley.
 Marion, Ohio, Mrs. H. C. Fibley.
 Milwaukee, Wis., O. L. Packard.
 Milwaukee, Wis., Mrs. O. L. Packard.
 Milwaukee, Wis., Miss C. Packard.
 Milwaukee, Wis., Miss M. Packard.
 Morgantown, West Va., U. P. Morris.
 Manchester, Iowa, Miss J. H. Rudolph.
 Middleville, Mich., Mrs. Dr. Hanlon.
 Manistee, Mich., Mrs. W. R. Hall.
 Muncie, Ind., A. W. Clancy.
 Marshall, Mich., M. J. Alexander.
 Marshall, Mich., Mrs. M. Alexander.
 Morenci, Mich., Mrs. S. H. Hagaman.
 Morenci, Mich., Miss Lida Poole.
 Montague, Mich., Mr. A. H. Mason.
 Niles, Mich., Mr. D. W. Freed.
 Niles, Mich., Mrs. D. W. Freed.
 Niles, Mich., Mr. Nelson F. Higby.
 Niles, Mich., G. H. Rough.
 Orion, Mich., Dr. Merrick.
 Oregon, Ill., Mrs. H. P. Lasou.
 Olivet, Mich., Edbet B. Green.
 Plymouth, Mich., Rose Van Inwagen.
 Plymouth, Mich., Miss S. M. Smith.
 Portland, Mich., Miss Alice A. Brown.
 Peru, Ind., Miss Mary Meranda.
 Peru, Ind., Miss Flora Meranda.
 Peru, Ind., Miss E. J. Brown.
 Perrysburgh, O., J. H. Rheinfrank, M. D.
 Perrysburgh, Ohio, Miss Eugene Beech.
 Perrysburgh, Ohio, Nicolas Wedertz.
 Rushville, Ill., Miss S. C. Bagby.
 Rushville, Ill., Miss Lizzie McMillan.
 River Falls, Wis., Julia McFarland.
 River Falls, Wis., Miss Julia Standcliff.
 Saginaw City, Mich., Burt Younklin.
 South Saginaw, Mich., Mrs. R. L. DeLand.
 South Lyons, Mich., Mr. K. Calkins.
 South Lyons, Mich., Mrs. K. Calkins.
 Sandstone, P. O., Mich., John Kimble.
 St. Thomas, Ont., Mrs. Ermattinger.
 St. Thomas, Ont., Miss Ermattinger.
 Spring Lake, Mich., Lua A. Becman.
 Spring Lake, Mich., Miss Etta L. Lee.
 Sturgis, Mich., John B. Jacobs.
 St. Johns, Mich., M. L. Bagg.
 Toledo, Ohio, M. E. Hamilton, 106 Elm.
 Toledo, Ohio, Mrs. Strauhan.
 Toledo, Ohio, Miss Rosa Lang.
 Toledo, Ohio, Miss Marie Franck.
 Tiffin, Ohio, Mr. E. S. Meyers.
 Tiffin, Ohio, Mrs. E. S. Meyers.
 Tiffin, Ohio, J. M. Meyers.
 Tiffin, Ohio, Mrs. J. M. Meyers.
 Three Rivers, Mich., Prof. C. S. Baker.
 Three Rivers, Mich., Mrs. C. S. Baker.
 Tecumseh, Mich., Lua A. Scheuck.
 Troy, Ohio, W. S. Thomas.
 Vassar, Mich., Geo. G. Williamson.
 Vassar, Mich., Clayton C. Curtiss.
 Vassar, Mich., Joseph S. Johnson.
 Van Wert, Ohio, Mr. J. Van Liert.
 Vinton, Ohio, Miss C. R. Van Horn.
 Vincennes, Ind., J. F. Harris.
 Vermont, Ill., Mrs. M. A. Kinney.
 West Liberty, Ohio, P. W. Search.
 Watervliet, Mich., S. D. Walden, M. D.
 White Lake, Mich., Alice Chandler.
 Wayne, Mich., Mr. B. Hodgkinson.
 Wayne, Mich., Mrs. Hodgkinson.
 Windsor, Ont., A. McNeil.
 Windsor, Ont., Mr. John Crury.
 Zilwaukee, Mich., Geo. Hendry.

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 General Passenger Agent.

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Ships, Buildings, Ocean Steamships, Churches, Etc.

Go to Quebec!

THE GIBRALTAR OF AMERICA.

GO TO

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Two Miles Long, Cost Nearly \$8,000,000.

Visit Montreal

SEE THE

Docks, Buildings, Ocean Steamships, Churches, Etc.

Go to Quebec!

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Is laid with STEEL RAILS, is smooth and free from dust, is equipped with elegant coaches and Pullman Dining and Sleeping Cars,

And is first-class in all appointments. On and after June 15th,

SUPERIOR DINING CARS

Will be run daily on Express Trains between Toronto and Montreal.

Passengers Going to the Sea Shore

Are allowed to stop at GORHAM and visit the
SNOW-CARPIO

WHITE MOUNTAINS

Only one day's delay where thousands spend many days and travel thousands of miles to see. In fact the whole time is one

Never Changing Panorama of Nature's Beauties

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—AND SEE—

The Victoria Bridge

ACROSS THE ST. LAWRENCE RIVER.

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Is laid with STEEL RAILS, is smooth and free from dust, is equipped with elegant coaches and

Fullman Dining and Sleeping Cars,

And is first-class in all appointments. On and after June 15th,

SUPERB DINING CARS

Will be run daily on Express Trains between Toronto and Montreal.

Passengers Going to the Sea Shore

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SNOW-CAPPEO

WHITE MOUNTAINS

Only one day's delay where thousands spend many days and travel thousands of miles to see. In fact the whole line is an

Ever Changing Panorama of Nature's Beauties

**GO THIS ROUTE
AND SEE**

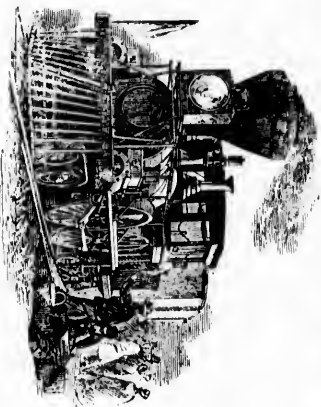
The Victoria Bridge

ACROSS THE ST. LAWRENCE RIVER,

Two Miles Long, Cost Nearly \$8,000,000.

GRAND TRUNK RAILWAY.

1880.



1880.



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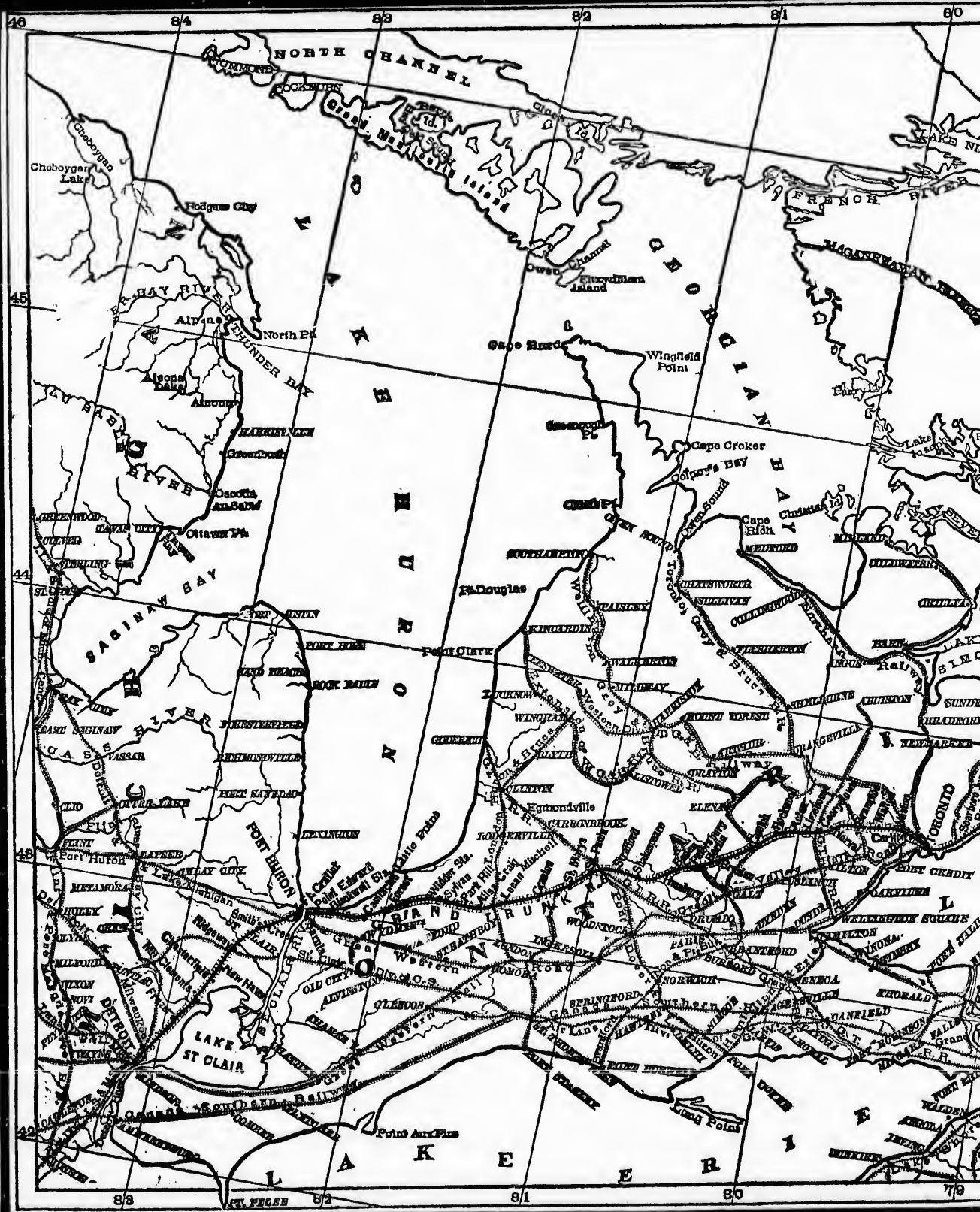
White Mountains & Sea Shore

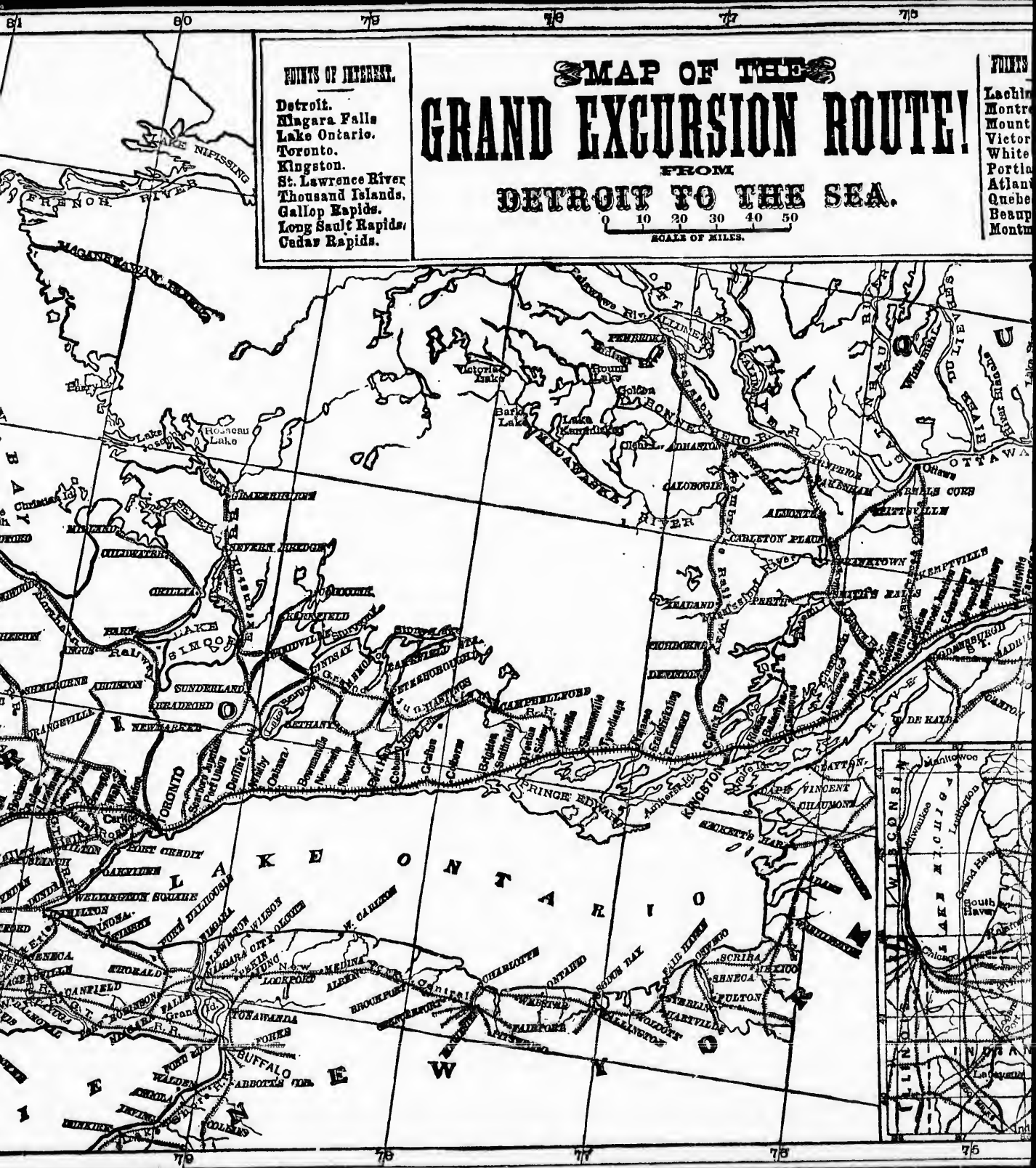
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Is laid with STEEL RAILS, is smooth and free from dust, is equipped with elegant coaches and

Hullman Dining and Sleeping Cars,

and is first class in all appointments. On and after June 15th.





POINTS OF INTEREST.

Detroit.
Niagara Falls
Lake Ontario.
Toronto.
Kingston.
St. Lawrence River
Thousand Islands.
Gallop Rapids.
Long Sault Rapids.
Cedar Rapids.

**MAP OF THE
GRAND EXCURSION ROUTE!**

**FROM
DETROIT TO THE SEA.**

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SCALE OF MILES.

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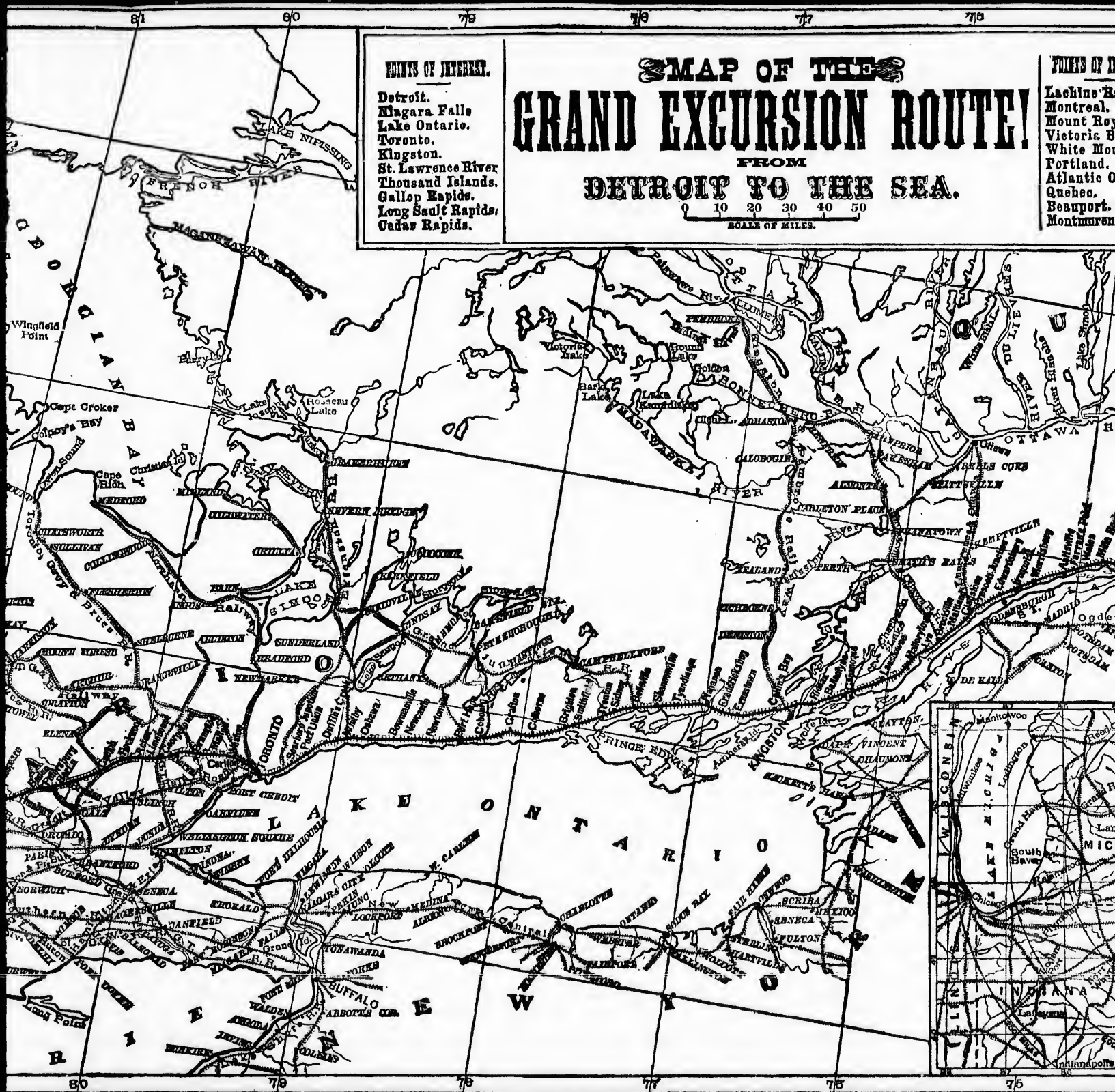
Detroit.
Niagara Falls
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Toronto.
Kingston.
St. Lawrence River
Thousand Islands.
Gallop Rapids.
Long Sault Rapids.
Cedar Rapids.

MAP OF THE GRAND EXCURSION ROUTE!

FROM
DETROIT TO THE SEA.

0 10 20 30 40 50
SCALE OF MILES.

POINTS OF INTEREST.
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Portland.
Atlantic O.
Quebec.
Beauport.
Montmorenc



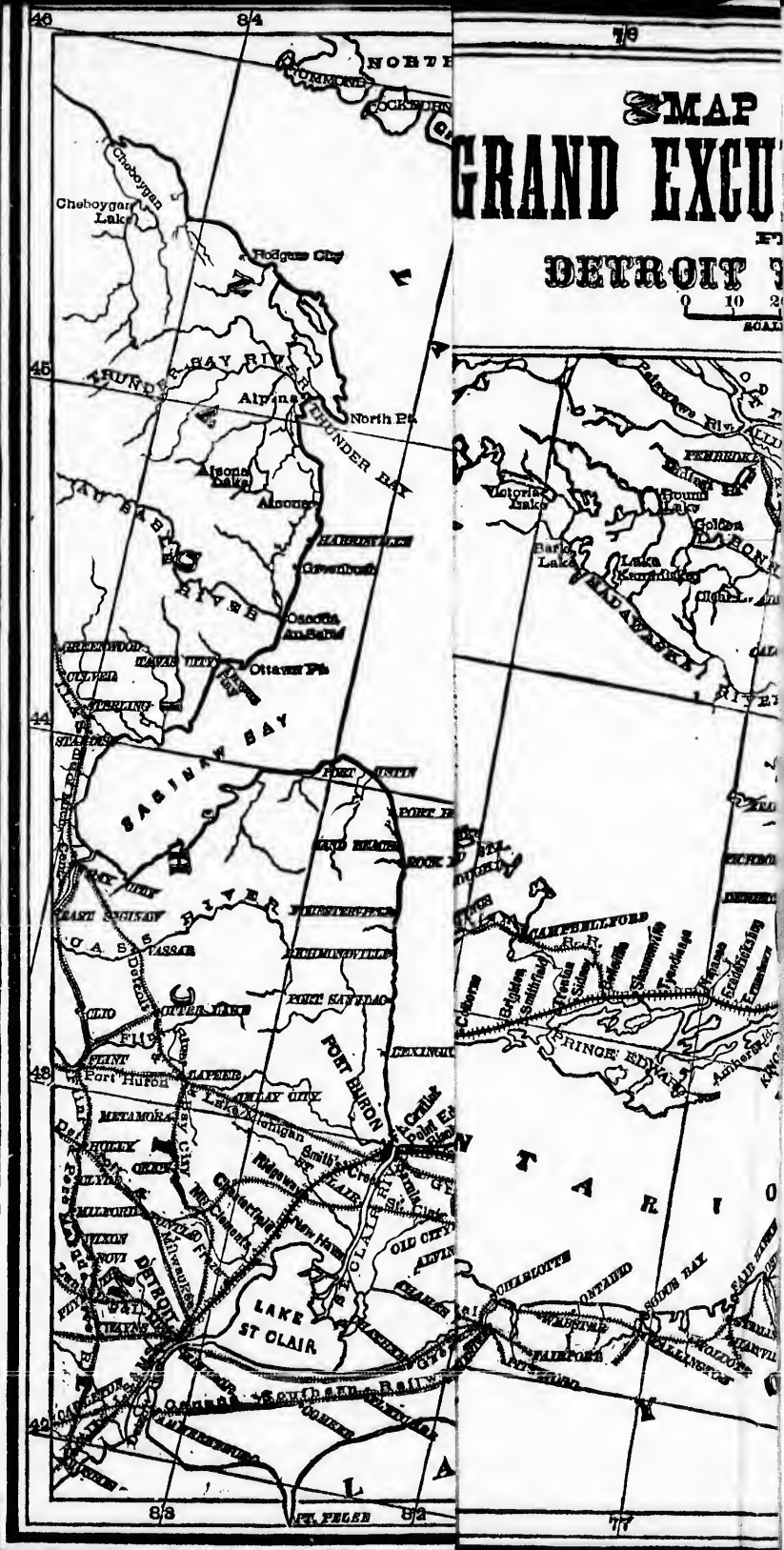
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POINTS OF INTEREST.

Lachine Rapids.
Montreal.
Mount Royal.
Victoria Bridge.
White Mountains.
Portland, Maine.
Atlantic Ocean.
Quebec.
Beauport.
Montmorency Falls.





MAP GRAND EXCURSION DETROIT

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DETROIT EVENING NEWS'

FOURTH

Annual Excursion,

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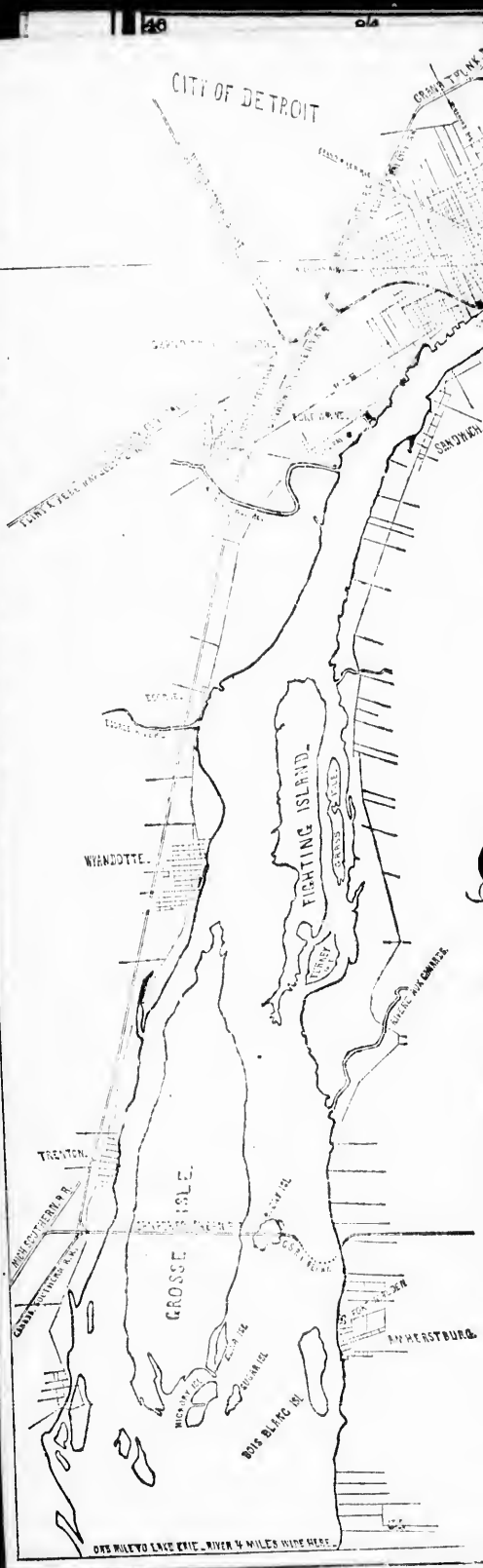
DETROIT TO THE SEA.

JULY 7, 1880.

W. H. BREARLEY, MANAGER.

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1801 MILES TO THE RESERVOIR BY PORTLAND CANAL.
 1712 MILES TO THE WHITE MOUNTAIN, NEW HAMPSHIRE.
 664 MILES TO MONTREAL.
 100 MILES TO CHICAGO.



The Circulation of the
DETROIT
Evening News
 FOR THE MONTH OF
APRIL, 1880.
 WAS AS FOLLOWS.

Thurs-day, April 1.....	23,900
Friday, April 2.....	23,700
Saturday, April 3.....	23,100
Monday, April 5.....	24,100
Tuesday, April 6.....	24,000
Wednesday, April 7.....	24,000
Thursday, April 8.....	24,200
Friday, April 9.....	25,300
Saturday, April 10.....	25,000
Monday, April 12.....	24,500
Tuesday, April 13.....	24,800
Wednesday, April 14.....	24,500
Thursday, April 15.....	24,800
Friday, April 16.....	26,150
Saturday, April 17.....	25,100
Monday, April 19.....	24,500
Tuesday, April 20.....	24,500
Wednesday, April 21.....	24,700
Thursday, April 22.....	24,500
Friday, April 23.....	25,500
Saturday, April 24.....	24,500
Monday, April 26.....	24,500
Tuesday, April 27.....	24,650
Wednesday, April 28.....	24,900
Thursday, April 29.....	24,500
Friday, April 30.....	24,500
Daily average	24,615

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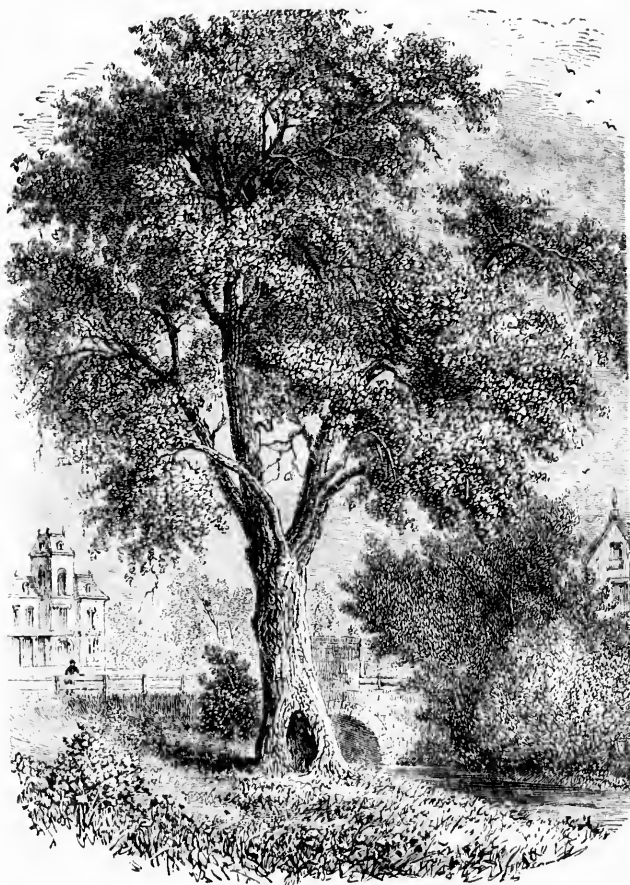
FROM DETROIT TO THE SEA.

Fourth Season.
Cool Northern Route
Distance 2,000 miles.

W. H. BREARLEY,
DETROIT, MICH.

{ Leaves Detroit July 7.
Time 14 or 15 Days.
{ Round Trip, \$20.00.

THE CITY OF THE STRAITS.



PONTIAC TREE, DETROIT.

DETROIT, the oldest city in the West, as well as the commercial metropolis and largest city of Michigan, containing 130,000 inhabitants, is beautifully situated on the Detroit River, 18 miles from Lake Erie and 7 miles from Lake St. Clair. Its eventful history and rapid development since the war make it a place well worthy the tourist's study and inspection.

HISTORICAL.

Upon its discovery by white men, the site

now occupied by Detroit was the location of several Indian villages. It was first visited by the French, in 1610, and remained in possession of that nationality until 1762. The first legitimate settlement was made in 1701, when Antoine de la Motte Cadillac erected Fort Pontchartrain, the nucleus of the present city, naming the place D'Etoit (the strait)—hence Detroit—and became first governor of the territory. This fort was simply a square stockade with block-house corners, the northwest corner of which must have been very near the site of the front of the present Michigan Exchange hotel, corner of Jefferson avenue and Shelby street. It originally occupied but about the space of one of the present city squares, but was doubled in size about 1750, when the governor's house occupied the site on which now stands the First National Bank, corner of Jefferson ave and Griswold street. In 1763 the British took possession, and soon had trouble with the Indians, who had been on quite friendly terms with the French. Of the several tribes in the vicinity—Pottawottamies, Wyandots and Ottawas—Pontiac, an Ottawa, was chief. His home was on Peach Island,

near the Canada shore just above Belle Isle. Concluding that the British were inimical to his race, he decided to attack Detroit, and in July, 1763, was ready for business, and located with his warriors at Parent Creek, or Bloody Run. The garrison made a sortie, however, and advanced to attack the Indians. The latter lay in ambush, and when the Bloody Run Bridge was reached opened a deadly fire that laid many of the attacking party low in death and drove the remainder back to the fort; entailing a loss to the British of 25 killed and 38 wounded. The only living witness of this bloody scene

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is the "Pontiac Tree," which may be seen to-day, old and scarred, on the Michigan Stove Company's grounds, in the Bloody Run hollow, a little to the right of Jefferson avenue going eastward, and about two miles from the center of the city: passed regularly by the Jefferson avenue street cars. In 1778 the British built fort Shelby on the site now occupied by Whitney's Opera House, corner of Fort and Shelby streets.

The American flag first waved over Detroit in 1796, when the fort and town were evacuated by the British under the Jay treaty, and taken possession of by Capt. Potter of Gen. Wayne's command. It remained in American hands until Hull's surrender to Gen. Brock, Aug. 16, 1812; but the British only held it about 13 months,

Windsor, two miles, below which is the old town of Sandwich, while two miles above is Walkerville, which takes its name from a leading distiller who has his grain-destroying factory located there. The harbor is really the most perfect on the whole chain of lakes.

As a commercial center Detroit ranks high, with her nearly a dozen lines of railroads centering here, and with others of large importance about to be brought to her to connect her with the great Southwest. There are but two great depots, however—at the foot of Third street and at the foot of Brush street—although of late, so far has the city spread, passenger depots $1\frac{3}{4}$ miles out Grand River avenue and two miles out Woodward avenue, have been found of great convenience. The State of Michigan is tapped in all directions by roads leading to Detroit, and great through lines pass their immense traffic oceanward through her confines.

Among the principal buildings are: The City Hall, built at a cost of \$600,000; two handsome opera houses—the Detroit, situated on the Campus Martius, one of the largest and best appointed theatres west of New York; and Whitney's on the corner of Fort and Shelby streets, and the Public Library building, on Center Park, Gratiot avenue, just off Woodward avenue, completed at a cost of \$125,000, and with a well-stocked library of some 45,000 volumes.

The leading hotel is the Russell, opposite the City Hall, which will be excursion headquarters.

Street cars intersect the city in all directions. Of

two lines leading from the depot of the Michigan Central Railroad, at the foot of Third St., one—the City Railway line—gives change-off tickets to passengers to take Gratiot, Michigan or Woodward avenue cars. And by this means the center of the city and the principal public buildings can be reached by it, as well as by the Cass avenue and Third street line, and several others.

Public and private schools abound in profusion and there are church accommodations to suit all religions and all tastes. There are several leading hospitals, as the Harper, on Woodward avenue; St. Mary's, on Clinton street; St. Luke's on Fort street west; the Woman's hospital and Foundling's Home, on Thirteenth street, near Grand River avenue; the House of Providence, an infant asylum, corner of Antoine and Elizabeth streets; the U. S. Marine hospital, out



THE RUSSELL HOUSE, (FROM CITY HALL STEPS.)

for on Sept. 28, 1813, the Americans under Gen. McArthur again floated their flag from the fort staff, since which time it has continued American, Michigan being admitted as a state in 1837, with Detroit as the capital, which it remained until the removal of the capital to Lansing, in 1847. The rear part of the present High School building served as the old State House.

THE DETROIT OF TO-DAY

Will be a revelation to the tourist who has not visited the city for a decade or two. Its growth, especially during the past 20 years, has been wonderful. In that time it has about tripled its population by a natural, steady growth, not stimulated by any excitement, but accruing to the city because of its solid worth. The river at this point is about five-eighths of a mile wide, and on the opposite side is the Canadian city of

RUSSELL HOUSE

WITBECK, CHITTENDEN & CO.

C. S. WITBECK,
W. J. CHITTENDEN,
L. A. McCREARY.

DETROIT, MICH.

The "RUSSELL HOUSE" is situated in the actual business center of Detroit, on the "Campus Martius," commanding the leading thoroughfares of the city, opposite Opera Houses, City Hall and Soldiers' and Sailors' Monument.

In the years 1873 and 1876, the south and north wings respectively were torn down,

AND REBUILT

To correspond with the main building, with cut stone front, and all modern improvements inside, including fine passenger and baggage elevators.

The House possesses wonderful advantages in its

IMMUNITY FROM DANGER BY FIRE,

having a "Mercurial Fire Alarm" in every room and working department in the building, "Fire Escapes" on the upper floors, and (5) distinct stairways from top floor to office.

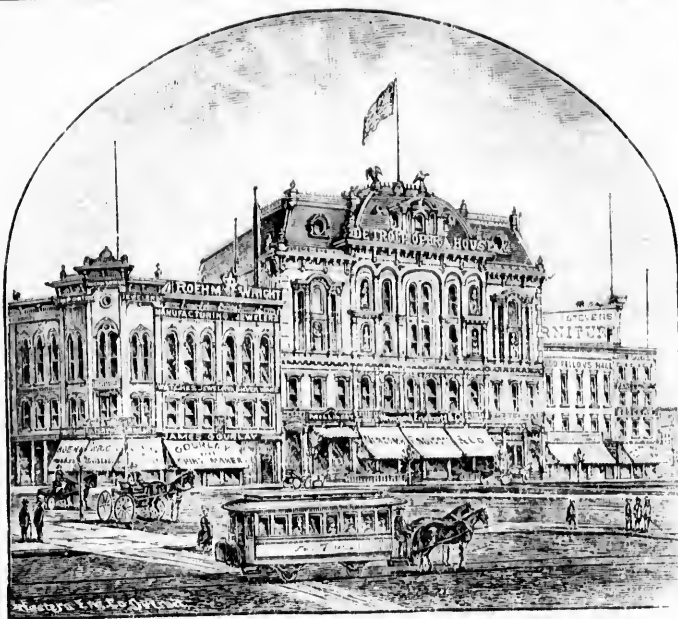
This House contains two hundred (200) rooms for guests, singly and *en suite*, with hot and cold water, many of them having baths and closets attached.

Every effort will be made in the future as in the past to meet the requirements of the patrons of the House. The table will be kept up to its usual

HIGH STANDARD OF EXCELLENCE.

The charges at this House are no higher than at any other first-class Hotels, being \$2.50, \$3.00 and \$3.50 per day for board and room, according to the location of rooms.

WITBECK, CHITTENDEN & CO.,
Proprietors.



DETROIT OPERA HOUSE.

Jefferson avenue, etc. There are a number of orphan asylums, the largest being St. Vincent's a magnificent building on McDougall avenue, to the left of Jefferson avenue going east. Also a Home of the Friendless, on Warren avenue; deaf and dumb asylum, insane asylum, etc.

Other public works of Detroit, in which she takes great pride are her new Water Works, located beyond the city limits in Hamtramck, out Jefferson avenue, on the river bank, erected at a cost of \$1,000,000, and well worth a visit from any tourist, just to see the great engine work. Also, the monument erected to the memory of the Michigan soldiers and sailors who fell in the war of the union, 1861-65, designed by Randolph Rogers, and built of bronze and granite at a cost of \$60,000. It stands 55 feet high, surmounted by a colossal bronze allegorical statue of Michigan, with the various branches of the service illustrated by life-size bronze figures on four corners. Also the House of Correction, on Russell street, erected at a cost of \$300,000, and which has attained a national reputation as an ably managed institution, prisoners being sent to it from many states and territories.

THE CEMETERIES.

In the matter of "silent cities" Detroit is well supplied. Three large cemeteries are here, viz: Elmwood, Mt. Elliott, (Catholic) and Woodmere. The first two join each other on the eastern limits of the city, while the last is located on the river six miles below the city, and is accessible by carriage road or railroad. Woodmere, the latest, is a beautiful spot, and will in time be the leading burial place. The most accessible is Elmwood, beautifully situated

naturally and so embellished artificially as to be well worth a tourist's visit. The Fort street cars going eastward will take you directly to the entrance gate. Here lie the remains of Detroit's most noted citizens—Gen. Lewis Cass and others. The firemen's lot and monument, and many other monuments and tombstones will interest those who care to wander in the city of the dead. The historical Bloody Run passes through the cemetery, which is very handsomely laid out, and is well kept.

PUBLIC PARKS.

Detroit has recently purchased Belle Isle for \$200,000, and a park commission has begun the improvement of its 800 acres, which are now largely covered by native forest trees. A steamer runs to the park at short intervals from the foot of Woodward avenue; fare 10 cts. Among the other parks might be mentioned Linden Park, Recreation Park, Cass, Clinton, Centre, Joseph Campau, Grand Circus and several others.

DIRECTIONS TO SIGHT-SEERS.

The best comprehensive view of Detroit can be obtained by ascending to the City Hall tower and using a good field-glass. The broad avenues lined with shade-trees; the splendid harbor and the islands in the river; Fort Wayne, on the river below the city, and points of interest for several miles about, can be taken in at a glance in this manner. To those who have more time, however, and who care to "take in" more of the beauties of Detroit, a drive under care of a hackman will be best. You can tell him to lay out the pleasantest route to such points of interest enumerated here as you care to visit, and make your bargain with him before starting. A party of four may enjoy this luxury for \$1.00 an hour. Or you can go to the District Telegraph office, on Congress street, corner of Griswold, and order a coupe after having a route laid out, and indulge in this for 60 cents an hour. A coupe carries two persons. Or yet again you can secure the aid of the obliging hotel clerk to lay you out a route, and order a carriage or coupe from the hotel. In fact there is no end of ways by which the tourist, having a day or two in Detroit, can profitably fill in his time at sight-seeing at reasonable rates.

In the summer season cheap excursions by water abound. You can go to St. Clair Flats to fish for 50 cents the round trip; to Put-in-Bay Island (the scene of Perry's resting place after his victory on Lake Erie in

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1813), for \$1 the round trip; to the Sandwich mineral springs, to Wyandotte white sulphur springs, to Mt. Clemens mineral springs, and various other points—all for merely nominal sums. The Detroit river is about 25 miles long and from five-eighths to one mile wide, abounding in places for picknicking and pleasuring.

LEAVING DETROIT.

The *EVENING NEWS* excursion will leave Detroit Wednesday, July 7th, at 9 A. M., by special train on the Grand Trunk. Sleeping car accommodations can be secured from Detroit direct to the White Mountains, via Quebec, and without change of cars, on the following

terms: Double lower berths, large enough to accommodate two persons, will be \$6.50, and double upper berths also large enough for two persons, will be \$4.50 from Detroit to the White Mountains. (In ordinary travel there is no difference of price between upper and lower berths, the usual price being \$3 from Detroit to Montreal, \$2 from Montreal to Quebec and \$2 from Quebec to the Mountains, or a total of \$7.50 for either upper or lower berths.) Two persons occupying the same berth can divide the expense, making to each \$2.25 for upper berths and \$3.25 for lower berths. No parts of berth will be sold. Berths will be located in the order of application, but cannot be reserved until they are paid for. A day coach will be attached to the train for those who may not want the sleeper. Train leaves on Chicago time which is 20 minutes slower than Detroit time. The excursion will go by special train and will follow the regular train, starting at 9 A. M., or one hour later than the regular train.

THE FIRST DAY.

THE route from Detroit to Port Huron runs through a farming region that is plentifully supplied with small villages, as may be seen by consulting the large map in the front of this guide; 40 miles out is the village of Ridgeway, population 300, which adjoins Richmond, one mile west with a population of 1,000. Smith's Creek with 200 population is 48 miles from Detroit and 12 miles from

PORT HURON

Which is a city of 10,000 population settled in 1819, and incorporated in 1857. It is situated on the west bank of St. Clair river, and has 7 churches, 8 schools, 4 newspapers, a \$250,000 Custom House and a \$100,000 Opera House. One mile beyond is the little village of

FORT GRATIOT.

So styled from the military post at one time established there. This is the termination of the route in Michigan, and the cars will be transferred by an iron ferry steamer across the river, which at this point is very narrow and deep. The

ST. CLAIR RIVER

Is 40 miles long and half mile wide, and is a strait connecting Lake Huron (250 miles long by 190 miles wide, having an area of 21,000 square miles, and an average depth of 900 feet) with Lake St. Clair (30 miles long by 12 miles wide, with an area of 360 square miles.)

At the head of the river and within sight of the crossing, stands a fine U. S. Light House.

The national boundary, in the middle of the river, will not be found an impediment to

FOREIGN TRAVEL.

A Canadian official will pass through the train while crossing, to examine hand baggage. He generally glances at the contents without touching them, and after asking direct: "Have you any dutiable goods?" and being assured that the bag contains only your necessary traveling outfit, he passes quietly on to the next. The

PROVINCE OF ONTARIO.

Now entered for the first, is one of the Canadian provinces, formerly known as Upper Canada or Canada West. It has an area of 107,780 square miles, and a population (census of 1871.) of 1,620,850 or considerably more than the State of Michigan. Ontario belonged to the French from early in the 17th century until 1763, when it passed into the hands of the English. Its present provincial status dates from 1867.

AT POINT EDWARD,

Which was originally called Port Sarnia, and has a population of 1,000, and is 108 miles west of Toronto, the train will take the G. T. R. R. track and run $\frac{1}{2}$ mile from the ferry slip to the depot where Canadian officials will examine baggage. Trunks that have been checked from Detroit to Gorham, N. H., or to Portland, will not be molested. Baggage that is checked to any place in Canada, however, will be removed from the baggage car, and will not be replaced until after the owner has unlocked it, and allowed an examination. The train will now run on Toronto time (14 minutes faster than Detroit time) until it arrives at Toronto.

Between Point Edwards, and Sarnia, which adjoins it with a population of 2,000, and Stratford, where the excursion will dine at about 2 o'clock, there are a number of small towns, which are sufficiently described for the purposes of this book by their names on the map. The gentlemen are respectfully requested not to perpetrate any puns or Pickwickian quotations while passing the town of Widder.

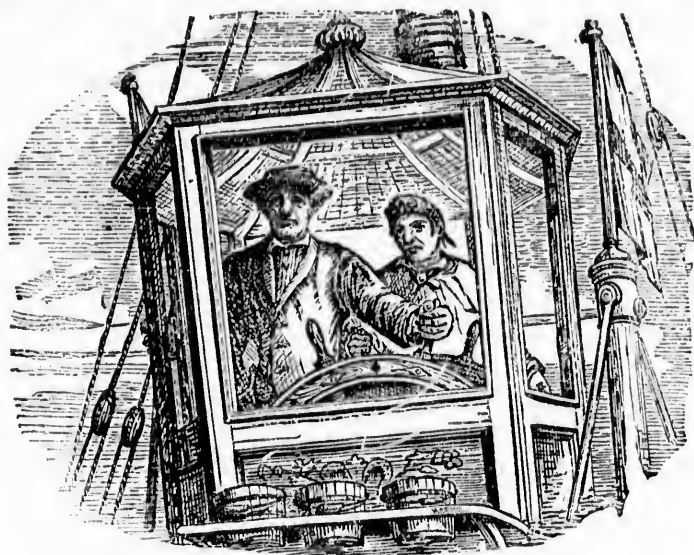
STRATFORD

Has a population of 4,500, and is situated on the Avon river, 88 miles west of Toronto. It has six churches, three newspapers, and also that which is more to the purpose, a fine station dining room. A branch of the Grand Trunk R. R. crosses the main line at Stratford, connecting Goderich on Lake Huron with Buffalo.

East of Stratford the intermediate places before arriving at Toronto will not require

RICHELIEU & ONTARIO NAVIGATION CO.

ROYAL MAIL LINE.



DAILY BETWEEN
Montreal, Quebec, Kingston, To-
ronto, Hamilton

—AND—
INTERMEDIATE PORTS.

FOR TICKETS AND INFORMATION APPLY TO THE OFFICE,

No. 228 St. Paul Street, Montreal.

J. B. LAMERE, *Manager.*

A. MILLOY, *Traffic Manager.*

separate mention, with the exception, perhaps, of

GUELPH,

A fine manufacturing town of 6,878 population on the river Speed. A fall in the river of 30 feet gives excellent water power, and is the secret of the appearance of thrift throughout the town.

TORONTO

Will be visited on the return trip; when time will be given for stopping over, and making a thorough inspection of this fine city. "Toronto" and "supper" will be synonymous terms, until—after supper. This can be secured on the arrival of the train at 6 p. m. at the station dining room, the Walker House across the street from the depot, or at the Queen's Hotel, which is the

best house in Toronto, and is situated about three squares up town. Toronto was founded by Governor Simcoe, in 1794, and was capital of Upper Canada till 1841. Everything in it of importance, however, besides the name, which at that time was "York," was burned by United States troops in 1813. Its present population is about 70,000, and it ranks second in Canada in commercial importance.

MAKING A NIGHT OF IT.

The seven hours' night ride of 161 miles from Toronto to Kingston will be spent in the traveler's "home"—a Pullman sleeper—in faithful imitation of the historical seven. The scenery that is *lost* during the night will be *found* again, when, on the return trip, this part of the route will be passed in the daytime.

THE SECOND DAY.

KINGSTON is reached at about 3 A. M., but those occupying sleeping cars will not be disturbed, as the cars will be backed down a side track and left standing near the dock until the arrival of the steamer from Toronto, which will stop long enough to take the excursion aboard, before resuming her course down the St. Lawrence River. As the same sleeping cars will be resumed at 7 p. m. at Montreal, it would be desirable to leave all hand baggage in care of the porter; take wraps to use on the river, however. Kingston is 392 miles from Detroit and 172 miles from Montreal, which latter place could be reached, by those preferring to continue on the Grand Trunk Railroad, by 8 o'clock A. M. The tickets being good for the railroad or steamer at the holder's option. The city of

KINGSTON,

Which has a population of 15,000, was founded in 1672, by Governor DeCourcelles, receiving the name of Fort Cataraqui. Later, a massive stone fort was built by Count De Frontenac, and received his name. In 1762 the place was taken by the British, who gave it its present name. As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martello towers, form a formidable and efficient defense against any aggressive movement which might be directed against the city.

These fortifications are seen to excellent advantage from the steamer soon after it leaves the dock. The steamer which will be taken belongs to the

RICHELIEU AND ONTARIO NAVIGATION CO.

Who own eight passenger steamers upon the St. Lawrence River. The company have their main office at 228 St. Paul street, Montreal. J. B. Lamere is general manager, and Alex. Milloy, traffic manager. Six steamers (the Corsican, Spartan, Corinthian, Passport, Algerian and Magnet) are engaged on the route between Toronto and Montreal. The other two steamers of this company alternate between Montreal and Quebec, being named after these two cities.

Breakfast and dinner will be served on board the steamer, tickets for which can be secured at the office of the purser on the lower deck for 50 cents each.

THE THOUSAND ISLANDS

Is the most numerous collection of river islands in the world. It commences a little above Kingston, and stretches down the river between 40 and 50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these islands far exceeds a *thousand*; there being

AT LEAST 1,500.

They lie partly in Canada and partly within the bounds of the State of New York; the boundary line between the United States and Canada dividing them into about equal parts. Nowhere in the world is a more beautiful river scene presented to the eye of the traveler than here. As the steamer is piloted through the intricate channels, dodging here and there among the islands, showing each moment new and ever-varying beauties the scene is

BEAUTIFUL BEYOND DESCRIPTION.

Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and

ragged rocks; some many acres in extent others measuring but a few feet; some showing a bare, bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned with a considerable growth of pine or cedar, will rise abruptly out of the water, to the height, probably, of 100 feet or more.

THE FIRST TOWN,

On the right, passed after leaving Kingston, is Clayton. This village is situated on the American side, opposite the the "Thousand Islands," and was formerly of considerable importance as a lumber station. Opposite Clayton, on the Canadian side, is Gananoque, which is a flourishing town of about 3,000 inhabitants, and has become quite a favorite resort for tourists and pleasure seekers. The beauty of the islands and river, as seen from this point, cannot be surpassed.

ALEXANDRIA BAY

Is the next place to the right after leaving Clayton, and is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view. This place also is celebrated for its fishing and shooting. The beauty of the islands in this vicinity for several miles up and down the river can hardly be imagined without a personal visit. In the summer of 1872, President Grant and family and a party of their friends visited Alexandria Bay as the guests of Mr. Geo. M. Pullman, who owns one of the pleasantest islands of the group.

The large hotel at the head of the bay, to the right of the steamer, is the Thousand Island House, and just below it is the Crossman House.

ROCKPORT

Is a landing place, where they are said to have but two seasons of the year, eight months of ice, and four months of rock. The excursion will pass during the *rock* season.

BROCKVILLE

Is so named in honor of General Brock, who fell in battle at Queenstown Heights, in 1812.

OGDENSBURG,

The next place of interest on the "American" side, was founded in 1748 by Abbe Francois Piquet, but its fort, "La Presentation," was captured by the Mohawk Indians in October, 1749. Population 3,000.

PRESCOTT

Is immediately opposite Ogdenburg, and connected with it by a steam ferry. It contains about 3,000 inhabitants, and previous to the opening of the Rideau Canal, was a place of importance in the carrying trade between Kingston and Montreal.

WINDMILL POINT.

About a mile below Prescott, at a place called "Windmill Point," is a lighthouse, recently constructed from the stone of an old windmill, which for many years was one of the principal landmarks on the river. Its foundations are still to be seen. In the old

building, in 1837, the rebels under Von Schulz, a Polish exile, established themselves, and were only dislodged after a most obstinate resistance, in which they suffered severe loss.

CHIMNEY ISLAND.

Six miles below Windmill Point, is Chimney Island, on which the remains of an old French fortification are to be seen.

GALLOP RAPIDS,

Which is about one mile below Chimney Island, is the first and smallest rapid on the river.

WADDINGTON

Is the next town on the American side; and in the river over against it is Ogden Island. On the Canada side is Morrisburg, formerly called West Williamsburg. It is called the Port of Morristown, and contains about two hundred inhabitants. A short distance below Morristown, on the Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the English and the Americans. The Americans were commanded by General Wilkinson, and were at that time descending the river to attack Montreal. The attempt was afterwards abandoned. Thirty miles below Ogdenburg is Louisville, from whence stages run to Messina Springs, a popular summer resort, distant seven miles.

THE CANALS.

Passing Morrisburg, Aultsville and Farnen's Point on the Canadian shore, we arrive at Dickinson's Landing, the head of the Cornwall canal. This canal, twelve miles in length, was built to avoid the Long Sault Rapids. The following is a statement of the various canals, the number of locks in each, and their descent in feet:

NAMES.	Miles.	Locks.	L. Ft.
Gallops Canal	2	2	8
Point Iroquois Canal.....	3	1	6
Rapid Plat Canal.....	1	2	11-6
Farnen's Point Canal	3 1/2	1	4
Cornwall Canal, Long Sault.....	11 1/2	7	88
Beauharnois Canal, Coteau
Cedars, Split Rock, Cascade Rapids.....	11 1/2	9	82-6
Lachine Canal, Lachine Rapids.....	8 1/2	5	44-9
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal.....	17
From Montreal to the Ride water at Three Rivers	12-9
	41	27	245

All of the passenger steamers and part of the freight craft "run" the rapids going *down*, but everything has to pass through the canals going up.

LONG SAULT RAPIDS,

The first of a remarkable series, which are almost continuous for a distance of nine miles, have an average velocity of twenty miles an hour. An island in the middle divides the rushing waters into two channels — the American channel and the "lost" (Canadian) channel, a name given to it by the French boatmen, as they supposed that if a boat drifted into it, it would be certainly lost. Formerly the American or East Channel

was mostly run by steamers, but of late the Lost Channel is mostly used. This channel presents a grand appearance, the water being lashed into a white foam for several miles. The passage on the southern channel is very narrow, and such is the velocity of the current, that a raft, it is said, will drift the nine miles in forty minutes. When a steamer enters within their influence, the steam is partly shut off and the engine slowed down to enable the pilot to keep her in the proper course, which is here very narrow. Great nerve, strength and skill are necessary to pilot the vessel, and several men are required at the wheel, and a tiller is attached to the rudder, itself, so that the tiller can be manned as well as the wheel. The first passage of a steamer down these rapids was in 1840.

CORNWALL,

At the foot of Long Sault, on the Canada side, is a neat little town of about 5,000 inhabitants and contains some of the largest cotton and woolen mills in Canada.

ST. REGIS

Is an old Indian village, a little below Cornwall, on the south side of the river. The tourist will observe from the deck of the steamer the old church lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same State. The Indians hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants and took one hundred and twelve captives. "among whom was the pastor and his family." The bell was then taken down and conveyed to St. Regis, where it now hangs.

The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's dominions.

LAKE ST. FRANCIS.

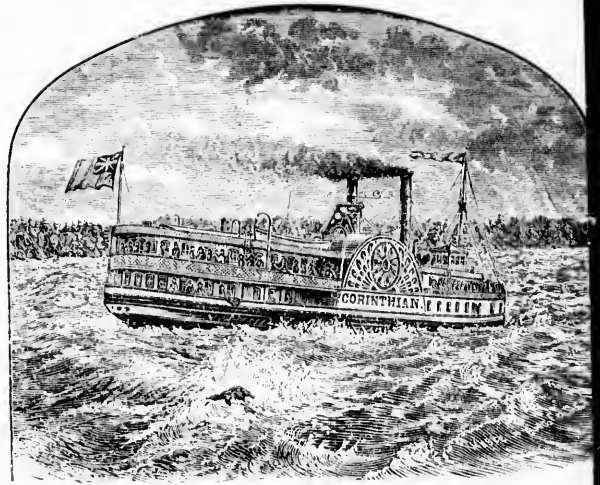
Is the name of the expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extends to Coteau du Lac, a distance of forty miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side about midway of this lake.

COTEAU DU LAC

Is a small village, situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin.

COTEAU RAPIDS

Are just below Coteau du Lac, and fifty



SHOOTING THE RAPIDS.

miles above Montreal. These rapids extend two miles.

CEDARS.

The village presents the same marks of French origin as Coteau du Lac. In the expedition of General Amherst, a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapid near this place.

CEDAR RAPIDS

Begin seven miles below Coteau Rapid, and near the village of Cedars. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which in descending seems like settling down as she glides from one ledge to another.

SPLIT ROCK RAPIDS

Immediately follow; in fact they are a continuation of the Cedar Rapids. In passing the rapids of the Split Rock, a person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. The rocks do not rise above the water, and a passage 200 feet wide has been opened for the passage of steamers by blasting.

CASCADE RAPIDS.

Which are entered soon after the passage of the former, terminate at the head of Lake St. Louis, where the dark waters of the Ottawa, by one of its mouths, join the St. Lawrence. These last three rapids in eleven miles have a descent of 82½ feet.

BEAUFORT RAPIDS

Is a small village at the foot of the Cascades, on the south bank of the river. Here vessels, going up, enter the Beaufort Canal, and pass around the rapids of the Cascades, Cedars and Coteau, into Lake St. Francis, a distance of fourteen miles.

THE WINDSOR HOTEL, MONTREAL,

Recently completed, is one of the most thoroughly appointed and Perfectly Equipped Hotels in the World. Every modern improvement and invention tending to the comfort and convenience of the traveler having been adopted in its construction and furnishing. The house is admirably arranged, both for pleasure seekers and business men; the rooms are large, well ventilated and lighted, and are furnished in the most modern and expensive style. ROOMS WITH BATHS can be had singly or *en suite*, and special arrangements have been made for the accommodation of wedding parties, the bridal chambers and parlors being unexcelled for luxury and beauty.

The location of the Hotel, standing as it does on highground near the mountain, makes it especially desirable as a permanent residence for the summer, as during the warmest weather it will be found cool and pleasant.

Great care is taken at all times to have the table supplied with every luxury. The most experienced and skilful assistants have been engaged for every department, and travellers can rest assured of finding the bill of fare unsurpassed and the attention the best. Electric bells are connected with every room. Every precaution is taken to guard against fire; water-mains with hose attached are on every floor, and trained watchmen walk through the house at all hours of the day and night. Everything that tends to the safety, comfort and pleasure of guests will be found at this Hotel, and the rates or board are as low as at any first-class establishment.

AMERICAN PLAN,

OTTAWA HOTEL, MONTREAL.

Situated on St. James St., the Broadway of Montreal,

Passenger Elevator, Modern Furniture and all the Comforts of a First-Class Hotel

St. Lawrence Hall, MONTREAL.

This Hotel, which is famed in the annals of Montreal and well known to all North American travellers, is, for situation the best in the city, being next to the General Post Office, near to the Principal Banks and Public Buildings, the Law Courts and Commercial Exchanges, Railroad and Telegraph Offices. It has been recently taken by MR. HENRY HOGAN, its former proprietor, who has thoroughly renovated it, added all the modern improvements, and newly furnished it. He has associated with himself, as manager, MR. SAMUEL MONTGOMERY, a gentleman already well known to the travelling community, and, from his past experience as a caterer for the public, is justified in assuring his guests that they will find at the *St. Lawrence Hall* every comfort that an hotel is capable of affording.

H. HOGAN, Proprietor.

SAMUEL MONTGOMERY, Manager.

Mount Royal, in the rear of Montreal, 30 miles distant, can be seen at this point.

LAKE ST. LOUIS.

Below the Cascades, and where the Ottawa river joins it from the north, the river again widens into a lake called St. Louis. In this lake is Nun's Island, which is beautifully cultivated, and belongs to the Grey Nunnery, at Montreal. There are many islands in the vicinity of Montreal, belonging to the different nunneries, and from which they derive large revenues.

LACHINE.

Is a small village at the foot of Lake St. Louis, nine miles from Montreal. It derived its name from the first settlers, who when they reached this point, thought that they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village.

CAUGHNAWAGA

Lies on the south bank of the river near the entrance of the rapids. It is said that the Indians who had been converted by the Jesuits were called "Caughnawagas" or "praying Indians." Hence its name. No one but Indians live in this village, which consists principally of one-story log houses. Just before reaching Caughnawaga, a canoe will be seen to emerge from the point of land on which the village is situated. The canoe contains Jean Baptiste, the famous pilot, and his two sons. The steamer stops her machinery and allows the canoe to

The pilot and two assistants man the wheel and four men assist, in the steamer's stern, by handling the tiller. The steam is shut off, and as the steamer enters the rapids nothing is heard but the sound of the waves as they dash themselves into a foam over the rocks. A ledge of rocks stretches across a portion of the channel, and for this the steamer is directly steered. When within a few yards of certain destruction the wheel is rapidly turned, and the boat, which an instant before seemed about to be dashed to pieces, glides gracefully past the reef amid the applause of the scores of passengers who crowd the forward deck. It is all intensely exhilarating. There is no occasion for fear of personal safety, as steamers have passed through the rapids every day of every summer for many years, and no lives have been lost.

VICTORIA BRIDGE.

The rapids all passed the steamer sails under one of the spans of the splendid Victoria bridge, surprising all the passengers that neither smoke-stack nor mast is carried away, so low does the bridge seem to the eye, from its great length of two miles. This bridge cost over \$7,000,000 in gold.

The traveler now comes in full view of the city of Montreal, the most prominent object being the two towers of the church of Notre Dame.

MONTREAL.

[The leading hotels are the Windsor, St. Lawrence Hall and The Ottawa, all first-class in every respect, with prices ranging from \$2.00 to \$3.00 according to accommodations.]

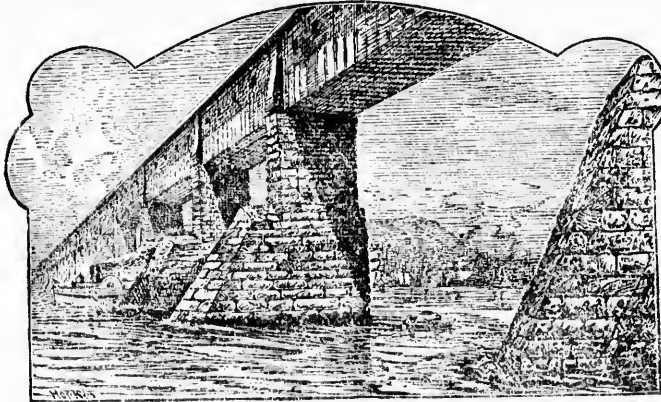
This city of 180,000 people, the metropolis of Canada, and containing much in art and history, as well as places of interest to be seen and considered, should not be visited carelessly or hastily. It will justify the expenditure of several days and a painstaking examination of its cathedrals, convents, banks, etc., etc., and the superb drive up and around Mt. Royal.

Owing to the probable diversity of opinion as to the length of time that it would be desirable to

spend at Montreal, it has seemed wisest and best to stop over going East only long enough for supper, reserving the leisurely inspection of the city to the return trip.

ON ARRIVING

At Montreal, the steamer will enter the lock at the mouth of the Lachine Canal, and the gates being closed and the water let in underneath the steamer, the deck of the steamer will soon rise to a level with the dock. A mob of hackmen will do the honors of your reception, and in the absence of sufficient police regulation the tourist is compelled to make quick and arbitrary selection of the hack or carriage desired.



VICTORIA BRIDGE, MONTREAL.

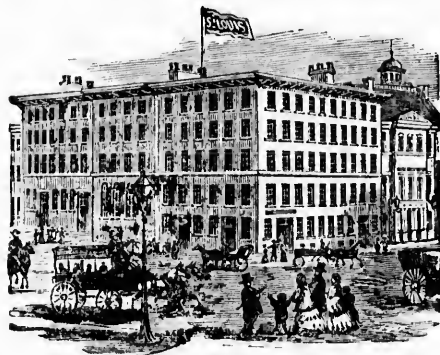
come alongside and the pilot is taken aboard.

The Indian Pilot is an old grey-headed man of 60 odd years, but still possesses a splendid physique, and is "the lion of the hour." He wears a plaid shirt of bright colors, and takes his post at the wheel, as oblivious to the notice he attracts as the most stolid of his race.

LACHINE RAPIDS

Are the last and most dangerous on the river, although the shortest, and are in sight of the city of Montreal. Before entering these rapids, the passengers are requested to sit or stand still in their places.

RUSSELL'S



ST. LOUIS HOTEL, QUEBEC,

Patronized by their Excellencies the Governor General of Canada and Countess of Dufferin.

This Hotel, which is unrivaled for size, style and locality in Quebec, is open through the year for pleasure and business travel, having accommodation for 500 guests.

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

THE RUSSELL HOTEL COMPANY,

WILLIS RUSSELL,
President.

the hack fare will be twenty-five cents. The train will start for Quebec about 9:45 P. M., and as the summer time card of the G. T. R. R. has not been issued at the date of the issue of this guide, the manager of the excursion will see that each one is notified as to the exact time of leaving, before arriving at Montreal.

THE SLEEPING CARS

That were vacated at Kingston in the morning will be in waiting, so that each one will be able to re-occupy the berth previously used. Watches will be turned ahead again, for Montreal time is 38 minutes faster than Detroit, and 23½ minutes faster than Toronto time.

THE THIRD DAY.

EARLY on the morning of Friday, July 9th, the train will arrive at Point Levi, opposite Quebec, and the cars will be exchanged for the ferry. Hand baggage may be left in charge of the porter of the sleeping cars, for the train will wait over during the day at Point Levi.

After crossing to Quebec and landing from the ferry, a calash (a unique two wheeled vehicle found only in Quebec) or carriage should be taken for the St. Louis Hotel, which will be excursion headquarters for the day.

HOTELS.

The two principal Hotels are the St. Louis (which will be excursion headquarters), and the Russell House, both of which are owned and managed by Mr. Willis Russell. Prices will be 75 cents per meal.

After breakfast, a carriage that will accommodate five persons can be obtained for \$5.00 for the entire day, and as all Quebec hackmen are lecturers as well as drivers, no further suggestions to the tourist are necessary.

QUEBEC.

So many adjectives have been exhausted upon the beauties and attractions of this old town by tourists, that one scarcely knows how to attempt a description without seeming to plagiarize; but whatever may have been said, the quaintness of the city invariably impresses the tourist who visits it for the first time with a sense of foreignness that makes it difficult for him to believe that he has not left the American continent, contrasting it as one cannot help doing, with the cities of the United States. Their air of self-satisfied, prosperous modernness makes Quebec appear deliciously crooked, quaint, odd, irregular and fascinating. It is built upon a high bluff and plain that form part of the north bank of the St. Lawrence. The roofs of the houses and buildings are almost invariably of tin.

Quebec is divided by its location into the upper and lower towns, the upper including the citadel, being enclosed by a wall nearly three miles in length. This was formerly pierced by five gates, now nearly all dismantled.

HISTORICALLY CONSIDERED

It is one of the oldest cities on the conti-

ment, having been founded in 1608 by Champlain. Its site was visited in 1535, and possession taken of the land in the name of the French, by Jacques Cartier. Quebec remained the seat of French power in America until the defeat of Montcalm in 1759.

THE CITADEL,

One of the most impregnable of fortresses, is always of interest to visitors. It crowns the head of the Promontory of Cape Diamond, which is an immense rock 333 feet above the river, whose sides are almost smooth enough to have been hewn, and with its bristling cannon pointing in every direction, completely commands every approach to the city, and gives it the name, "Gibraltar of America." The fortifications are very extensive, covering more than 40 acres; and three-quarters of a mile up the river, on the Plains of Abraham, are two Martello Towers, connected with the fort by underground passages. The Citadel is kept in order by British soldiers, who very politely show visitors around, and point out all that is of interest.

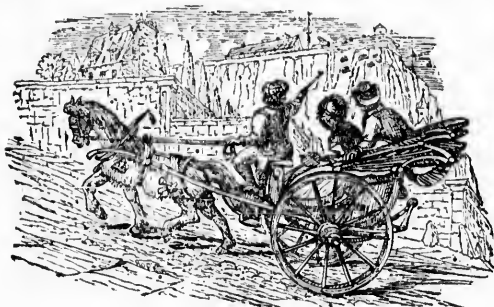
DURHAM TERRACE,

In the Upper Town, is a large platform occupying the site of the old castle of St. Louis, which was burned in 1834, and as it commands the same fine prospect it is a favorite promenade. It was erected by Lord Durham, hence its name. In the Public Garden, near by, is the elegant monument which was placed there in 1827, to the memory of both Wolfe and Montcalm, though these two brave enemies fell on the Plains of Abraham, at the close of the memorable battle of Sept. 13, 1759, when Canada was lost to the French and gained for the English. Wolfe died just as the victory was decided, and Montcalm, on being told that his wounds were fatal, said: "So much the better, I shall not live to see the surrender of Quebec." The spot where General Wolfe fell is marked by a plain monument on the battle field, and is always visited by tourists. A large part of the Upper City is occupied by the buildings and grounds of great religious corporations, Laval University, the Ursulines and the Hotel-Dieu.

THE ROMAN CATHOLIC CATHEDRAL

Is a large though not very pretentious

building, capable of seating 4,000 persons. The interior is quite handsome, but its chief attractions are its age (it was built in 1647) and the fine paintings by the old masters which it contains. In order to enjoy these the visitor should ask the sexton for



A QUEBEC CALASH.

a catalogue, which gives the name and location of each picture. He will also, if asked, (not otherwise) show the wonderful robes for the priests, made of gold and silver brocade, and jeweled with diamonds and rubies. The Seminary Chapel, connected with this church, contains many fine paintings, and should be visited without fail. There are many other buildings, churches, etc., which it would be interesting to visit if one had the time, but by this time you have pretty well "done" the Upper Town and are ready for dinner. If you take this at the St. Louis Hotel you will see almost opposite you, a little to the west, the old one-story low-roofed house with dormer windows, where the dead body of poor General Montgomery was laid, on that snowy 31st of December, while his young wife, the daughter of Judge Robert Livingston, was waiting for him at their home in the State of New York, where she never more heard his voice.

THE ST. LOUIS HOTEL

Will be the stopping place for the excursion. Mr Willis Russell, the proprietor, also owns the Russell House.

BEAUPORT.

After your dinner, you are ready for a drive to the Falls of Montmorenci, through that quaintest of villages, Beauport. For this, if there are only two of you who wish to go together, take a calash, (which is an institution peculiar to Quebec, being a sort of two-wheeled carriage with a cover, drawn by one horse) which the driver manages very skillfully, going at a great rate through the narrow, crooked streets without once getting caught among the numerous other vehicles, as you would think he must. You pass through a part of the Lower Town, which is the newer portion of Quebec, to the suburb called St.

Roche. When you ride through this prosperous manufacturing and mercantile part of the place, remember that 340 years ago it was the

INDIAN VILLAGE OF STADACONA,

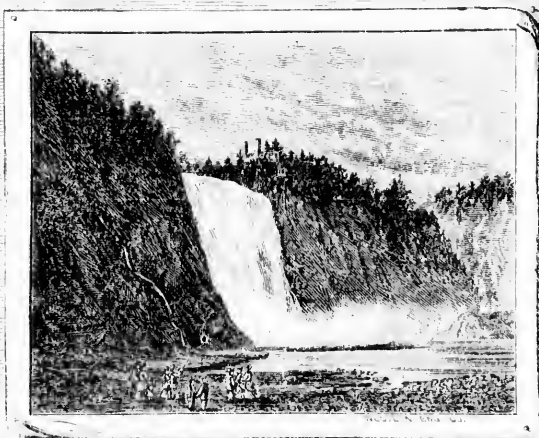
And here in 1535 its chief, Donnacona, was taken from his people and carried by Jacques Cartier across the ocean as a gift to Francis I., King of France. Soon after leaving Roche's Ward, as it is called, you turn into the macadamized road to Beauport, first crossing Dorchester Bridge over the St. Charles. Beauport is a single street running parallel with the St. Lawrence for five miles, and far above it. It is a village of long, narrow farms, those on the south side of the street, running to the river, while those on the opposite side stretch away to the north. The houses are one story high, nearly all white, and stand with *one corner* to the street, so as to break the force of the fierce winds that sweep up the river in the winter. It is the simplest of villages. There are no stores, no manufactories—nothing but the little homes surrounded by their neat gardens filled with brave, old-fashioned flowers and vigorous vegetables.

ISLAND OF ORLEANS.

On the road through Beauport a fine view can be had of the island of Orleans, which is 19 miles long. It is a beautiful island, with its dark green woods, fine farms and little white villages.

FALLS OF MONTMORENCI.

After passing through the village of Beauport, your carriage leaves the main road and you pass partly around the estate which, in 1791, was the home of the Duke of



FALLS OF MONTMORENCI.

Kent, Queen Victoria's father. You can visit his room if you wish to. Crossing a bridge over the Montmorenci river, your carriage stops in front of a little hotel, or waiting house, where you leave it, and passing through an enclosure, going a few rods on foot, you soon arrive at the brink of a

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narrow, deep gorge, which is a gap or inlet, in the northern bank of the St. Lawrence, shaped like the thumb of a mitten, with almost vertical walls of rock entirely around it except where it opens into the St. Lawrence. When you stop you are about midway between the opening and the end of this thumb, and directly opposite you is one of the loveliest of cataracts. In the summer, when the water in the Montmorency river is comparatively low, the Falls number some 12 or 15 narrow silver ribbons fringed with lace-like spray which, against the dark brown rock and abundant green foliage above it, look indescribably beautiful. They are all united in one when the water is high, and plunge 250 feet to join themselves with the clear green waters of the St. Lawrence. At your feet descends a staircase with frequent landing places, for it is very steep, down which you can go to the very foot of the Falls; for though you are on the opposite side, the gorge is so narrow that the spray will dash over you as you look up. After satisfying yourself with the beauty and grandness of the scene, for

it combines the two qualities, you will find the drive back to the city pleasant.

PLAN YOUR DAY.

By asking the porter at the hotel to get you a carriage as soon as you have had your breakfast in the morning, and going in clubs, two for a calash, and five or six for a hack, excursionists can easily visit all the places above described, taking them in the order mentioned, and probably might visit some of the many other places of interest in or near Quebec, if they planned to do so, and tried to be expeditious.

LEAVING QUEBEC.

The time at which the train will leave Point Levi for the mountains is 7 P. M., which will necessitate leaving Quebec by the ferry as early as 6:15 P. M.

The same berths will be occupied that were secured in Detroit, and after another night's run of about 228 miles south, the party will arrive at Gorham, N. H., in the White Mountains, at about 6 A. M., Saturday, July 10th.

THE FOURTH DAY.



On alighting at Gorham, stages for the Glen House will be found in waiting, and an appetizing ride in the cool mountain air will be the best possible preparation for breakfast. A coupon in the regular excursion ticket covers the eight miles stage fare from the depot to the Glen House.

GORHAM,

Which is 772 miles from Detroit by the route traveled, 208 miles from Montreal, and 91 miles from Portland, is a place of about 1,000 permanent population, on the Androscoggin river. In the summer months, however, the tourists gather here from every point of the compass, and the place is lively and interesting. In its proximity to the mountains consists its sole attraction, although Mt. Washington cannot be seen until the party arrives at or near the Glen House. The large hotel at the left is the Alpine House, owned by W. & C. R. Milliken, the proprietors of the Glen House, which is eight miles away up in the mountains. Here the cars are exchanged for coaches, and the railroad for the mountain road which follows up the banks of the

PEARODY RIVER

To the Glen. The road from Gorham to the Glen crosses and recrosses this little river, which, after heavy rains or in the spring, when the snow melts on the mountains, is a noisy, rushing mountain torrent. The river is filled and environed with huge

masses of rocks, with which nature has produced many picturesque effects.

THE GLEN HOUSE

Is situated at the immediate base of the Mt. Washington (or Presidential) range, and the view from the piazza of the hotel is one of the finest in the mountains. The sharp pointed peak directly in front of the hotel is Mt. Adams, 5,794 feet high—to the left is what appears to be a triple-pointed mountain, but which in reality, consists of three peaks, the first being Mt. Jefferson, 5,714 feet high, next Mt. Clay, 5,552 feet high, and farthest to the left is Mt. Washington, which although apparently a lesser peak, is really 6,293 feet high, being the loftiest of them all. The distance to the summit of Mt. Washington from the Glen House, is eight miles, and the carriage road lies over Mts. Jefferson and Clay. The summits of these peaks are frequently

CAPPED IN THE CLOUDS,

Which gives a better idea of the height than any guide book statistics can possibly do. The Glen House is most favorably located of all the hotels in the mountains to obtain views of this range—the house itself is one of the largest in the United States, is lighted with gas, and has every modern improvement. The proprietors, Messrs. W. & C. R. Milliken, are thorough hotel men, and their success is the best evidence that they thoroughly understand how to cater to the wants of the traveling public. The excursion party will spend three or more days at the Glen House, which will give ample time to ascend Mt. Washington, visit

GLEN HOUSE,

WHITE MOUNTAINS, N. H.

THIS WIDELY KNOWN

FAVORITE SUMMER RESORT,

WILL BE RE-OPENED JUNE 18, 1880.

The largest House in the White Mountains, and the only one where, from its piazza, Mts. Washington, Jefferson, Adams and Madison are in full view from base to summit.

Reached by stages connected with Grand Trunk railway at Gorham, N. H., Portland and Ogdensburg railroad at Glen Station, and Mt. Washington railway at summit of Mt. Washington.

ALPINE HOUSE,

(NEW,)

GORHAM, N. H.

The Grand Trunk Railway Company have built a wholly new and superb Hotel on the site where the original Alpine House was burned, October 21, 1872.

The fame, both in Canada and the States, of this location at Gorham, its charming surroundings, its fine climate, its unequalled nearness and convenience of access to the renowned objects of interest in the White Mountains, together with its increasing popularity for Summer Boarding, have caused the re-establishment of this Hotel, with enlarged capacity, in superior elegance and comfort, also presenting in all its appointments thorough accommodations.

W. & C. R. MILLIKEN, Proprietors.

GLEN ELLIS

And Crystal Cascade Falls, with a margin left for fishing for brook trout in the Peabody river, or strolling *ad libitum*. Not the least of the attractions at the Glen House is the table, at which the tourist is generally a most devoted and appreciative attendant. The fare is unexcelled and the service is a novelty in dining-room management, for the waiters are all college students who spend their vacations in recuperating at the mountains and at the same time replenishing their depleted purses.

JOSH BILLINGS

Always spends his summers at the Glen and is an enthusiastic trout-fisher.

THE WHITE MOUNTAINS

Consist of more than 200 peaks that cover an area of 2,700 miles. They are naturally divided into two divisions by the Saco river, each side being again subdivided on the east by the Peabody and Ellis rivers, and on the west by the Pemigewasset river. Topographically considered, the mountains are grouped into nine subdivisions, viz:

1. The Starr-King group.
2. The Mt. Carter group.
3. The Mt. Washington range.
4. The Cherry Mt. District.
5. The Mt. Willey range.
6. The Carrigan group.
7. The Passaconaway range.
8. The Twin Mt. group.
9. The Profile Mt. group.

THE SCENERY

Of the White Mountains compares favorably with the Swiss Alps, and those who have traveled widely in foreign lands are generally most enthusiastic in speaking of their grandeur and beauty. Those who have simply *passed by* the mountains on the railroad are not qualified to judge of the scenery, except in the most superficial manner.

Fine as are some of the views that are to be gleaned from the windows or rear platform of the train on the Grand Trunk railway, *they scarcely compare*, in any sense of the word, with that obtained from the veranda of the Glen House; and that in turn becomes weak and insipid as the tourist stands, a mile and a quarter higher, among or rather *above* the clouds, on the summit of Mt. Washington. The *summits* only of some of the loftiest peaks escaped the tremendous smoothing and "polishing off" that the rest received during the ice period, which accounts for the flowing instead of acute outlines. Mt. Adams, which is a sharply defined peak, is a marked exception, however.

The forty-five names following are those by which the

PRINCIPAL PEAKS

Are now known. The figures attached give the height in feet.

Adams.....	5,794	Lincoln.....	5,100
Anderson.....	4,000	Morial.....	4,653
Bald.....	3,978	Madison.....	3,365
Baldface.....	3,600	Monroe.....	3,384
Black.....	3,571	Mont.....	3,200
Carter.....	4,702	North Twin.....	3,000
Carter Dome.....	4,830	Oscoda.....	4,100
Clay.....	5,552	Pleasant.....	1,764
Clinton.....	4,320	Profile.....	1,200
Cherry.....	3,670	Pungus.....	2,829
Carrigan.....	4,678	Passaconaway.....	4,200
Chocoma.....	3,540	Starr-King.....	3,800
Campton.....	1,742	South Twin.....	5,094
Doublehead.....	3,120	Sandwich Dome.....	4,000
Franklin.....	4,904	Tom.....	3,200
Field.....	4,070	Table.....	3,784
Hayes.....	2,917	Tecumseh.....	4,000
Hale.....	2,337	Tripyramid.....	3,542
Haystack.....	2,787	Wildcat.....	4,350
Hancock.....	4,420	Washington.....	6,293
Jefferson.....	3,714	Willey.....	4,330
Kancamagus.....	1,523	Whiteface.....	1,007
Lafayette.....	5,230		

MT. WASHINGTON,

Which is 6,293 feet, or nearly a mile and a quarter high, rises over 500 feet above the loftiest of the surrounding peaks. On account of this elevation, the summit forms an arctic island in the temperate zone, having the same climate as Greenland at 70° north latitude. This is shown both by the temperature and the vegetation. The latitude is 44° 16' 25" north, and the longitude is 70° 16' 25" west. The interest in this mountain is enhanced by knowing that the highest geological authorities place it among the very earliest formations of the earth's surface. Isaac Hill says: "Mt. Washington had been thousands of years in existence before the internal fires upheaved the Alps."

PROOFS OF THE ICE PERIOD.

The grooves and scratches on all but the south side show the course of the ice-bearing ocean of the glacial epoch. These marks are found to within 1,100 feet of the summit, hence the surrounding valleys must have been filled with ice a mile thick, which, slowly moving south, finally submitted to a southern sun.

VEGETATION.

The *flora* of Mt. Washington is identical with that of the arctic regions. He who ascends to this altitude has a similar opportunity for botanic study as if he made a journey to the north, passing first from the noble forests with which we are familiar to those of stunted growth, and finally leaving them behind altogether, at length arriving at the barren and bleak regions beneath the Arctic Circle. In approaching the mountain summits, one is first struck by the appearance of the firs and spruces, which gradually become

MORE AND MORE DWARFISH,

At length rising but a few feet from the ground, the branches spread out horizontally many feet, and become thickly interwoven. These present a comparatively dense upper surface, which is often firm enough to walk upon. At length these disappear wholly, and give place to the Lapland rhododendron, Labrador tea, dwarf birch, and Alpine willows, all of which,

after rising a few inches above the ground, spread out over the surface of the nearest rock, thereby gaining warmth, which enables them to exist in spite of tempest and cold. These in their turn give place to the Greenland sandwort, the diapsenia, the cassiope, and others with arctic rushes, sedges, and lichens, which flourish on the very summit.

TIME'S CHANGES ON MT. WASHINGTON.

In 1642 the first ascension of Mt. Washington was made by Darby Field; in 1810 Abel and Ethan Allen Crawford made the first path to the summit; the bridle-path was made in 1819, and Abel Crawford rode the first horse up, exclaiming, "Can it be possible that a live horse stands on the summit of Mt. Washington?" The first house was built by the Crawfords; the old Summit House was put up in 1852 and the Tip-top House in 1853; the carriage-road was finished in 1861, the railroad in 1869, and the present Summit House in 1870.

THE ASCENSION

Of Mt. Washington is *la creme de la creme* of the mountain experience, however. The railway and bridle path run up from the west side, but for beauty and variety of scenery nothing else equals the carriage-road from the Glen. Having satisfied yourself by looking through the telescope at the Glen House, that the speck upon the distant summit is the Summit House, where you hope after a four or five hours' ride to take dinner, it will behoove you to put a shawl or overcoat *under* and yourself *upon* the seat of the carriage at the door, and allow the driver to give free rein to his team of six horses.

IF IT IS A FINE DAY

On Saturday, the day of arrival, the opportunity to secure good views should not be lost by postponement. It will be the business of the manager of the excursion to arrange for carriages for all who wish to ascend, and whenever eight or ten wish to make the ascension and apply to him, a mountain carriage drawn by six horses will be forthwith supplied.*

RIDING UP STAIRS.

From the toll-gate to the summit the grade is a constant ascent, varying from 5 to 25 degrees, and for the first third of the distance is buried in the dense foliage of the forests upon the lower side. The sultry temperature of the valley below is exchanged for the exhilarating mountain air, which becomes cool and bracing. It is wholly unlike and distinct from any lowland air, and will be breathed in with delight as a new and enjoyable experience.

As you ascend you will see that the mountain ash, with its scarlet berries, and other small varieties of trees are substitutes for the great forest trees near the base

* Coupon tickets will be for sale at the office of the Glen House for \$4.50, which will be good for the 24 miles of stage fare: from the Glen House to the summit of Mt. Washington (8 miles), from the summit back to the Glen House, (8 miles), and from the Glen House to Gorham, 8 miles.

THE FIRST VIEW

Is a great satisfaction, although you take it by "snatches," the brush upon the side of the road being tall enough frequently to interrupt the view. Finally, at the

HALF-WAY HOUSE.

The prospect becomes suddenly opened, and a vast panorama of indescribable grandeur and beauty invites attention.

The vocabulary of exclamations that are here thrown on the wind, is much too "numerous" for the limits of this guide-book. The accumulation of "Ohs!" and "Ahs!" and the like, that have been prepared by constant practice on the earlier part of the ride, will soon be expended, and the excursionist will sit in silence before the impressive scene, realizing only the quick heart-beats and the inability to ex-



HALF-WAY HOUSE, MT. WASHINGTON.

press the natural emotions. It is only a step, however,

FROM THE SUBLIME TO THE RIDICULOUS. For, if you do as all your predecessors have done and as strict orthodoxy requires, you will get out at the Half-Way House, (a little wood shanty), and ask the "landlord" (who cooks for the workmen upon the carriage road) if he has any spruce gum?

SHAWLS AND OVERCOATS

Are generally donned before proceeding, and found to be seasonable and comfortable. Little vegetation is passed on the remainder of the ascent, except "scrubs," whose gnarled roots seem to be crawling over the rocks like so many snakes; short evergreens with their limbs reaching toward the south, which show the direction and power of the winds in winter; and lastly, the mosses and tiny daisies on the very summit.

STEPPING HEAVENWARD.

So greatly do the views enlarge as you

progress, that you feel chagrined at having exhausted your very best remarks on so inferior an occasion as you now feel the Half-way House to have been.

MT. WASHINGTON RAILWAY.

Try to get to the summit by 2 P. M., as at this time the train, which makes two round trips a day, will start down the west side. The times for the trains starting from the base are at 10 A. M. and 5:15 P. M., and at 7 A. M. and 2 P. M. from the summit. This railway is $6\frac{3}{4}$ miles long and rises over 5,000 feet in making the ascent. The fare is three dollars up the mountain, three dollars down.

THE SUMMIT HOUSE

Is the first place sought after arriving at the summit, and a circle with extended hands gathers around the stoves, for the thermometer will probably stand at about 45°.

In 1877 the record shows a fluctuation between 40° and 60°, with 50° as an average. The snow fell on the 22d of June and 3d of September of that year, but none between. The hotel is a long, low, white frame building securely chained to the rocks. It contains one hundred sleeping rooms, well furnished and warmed by steam, so that its patrons are as comfortable and as well served as at any hotel among the mountains. The table is first-class, and Mrs. J. W. Dodge, manager, states that no pains will be spared to make its patrons feel that they can pass a day or a night above the clouds with as much comfort as they can below.

AMONG THE CLOUDS.

There are two other buildings of interest to the tourists on the summit of Mt. Washington—the signal service station and the office of the only daily paper ever published among the clouds. It is called *Among the Clouds*, and is edited and printed in the old Tip-top House (that was formerly the only hotel on the summit), by Henry E. Burt.

AN EVENING NEWS EDITION

Of Mr. Burt's paper will be issued on the following Monday afternoon and will contain the names and residences of each of the party, and a page of items to be edited by the excursionists. Orders for copies of this issue (price 10 cents each) will have to be left with Mr. Burt, and will be delivered by him at the Glen House Monday evening.

ACCESSIBLE POINTS OF INTEREST.

Among the places that can be reached from the summit are Tuckerman's Ravine, where can be seen the Fall of a Thousand Streams, the Lake of the Clouds, the Great Gulf, Huntington's Ravine, the Alpine Garden, and many others equally interesting. Excursions to these points give a far better idea of the wildness and vastness of this mountain peak than any description can do. *No one should attempt to visit them without a competent guide, however.*

NOT TOO HIGH FOR LITIGATION.

More than \$25,000 has been spent in lawsuits about the ownership of the top of the mountain, the contestants being a Mr. Bellows, of Exeter, and Coe & Pingree, of Salem and Bangor. The latter finally compromised by purchasing Bellows' claims.

THE GENERAL VIEW

Has justly been called "an epic landscape." The English Alpestrian, Latrobe, said that it is magnificent, but gloomy. The view-line sweeps around a circumference of nearly 1,000 miles, embracing parts of five States and the Province of Quebec. Within the vast circle are seen scores of villages and hamlets, and hundreds of mountains, with the widening valleys of the chief rivers of New England. If the peak was 5,000 feet higher, the beauty of the view would be seriously impaired by the indistinctness caused by the greater distance.

THE CLOUD SCENES.

It would be a misfortune indeed not to witness the wonderful transformations of clouds that are often spread out beneath the level of the summit, in the most active and beautiful of panoramas. The writer once witnessed a thunder-storm over the valley south-east of the summit, when the tops of the clouds were lower than the rocks from which it was viewed.

THE EVENING NEWS MONUMENT

Was an enterprise begun in 1878 by the second excursion party. It is located on a favorable point to the north-west of the Tip-top House, and to one insensible to the possibilities of the future may seem not unlike a pile of stones. It is a monument, however, for over it Mr. Burt made an oration, and about it the builders gathered to sing, cheer, and otherwise dedicate it, so that now there is little to distinguish it from Bunker or any other regularly dedicated monument except its name, and the fact that it is the *highest* monument in America.

TAKEN ON THE SPOT.

Mr. Moody B. Freeman, No. 204 Randolph street, Detroit, will accompany the excursion to take photographs, and will make 100 or 150 negatives of the various points of interest along the route. If the weather be at all propitious, he desires to photograph the party on the summit, and will be able to supply copies of large size for one dollar each, to any who may desire them. Mr. Freeman is a reliable and skilled artist, and perfectly competent to execute satisfactory work.

THE DESCENT

Is made in one-quarter of the time it takes to make the ascent, the eight miles from the Summit House to the Glen House being frequently made in less than one hour.

IN THE EVENING

There will follow promenading on the long piazzas, resting on the parlor sofas, comparing notes of the trip, and listening to the music of a band which will play from a music stand in front of the house.

THE FIFTH DAY.

IT may be safely presumed that the Sabbath will be greeted with decided satisfaction as a day of rest. Nowhere can resting be better performed than while luxuriating in the pure mountain air, away from all noise and excitement, and face to face with some of the finest of American scenery. The piety of the most de-

vout will not deteriorate by a reverent study of this page of nature's book.

SPENDING SUNDAY.

It is expected that Rev. N. C. Mallory and wife, formerly of Detroit, but now of Lynn, Mass., will be at the Glen; if so, the former will hold a preaching service at 11 A. M. in the hotel parlor.

THE SIXTH DAY.

TO THOSE who on Saturday made the ascension of Mt. Washington, the following plan for Monday, July 12th, is suggested:

Taking a carriage,* and driving south five miles, a sign board will be seen, nailed to a tree, bearing the words,

GLEN ELLIS FALLS.

With a hand pointing in the direction taken by a foot-path. A few years ago the writer was somewhat reluctantly induced to visit this Fall, and, when following down this foot path, felt fully convinced that he would have his labor for his pains. What was his delight and surprise however on being treated to one of the most superb and picturesque pieces of scenery? The fall is 90 feet in height, and no combination of water, rocks, fern, moss and woods could be more artistic.

CRYSTAL CASCADE.

Returning two miles towards the Glen House, another guide board, on the other side of the road, points up a foot-path towards the Crystal Cascade, a fall of 110 feet in height, and in the same river as the Glen Ellis—viz: the Ellis River. This fall is not far behind the other in real beauty.

PHOTOGRAPHS WILL BE TAKEN

Of each of these falls on Monday or Tuesday, by Mr. Freeman, who will take large sized, or stereoscopic views, as may be preferred.

*Carriages can be ordered at the office of the Glen House for parties of five or more for \$1.00 per person.



GLEN ELLIS FALLS

MONDAY EVENING.

A volunteer programme will be arranged for this evening by a committee to be designated by the manager of the excursion on the first arrival at the mountains. It will consist of impromptu speeches, singing, etc., etc., as may by them be determined, and will be held in the hotel parlor. The time for leaving the mountains will be decided by vote of the majority.

THE SEVENTH DAY.

FROM this day and onward the convenience and inclination of those comprising the party will lead to a divergence of paths and programmes. Some may desire to go to Portland and thence to the Beach; others to Portland, thence to Boston, and back to the mountains at Fabyan's, as explained in the chapter on side-trip No. 2; while others still will take side-trip No. 3.

In order that exact information may be given concerning every point in these routes, agents of these roads will be at the Glen House, supplied with tickets and printed matter descriptive of their routes.

TUESDAY EVENING.

Music by the band and promenading will probably be the programme. The agent for the different side trips will be in the hotel office during the evening, prepared to sell tickets. These tickets will *not* be for sale at Portland, and can only be procured as described above.

FIRE WORKS.

Messrs. Thorpe, Hawley & Co., of 105 Jefferson Ave., Detroit, Mich., wholesale dealers in confectionery and fire works, have agreed to supply about \$500 worth of their best fire works, to be used on the summit of Mt. Washington on the evening of July 12th or 13th. It will be a unique exhibition.

LEAVING THE MOUNTAINS.

DIFFICULT it will be to express the regret with which the stages for Gorham will be taken. No one is obliged, however, to go on with the excursion, but any and all may remain and complete the tour leisurely on any regular train.

SHELBURNE

Is five miles from Gorham. To the right of the station is seen the Winthrop House, with Mt. Winthrop towering over it. Granny Starbird's Ledge is passed just before reaching the station.

GILEAD,

Which is the first town we reach in the State of Maine, is six miles from Shelburne Station. It is hemmed in by lofty mountains. Fine views of Mts. Washington, Adams and Jefferson, may be had from the right.

WEST BETHEL

Is ten miles nearer Portland. When within five miles of the station, the train passes Tumble Down Dick and crosses Wild River on a bridge 250 feet long. Just before arriving at West Bethel the railway crosses Pleasant River.

BETHEL.

The railroad leaves the Androscoggin river at this place, a companionship we shall be loth to abandon. Locke Mountain lies to the left and Sparrow Hawk Mountain on the right. In the extreme right are the peaks of Speckled Mountain and the Sunday River White Cap.

LOCKE'S MILLS

Is the name of a station 65 miles from Portland, located near South Pond. After passing the station the train crosses Alder Stream, along which are some beautiful glens.

BRYANT'S POND,

Which is 700 feet above the level of the sea, lies near the base of Mt. Christopher. It boasts, also, of a water view, i. e., the pond from which it is named.

WEST PARIS

Is 55 miles or about two hours from Portland. To the left the town of Paris may be seen on the side of the distant hills. Just before reaching the station, the railroad goes down a steep grade of 60 feet to the mile. The next nine stations are of no special importance to the tourist, and will be omitted from this description.

FALMOUTH

Is within five miles of Portland, near Casco Bay, which may be seen on the left. The salt breezes will be more "visible," however, than the salt water. Just beyond Falmouth the train crosses the Presumpscott River on a bridge 300 feet long. Passing through the town of Westbrook, the railroad crosses Back Cove and Munjoy Hill, and arrives at Portland.

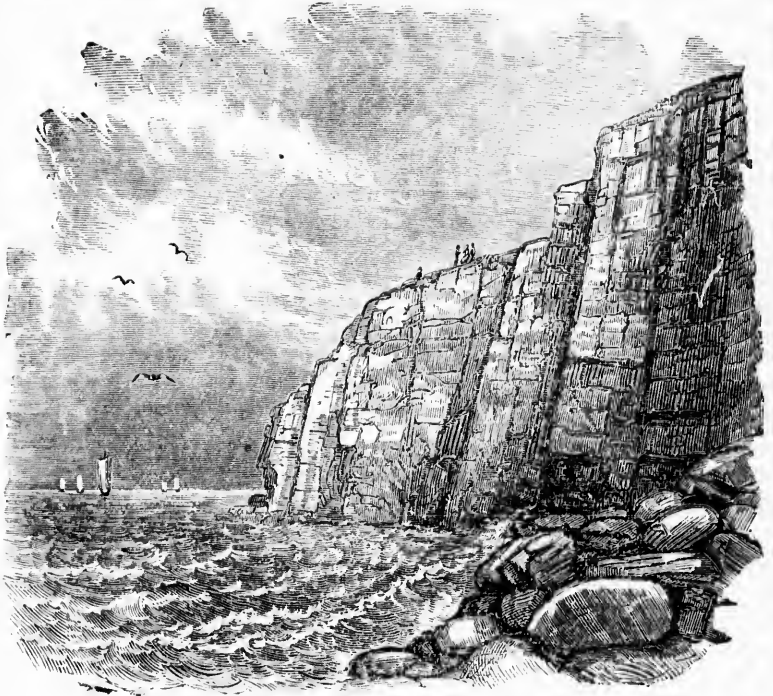
PORTLAND

Is the largest city in Maine, and here we shall get our first glimpse of the sea. It is a pretty, well-built town, with many very elegant residences. It is located on a little peninsula, extending easterly into Casco Bay, and, as the average width of this neck is not more than $\frac{3}{4}$ of a mile, one does not have to go very far from any part of the city to reach the salt water. The land rises from the sides into a kind of ridge and at its ends are two quite high hills. The tide comes up on both sides of Portland, and the elevation of the city affords excellent facilities for drainage and makes it a very healthy place. The Bay contains numerous islands, several of which are included in the city corporation. Very

fine scenery is enjoyed from the elevated portions of this city, which is much admired by tourists, and of which the Portlanders are justly proud. To see the surrounding country and the sea to advantage, the visitor should go to Munjoy's Hill and to the top of the Observatory standing there, and use the telescope placed there for the purpose of watching the ships far out at sea.

THE FIRST SETTLEMENT

Was made here in 1632, by an English colony, but it was not incorporated as a town until 1786. It became a city in 1832. Its population is in the neighborhood of 40,000. Portland boasts of being the birthplace of many celebrities, prominent among whom are Henry W. Longfellow, N. P. Willis and his sister, "Fanny Fern." Longfellow's childhood home can still be seen on Hancock street, corner of Fore.



WHITE-HEAD, PORTLAND HARBOR.

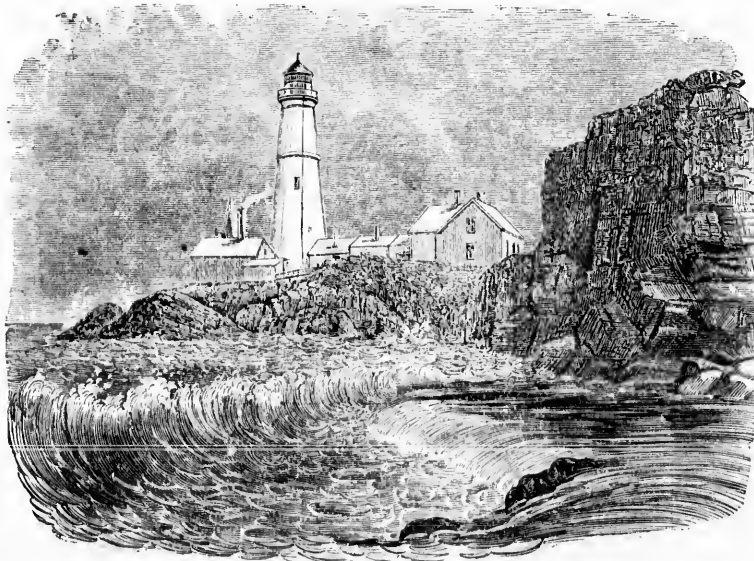
HOTELS.

THE FALMOUTH HOUSE, 214 Middle street, is a first-class house with accommodations for 300. Street cars from the depot pass the hotel. Prices range from \$2.50 to \$3.00, according to rooms.

THE PREBLE HOUSE, corner of Congress and Preble streets, has accommodations for 200 guests. Day board from \$2.00 to \$3.00, according to rooms. Single meals 75 cents. The street cars pass the house.

A HALF-DAY

May be spent very pleasantly by those who are fond of aquatic diversions by taking a sail-boat at the ferry dock, and going through the shipping, and visiting the breakwater light-house. Forts Gorges, Preble and Scammel also will be interesting places to any one not accustomed to the grim habiliments of war. The water is always calm enough to sail out to the headlights and Cape Cottage, from which points the ocean view is superb,



PORTLAND-HEAD LIGHT.

with its distant sails and countless waves
smiling to the sun.

For 25 cents, a tour of the islands in the harbor can be made in the little steamer, from Custom House wharf.

WHITE-HEAD—CUSHING'S ISLAND.

On the United States coast survey charts of Portland harbor, Cushing's Island is styled "Bang's Island," a name, by the way, that is essentially inappropriate, as it is a very quiet and picturesque spot. White

Head is one of the points of this island that should be visited. It presents to the sea a precipice of from 100 to 150 feet in height, and against this the ocean lashes itself into white foam—hence the name—in its vain effort to break down this natural breakwater and safeguard to the harbor. Do not fail, as suggested, to take the little harbor steamer, that touches at each of these islands, making the round trip in about two hours, for 25 cents.

SIDE-TRIP NO. 1.

RAIL who visit Portland will, of course, wish to extend the trip to Boston, which is 108 miles south, and will take only about four hours to reach, by a choice of two routes, viz., the Eastern R. R or the Boston & Maine R. R. There can be no conflict in the choice, as those who wish to stop off at Salem, Marblehead, Lynn Nahant, or reach the Isles of Shoals, must take the Eastern R. R, while those who wish to stop at Old Orchard Beach must take the Boston & Maine R. R. The price in either case will be the same, being

\$4 for the round trip from Portland to Boston and return, or \$3 for the fare one way. Agents for both the Eastern and the Boston & Maine R. R. will be at the Glen House, and will have tickets for sale and can give all necessary information. No tickets can be sold, at round-trip rates, that will be good on one road one way and return by the other.

A full description of points of scenery, etc., etc., along these routes, will be given separately under the heads of side trips 2 and 3, which immediately follow.

SIDE-TRIP NO 2.*

SIDE-TRIP No. 2, a superb pleasure route, may be outlined as follows: Taking the Eastern R. R. at Portland the way lies through the most picturesque portion of New England; interesting not only for the scenery but for the historical associations connected with nearly every city and village passed.

LEAVING PORTLAND BY THE EASTERN R.R.
The train crosses the bridge over Fore River and passes Cape Elizabeth, a pleasant summer seaside resort, and stops at Scarborough, 8 miles from Portland. Fourteen miles from Portland is the Saco River dividing the twin cities of Saco and Biddeford. At the latter place the train-boy calls out, "five minutes for refreshments," but as this law-abiding place is in Maine, we are led to inquire, "wherefore the need of the five minutes?" Will some of the party investigate and report? Eighty-five miles from Boston is

KENNI BUNK.

And 57 miles from the Hub is the familiar-

*Tickets for this side-trip to Boston, Fabyan's and Montreal, will be for sale only by the agent of the Eastern R. R. and at the Glen House—a price for this side-trip cannot now be named, but will probably be \$6 or \$8.

sounding name of Kittery. The Piscataquis River, on which rests Kittery, with its old navy yard, is soon passed and Portsmouth, with its 10 000 population on New Hampshire territory, is gained.

From Portsmouth little steamers run out to the famous

ISLES OF SHOALS.

Than which there is probably no finer available seaside resort for one who wishes to study the moods of the ocean and get unobstructed views of the sea and lungs full of the salt breezes. These islands are eight in number and have been exhaustively described, with illustrations, in *Harper's Monthly* for October, 1874.

Ten miles from Portsmouth is Hampton, which is the railroad station for the popular

RYE BEACH.

Three miles away. Hampton is situated on the Hampton River, of which Whittier wrote.

“Rivermonth rocks are fair to see

By dawn or sunset shone across,
When the orb of the moon had left the sea.

When the ebb of the sea has left them free
To dry their fringes of gold-green moss.

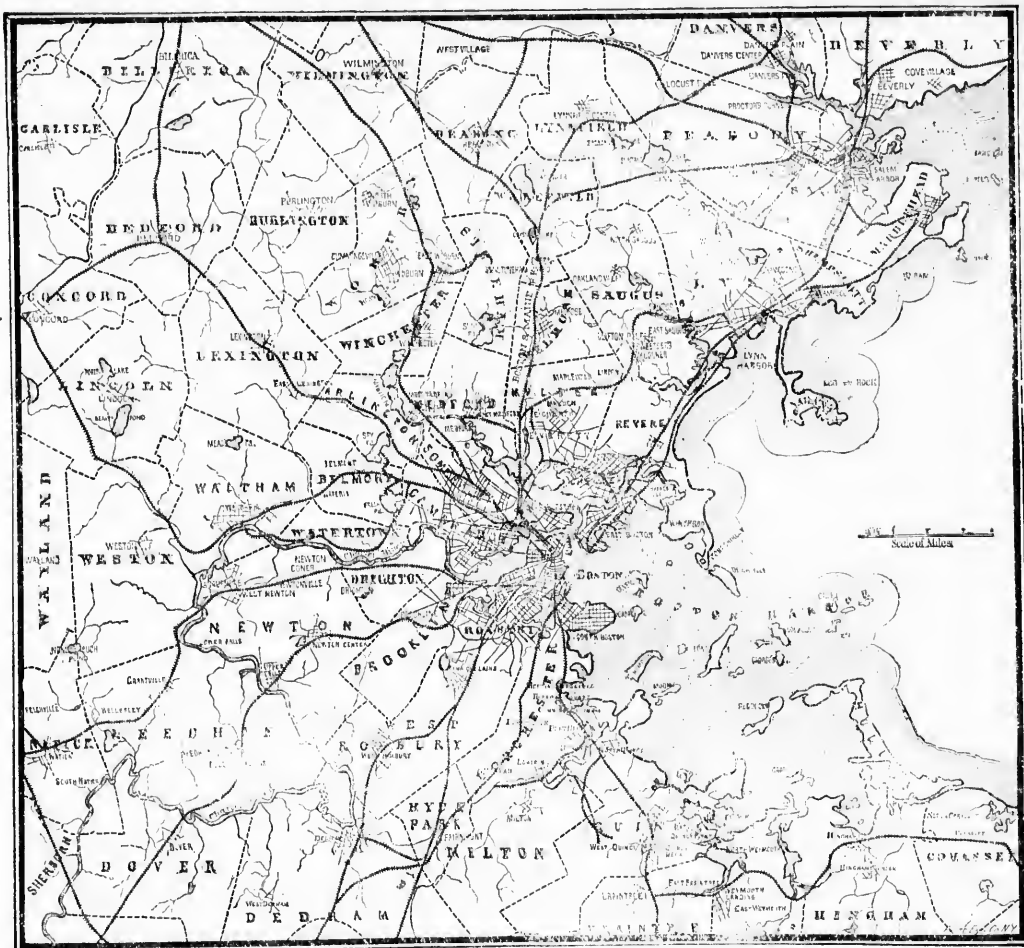
For there the river comes winding down

From salt sea-mead and upland brown,

And waves on the outer rocks afoam
Shout to its waters: "We love you here!"

Shout to its waters, 'Welcome home!'¹⁰





BOSTON AND VICINITY.

Resuming the journey and crossing the Merrimac River, we arrive at Salisbury, on Massachusetts soil, near which is Amesbury, the present residence of the Quaker poet.

JOHN G. WHITTIER.

At Salisbury Beach, which is about six miles long, there is famous bathing and no "undertow." It was concerning an experience of the author on this beach that "The Tent on the Beach" was written. Two miles from Salisbury is Newburyport, where the ill-fated expedition against Quebec was fitted out. From this port sailed the

FIRST PRIVATEER,

The first of 47 ships that were sent out at the expense of Nathaniel Tracy, a resident of this place.

Sixteen miles from Boston is the old town of

SALEM.

Founded by John Endicott in 1628, with a present population of 26,000.

This place is probably most widely known

from its connection with the witchcraft craze that did not spend its force until 19 so-called witches were condemned and hung in 1692 on what is now shown to visitors as Gallows Hill. The birthplace of Nathaniel Hawthorne is still standing, as is also the old Roger Williams house.

The first "meeting-house" in New England, built in 1634, is in the rear of Plummer Hall on Essex street. It was occupied for one year by Roger Williams, who was banished from Salem in 1635.

It is difficult to resist the inclination to continue the description of this, one of the most interesting of New England towns, but the purpose of this sketch is simply to tempt and not to satisfy the tourist, who should visit and make his own explorations.

Near Salem is

MARBLEHEAD.

With its rocks, quaint streets and houses, its memories of former note, its loyal war record, and its old grave-yard wherein may be found blue slatestone head-stones embel-

lished with hideous death's-heads and inscriptions over 200 years old.

LYNN

Is also on the Eastern R. R., and is shoemaker to Miss Columbia, the bulk of her capital and population being engaged in this profitable occupation. Near Lynn, which has 33,000 population, is the aristocratic

NAHANT,

The former resort of Daniel Webster and the present summer home of the poet Longfellow. Swampscott, with a superb beach for bathing, is also near at hand.

BOSTON.

This city needs no introduction, and any adequate description would entirely exceed the limits of this book; certainly no such description will be here undertaken. The American House will be excursion headquarters.

LEAVING BOSTON,

The route will still be over the Eastern R.R., but on that portion shown by the accompanying map, back into the heart of the White Mountains to

FABYAN'S,

And thence to Montreal.

In going from Portsmouth to North Conway, the mountains do not come fairly into view until Ossipee with its beautiful lake is reached; then the noble peak of Choconna and the other summits of the Sandwich range can be seen on the left. Soon the train crosses the Saco, from this point to be the traveler's inseparable companion to the little pond at the Gate of the Notch, whence it takes its rise. The village of

NORTH CONWAY

Is situated on a terrace, just above the intervalle of the Saco. The valley is bounded on the west by the long Mote Mountain; on the east by the Rattlesnake ridge; while to the north the mountains part sufficiently to enable one to see the whole White Mountain range. It is impossible in a few sentences to do more than call attention to some of the beauties of this, the most famous of all the mountain valleys. The view from Artist's Ledge should be seen in the late afternoon. Artist's Falls, Diana's Bath, the Cathedral, Echo Lake, have each a peculiar charm of its own; while the view from the top of Mount Kearsarge or Pequawket well repays the trouble of the ascent. It would be well for the visitor to the mountains to have at least three mountain-views, taken in the following order: the first should be from the top of Red Hill, or some other of the lower ranges near Lake Winnipiseogee. It is useless to attempt to

PICTURE IN WORDS

This view, the beauty of whose foreground of lake, meadow, and forest, is heightened by the stern background of mountains. The second should be from Kearsarge, standing not far from midway between the lowest and the highest peaks. From this

peak there is neither the loveliness of the Red Hill view nor the sublimity of that from Mount Washington, for only after climbing the lower summits will one be prepared for the grandeur of the view from that height over a sea of mountains to the plains lying in the dim distance.

The road from North Conway into the heart of the mountains is wonderfully interesting, though none of the views, with the single exception, perhaps, of that over the Bartlett Intervale, are so lovely as that from the village street. A few miles up the valley of the Saco, the road to Jackson and the Glen turns off to the left, near which are the finest falls in all the mountains. Farther on we enter the Notch, midway in which is the Willey House, where is still preserved the memory of the tragedy of the summer of 1826 as freshly as though it were yesterday. To obtain a true idea of the Notch, one should not fail to ascend Mt. Willard, which stands at its head, from whose summit there is a grand view of the steep, rugged sides of the two opposing mountains, Willey and Webster, out of the mass of which the Notch seems to have been scooped. The terminus of the Mt. Washington Railway lies some ten miles from this point. Not far from the

FABYAN HOUSE

The road forks, that on the right leading to Jefferson by the famous Cherry Mountain Road, which affords the finest views in all the mountain region. The left-hand road goes down the valley of the Ammonoosue to Franconia Notch, through the villages of Bethlehem and Franconia. This Notch, though not so wild or grand as the Willey Notch, has some features which make it far more attractive. At the gateway is Echo Lake, one of the loveliest of the mountain lakes. Just below the hotel is the Profile, which, however often seen, never fails to fill one with wonder and admiration. At the southern end are the Basin and the Pool, whose waters have that wonderful green tint so characteristic of the Swiss lakes. From the Pool one can, after a somewhat rough climb, enter the Flume, a narrow gorge in the rocks about 600 feet long by some 60 or 70 feet deep. At its narrowest point a huge boulder hangs suspended in the air between the two walls of rock. The scenery on the road leading down the Pemigewasset Valley, through the pleasant villages of Thornton and Campton, to Plymouth, can hardly be excelled. A short distance below West Campton there is a point in the road called the "Starr King view," from which is a glorious view of the Franconia range. Just before reaching Plymouth, the Livermore Falls are passed. The village of Plymouth is not especially attractive, but there are many lovely drives in the vicinity.

TO MONTREAL.

The route north to Montreal will afford a constant succession of entirely new views of mountain scenery.

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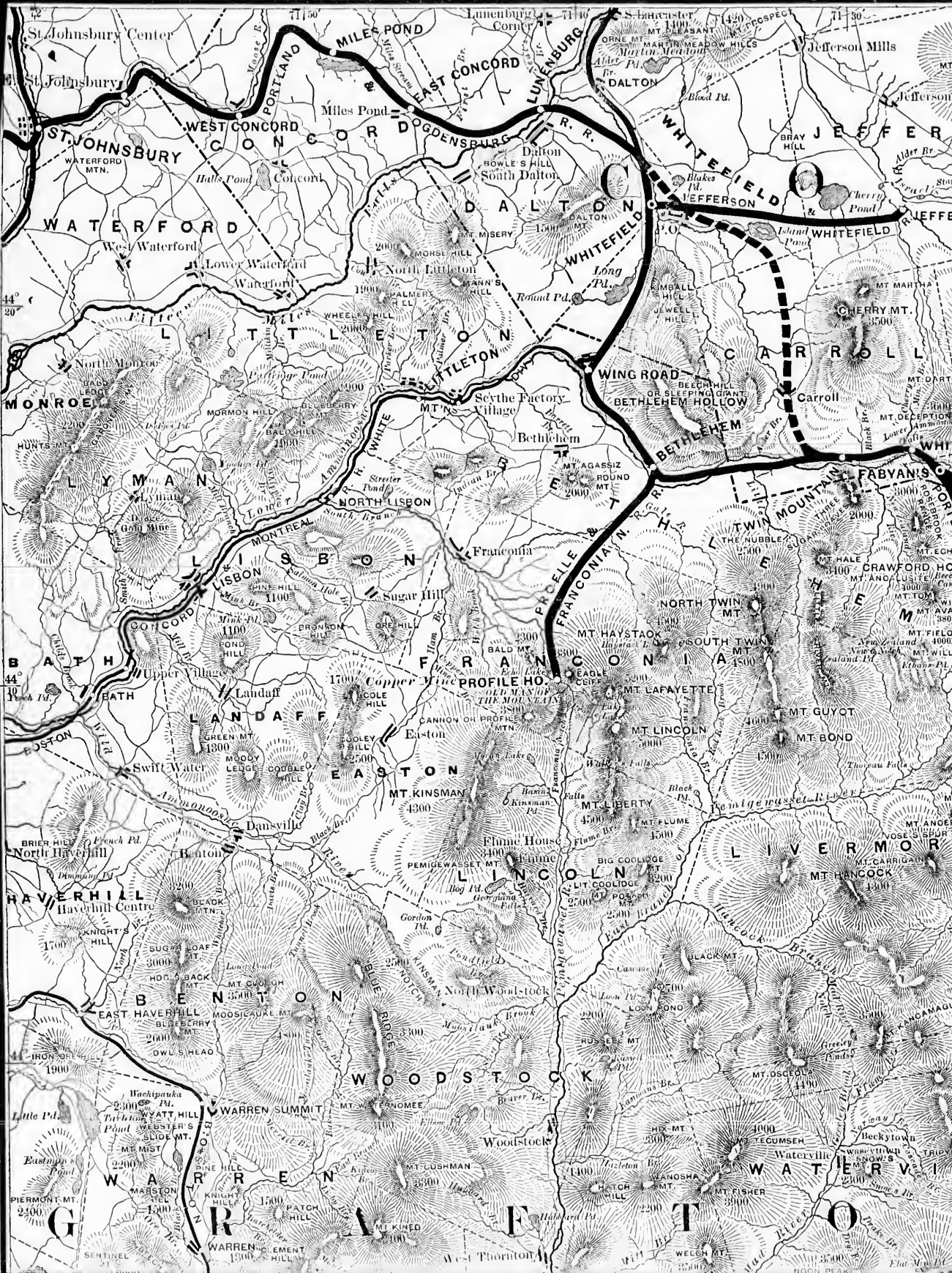
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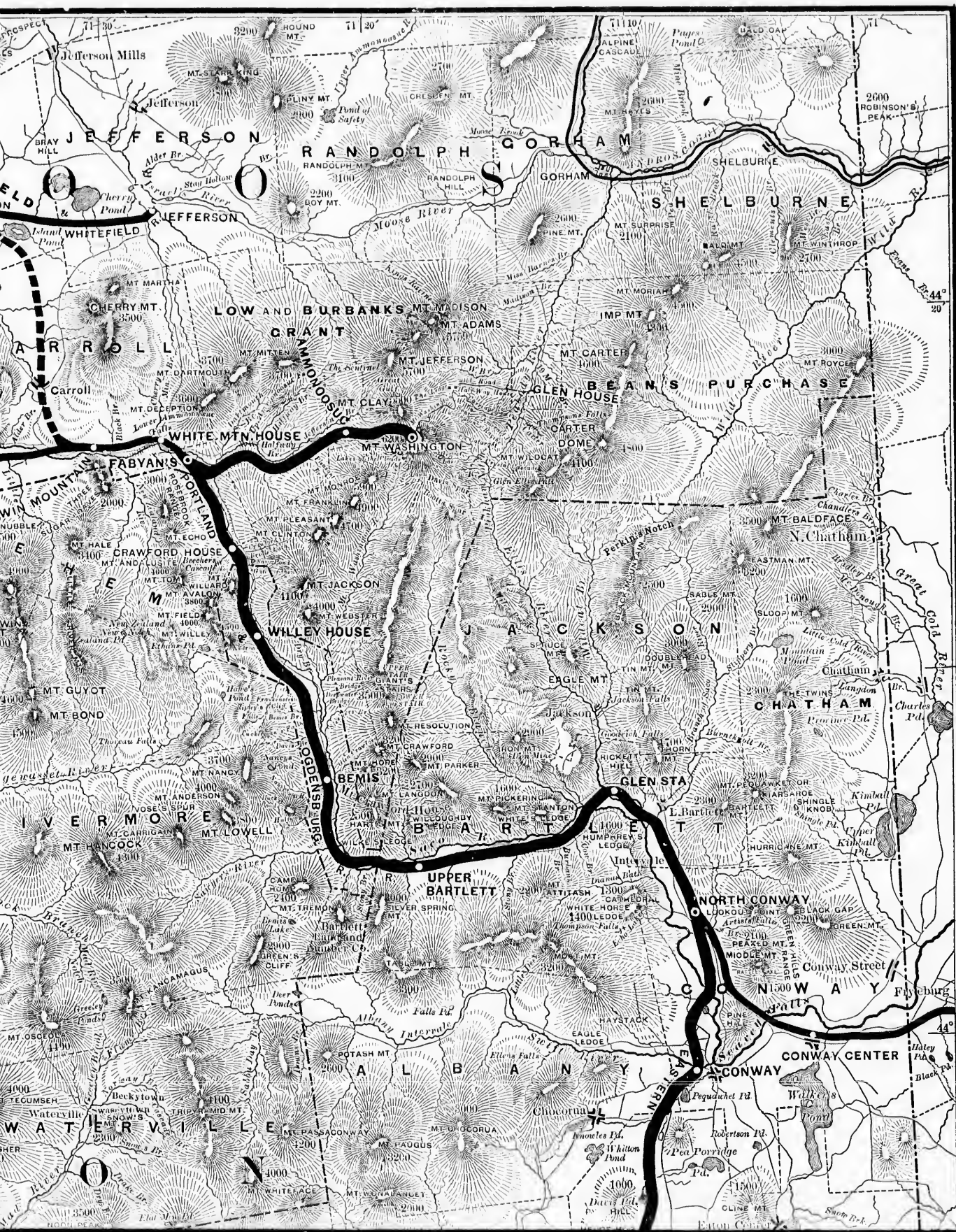
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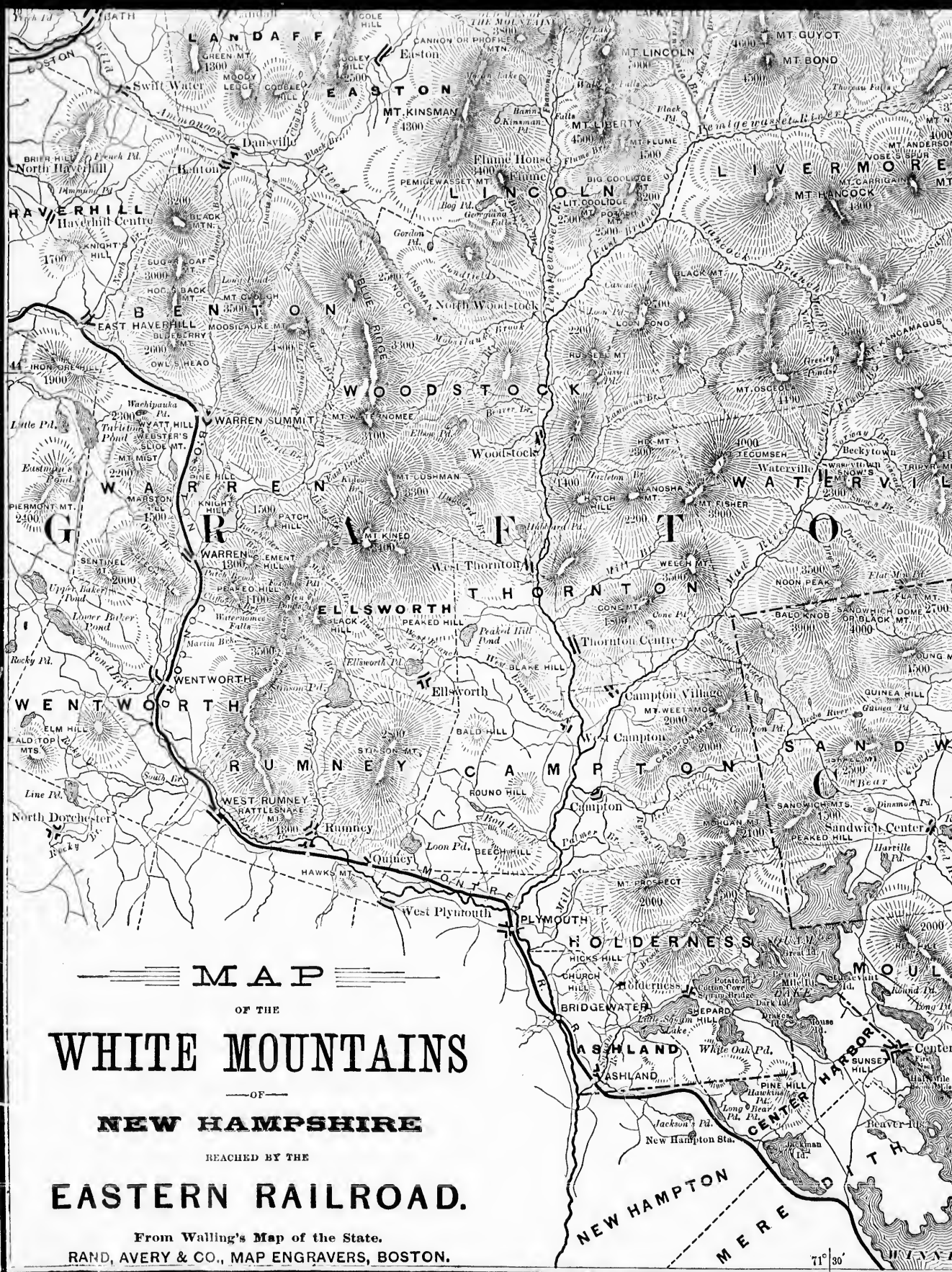
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constant succession of entirely new views
of mountain scenery.

SIDE-TRIP NO. 3,*

WILL be an excursion in itself, being no less than a route of first-class travel that will include the following places in the order named: Portland, Boston, Providence, New York city, day steamer up the Hudson river, Albany, Saratoga, steamer crossing Lakes George and Champlain, and passing Fort Ticonderoga, Plattsburg, and finally back again to Montreal.

LEAVING PORTLAND

By the Boston & Maine R. R., a popular line between Portland and Boston, the road passes Pine Point and Scarborough, two popular and rapidly developing beach resorts. Old Orchard is next reached, 11 miles from Portland, and here is found the acme of luxury.

OLD ORCHARD BEACH.

This beach is one of the finest of South-western Maine, and probably the most frequented. The beach here is semi-circular, smooth and hard as a floor, making a magnificent promenade, for those who wish to enjoy to the utmost the majestic sea. This beach affords the best facilities for sea-bathing, from its gradual slope.

SURF-BATHING,

Like the motion to adjourn, is always in



SURF-BATHING.

order, but will be most enjoyed two or three hours before sunset.

"Two are company, but three are none," may qualify the enjoyment of strolling on the beach in the morning, when Romeo and

Juliet desire to see what mosses, star or jelly-fish, the ebbing tide has left stranded on the sand, but "two" are not "company" while bathing in the surf by any manner of means. Fifty are few enough, but one hundred are better.

When the declining sun crowds the beach with promenaders, then it is that the most bashful and diffident of the ladies of the party will emerge from the little bathing-houses in a costume that would create a positive sensation in the hotel parlor, and striding through the ranks of admiring spectators with a reckless abandon, wade boldly out into the surf. Suffer a suggestion. Let from two to ten take hold of hands in the water "middle deep," facing the audience and with backs to the sea. The first wave that rolls in simply buoys, but is not large enough to break. The second, mayhap, is larger, and lifts the bathers from their feet; but save breath for the traditional "seventh wave"; the result of this encounter will generally be too ludicrous to be seriously described.

HOTELS.

The Ocean House, with accommodations for 400 guests; the Old Orchard House, Seashore House, Fisk House, Blanchard House, St. Cloud House, Lawrence House, Belmont and Central Houses, are here, and certainly afford all needed accommodations.

AN OCEAN RAILWAY,

Running along the beach from Old Orchard to Ferry Beach, 14 miles, thence by steamer across the pool direct to Biddeford Pool, has been lately constructed. This road will be equipped with observation cars, and the entire trip made in full view of old ocean, the tracks being laid within 100 feet of high water mark, affording a ride as enchanting as it is novel.

SACO AND BIDDEFORD

Are next in importance after passing Old Orchard Beach, and are situated respectively on the east and west banks of the Saco river. Combined, they number about 20,000 inhabitants, and operate upward of a dozen manufactories of cotton, woolen and lumber.

KENNEBUNK PORT,

Another famous ocean resort accessible from Kennebunk Station and the town of Wells five miles further on, complete an alluring array of seaside resorts.

Next in order Salem Falls River is approached and crossed by an elevated bridge of 500 feet span, from which can be seen the waters dashing, curling and foaming off the huge projecting rocks which go to form a waterfall of great height and precipitancy. This river forms the

*Price for this side-trip cannot be definitely stated at the date of the issue of this guide—it will be about \$19 however. An agent of the Boston & Maine R. R. will be at the Glen House with the tickets and all necessary information.

DIVIDING LINE

Between the States of New Hampshire and Maine.

Great Falls and Dover, New Hampshire, are next in order of manufacturing importance possessing unsurpassed water power.

At

EXETER

Some of the finest schools in the country are found.

All trains stop here for refreshments, which are served in fine style.

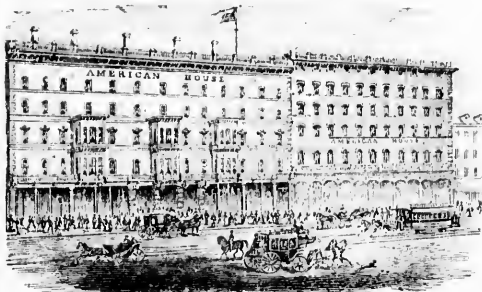
HAVERHILL

Is a city of 20,000 inhabitants, and is noted for its beauty of location, (on the banks of the Merrimac). Its chief industry is the manufacture of boots and shoes.

Proceeding, the next place is Lawrence, known as the spindle city, from the numerous immense cotton and woolen manufactories it contains. Within its limits are to be found the largest cotton mill in the world. From thence the road follows the bank of the broad and picturesque Merrimac. Thence through some of the brightest, thriftiest of New England towns and villages to

BOSTON.

The Boston Passenger Depot is situated in the very heart of the city and within easy distance of all other depots.



THE AMERICAN HOUSE,

Convenient to the depot and first-class in all its appointments, will be headquarters while in Boston.

The city of Boston is too well known to need any description here, and the tourist should do himself the justice to inspect its places of interest with care.

LEAVING BOSTON.

The route from Boston to Providence is by rail, thence by the superb Sound steamers (than which there are no finer in the world) to

NEW YORK CITY.

The stay in this city can be made as long as the tourist's purse or ticket will allow, without danger of becoming commonplace. Sufficient for the purposes of this book is the fact that it is the metropolis of America.

Leaving New York by the Day Line Steamers

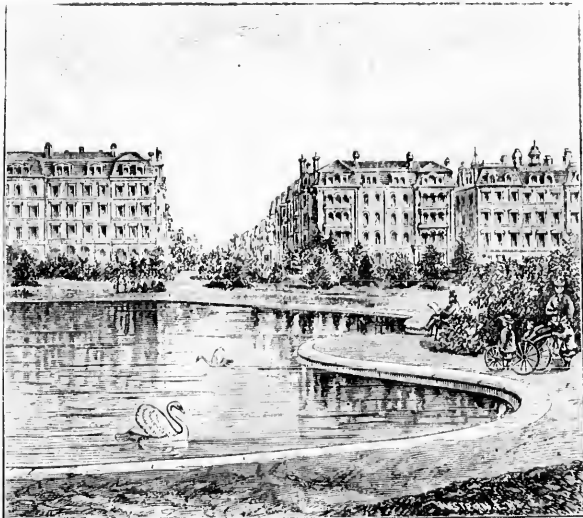
ON THE HUDSON RIVER,

A day's travel to the northward gives the tourist a delightful experience of sight-seeing not to be excelled on this continent. Passing up the Hudson on the west side of the city, past the numerous towns and points of interest in its vicinity, we soon reach the Palisades, of national reputation for beauty and grandeur. In the brief space of this article, only a few of the most noted points of interest along the river can be mentioned. Weehawken, on the west side, was the scene of the celebrated duel between Alexander Hamilton and Aaron Burr, July 11, 1804. Yonkers, on the east side, 17 miles above New York, is a favorite suburban resort for the people of the metropolis. This town was the birthplace and home of Mary Philipse, Washington's early love, and here she married the patriot Roger Morris.

Irvington, on the east side, named in honor of Washington Irving, contains his old home,

SUNNYSIDE,

Which can be seen from the steamer. Tarrytown, of Revolutionary fame, is also on the east side, 29 miles from New York. Here Andre was captured by the three American soldiers, Paulding, Van Wert and Williams. The name of the next point, Sleepy Hollow, needs no explanation to Americans, but at once calls up images of the genial Irving's quaint stories. The old brick and stone church built in 1699, near which the "Headless Horseman" rode, can be seen from the boat. The stone prison buildings of Sing Sing, built by the convicts themselves, show very finely from the river, 33 miles above New York. Four miles above this place the Croton River enters the Hudson, and six miles up this river is the Croton Lake, from which New



PUBLIC GARDENS, BOSTON.

York gets its supply of water, through an aqueduct of solid masonry 40 miles long.

On the west shore, 50 miles above New York, is the bold head of

WEST POINT.

Teeming with its memories of Revolutionary days. Arnold's treacherous conspiracy, which resulted in the death of Andre, is among the most prominent.

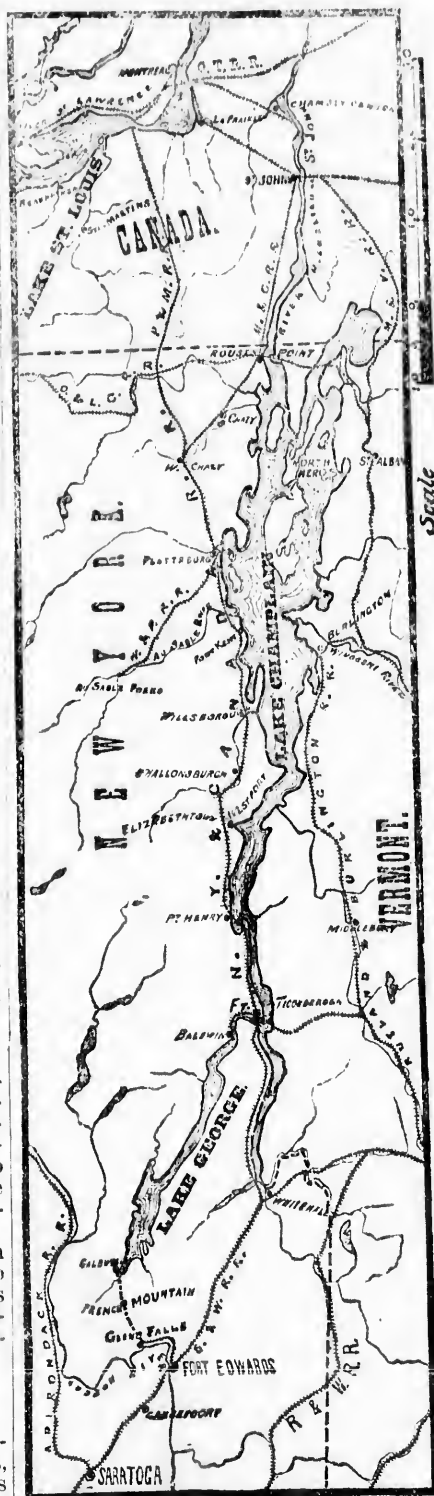
The Military Academy is built on a plateau 200 feet above the water, and besides being beautifully located, boasts many elegant buildings established in 1802 by the U. S. government. The remains of old Fort Putnam are back of the Academy, and some 600 feet above the water. A little farther up the river we pass the two mountains that seem to guard the stream as it curves around the point, Crow Nest and the Storm King, respectively 1,400 and 1,500 feet in height. On Crow Nest is laid the scene of Drake's poem, "The Culprit Fay." A little farther north, near the village of Cornwall, is Idlewild, the home of the late N. P. Willis, and nearly opposite, on the east side, is the home of George P. Morris, and only a short distance more brings us to the fast of the Highlands, so renowned in the history, poetry and romance of our nation. This is bold Beacon Hill, nearly 1,700 feet in height. Passing unmentioned the many places of interest, famous in history or noted for their beauty of nature or art; the beautiful homes of noted men, the seats of asylums or other institutions of benevolence; famous colleges and academies and great manufacturing; hastening, also, past numerous attractive looking summer hotels, commanding a delightful view, we arrive at the city of Albany, which stands on the west shore, where the Dutch planted it in 1612. It was named in honor of the Duke of Albany, who was better known as King James II. It did not become the capital of New York till 1798. The most important building of this city, as well as the most prominent point of interest to the tourist, is the new Capitol, covering $3\frac{1}{2}$ acres of ground. Leaving the other sights of this city unmentioned, we will take up our march toward Saratoga, where we shall find hundreds of people in search of health, hundreds more who go because "society" demands it; and still other hundreds who go to see the crowds and find a brief respite from care and business in this famous resort.

In the short run of 32 miles between Albany and Saratoga, the scenes passed do not require description; the farms, cities and villages have that substantial, well-established air of comfort which is characteristic of Eastern New York.

The village of

SARATOGA

Springs is so well known too need description here, and so, also, are the springs, which remarkable natural curiosity has given fame to the locality. In a place where nature and art have united their powers to



produce an attractive spot there is no danger of the visitor being disappointed, and his satisfaction with his visit will be augmented if he stops at

CONGRESS HALL.

One of the three largest of the twenty immense hotels of Saratoga, and the writer knows from experience that Messrs. Clement & Wilkinson the proprietors, spare no pains to make their guests comfortable. It is situated near the Congress Spring, whose waters are free to all. From Saratoga toward Lake George a short ride on the Saratoga & Rensselaer R.R. brings us to the picturesque town of

GLEN'S FALLS,

Where the waters of the Hudson take a succession of leaps over rocks, amounting in all to 63 feet. There is a long cave here, in an island formed by the divided channel of the river, which is known as Cooper's Cave, from the fact that a celebrated scene in Fenimore Cooper's Indian story, the "Last of the Mohicans," is located here.

The route from this town to Lake George is by Saratoga over a plank road nine miles in length, and it is a very popular route, not only to the lover of beautiful scenery, but also to the student, for the whole region teems with relics and memories of the French and Indian war. As you near Caldwell, at the Southern extremity of

LAKE GEORGE,

the ruins of Fort George are passed, and upon the shore of the lake stand the remains of Fort William Henry. Almost all of us who have grown old enough to enjoy pleasure travel once learned in geographies that "Lake George is noted for its beautiful scenery and the cleanliness of its waters." This gives but the vaguest idea of its real beauty and grandeur, not a cultivated beauty like the scenery of the Southern Hudson, but grand and wild.

In some remote age giant forces tore apart the mountains that, standing thus, form a narrow gorge, and the crystal lake lies there like a glittering jewel, reflecting with exactness every wrinkled rock and gum tree. There is no level beach along the greater part of the lake, the mountains rising directly from the water, but here

and there along its length, a little plateau, or a narrow strip of shore overlooking some quiet bay or lovely group of islands has been occupied by a fine summer hotel, whose guests flock to the landing to behold the one event of the day, the passing of the steamer.

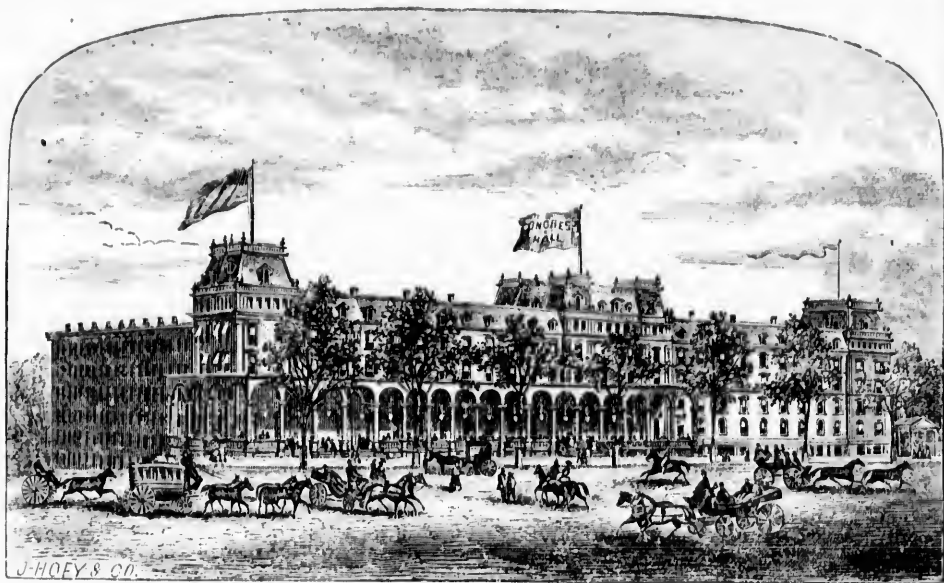
FT. WILLIAM HENRY HOTEL

Is situated near the site of Fort William Henry, at Caldwell, and from its piazza, nearly 300 feet long, may be obtained one of the finest possible views of Lake George.

All delights must come to an end, and so, too soon, will the ride from Caldwell by the steamer to Baldwin, on this unparallelled lake. Here we change from the boat to a seat in a little train of "observation cars," if the day is fine, and a ride of four miles brings us to the dock of the fine steamer which is to convey us to Plattsburgh, on the northeast shore of Lake Champlain. This lake is also long and narrow, though not as narrow as Lake George, and is, like that lake, "a thing of beauty." Like that, also, there are mountains on either side, but they are not so near the water, and the political lines men have drawn have placed one range in New York and the other in Vermont. The green shores and smooth bays have proved so attractive that famous cities and villages lie thickly between the water's edge and the foot of the mountains on either side. The steamers on this lake are noted for their cleanliness and the good dinners to be obtained upon them.

LAKE CHAMPLAIN

Has its attractions for the antiquarian; memories of the early history of our country cluster as thickly around it as around Lake George, but these are connected with the Revolution more than with the earlier war. The ruins of old Fort Ticonderoga are plainly visible from the steamer. This was the strongest and most costly fortification in the United States in the time of the Revolution, having been built by the French while they yet held possession of Canada at a cost of over a million of dollars. Plattsburgh, where we reluctantly leave the steamer for the railroad to Montreal, has also its revolutionary memories and associations, and is as pretty a little town as one often sees.



CONGRESS HALL, SARATOGA SPRINGS,

CLEMENT & WILKINSON, Proprietors.

H. S. CLEMENT.

WM. WILKINSON.

Rates \$3.50 per Day.

Opens June 19th, 1880.

CONGRESS HALL is built on the site of the old and famous hotel of the same name, which was burned in 1866, occupies the larger part of the square bounded by Broadway, East Congress, Spring and Putnam Streets. Its situation is in the very center of the gay and fashionable hotel world of Saratoga, and is admirably arranged for seeing all the attractive phases of the "great watering-place" life. Its frontage on Broadway, the principal street of the town, is 416 feet with a high promenade piazza 20 feet wide and 240 feet in length, commanding a view of the most brilliant portion of Saratoga. From the Broadway front two immense wings, 300 feet long, extend to Putnam Street, the northern wing, running along Spring Street and overlooking the celebrated Hathorn and Hamilton Springs on one side, and with the central wing which runs parallel with it, enclosing a beautiful garden-plot. The southern front commands a full view of the famous Congress and Columbian Springs, and the beautiful Congress Park, owned and adorned by the Congress and Empire Spring Co. Ample piazzas extend around the back of the hotel, overlooking the grass and garden-plots of the interior court, affording cool and shady retreats in the afternoon, when entrancing music is discoursed by one of the best hotel bands in Saratoga.

Mr. H. S. Clement, late one of the proprietors of the famous Lindell Hotel of St. Louis, and formerly one of the proprietors of Congress Hall in its palmiest days of 1870 and 1871, and Mr. Wilkinson, formerly one of the managers of the Grand Union, Saratoga, have taken the control of Congress Hall, and intend to place it second to none of the hotels of this great watering-place in all its appointments. The hotel opens June 19th.

THE RETURN TRIP.

MONTREAL.

MONTREAL takes its name from the mountain at whose base it stands. The city is situated upon an island of the same name, at the junction of the dark Ottawa with the St. Lawrence, and its railroad communication with the world is obtained by the Victoria bridge, the bridge at St. Anne's (both belonging to the Grand Trunk railway), and the bridges to the northwest, of the Montreal and Occidental railway. The population is estimated at 180,000, but if the suburbs of Hochelaga, St. Jean Baptiste village, St. Henri and St. Cuneorde be counted in, it would probably reach to nearly a quarter of a million. Of this population three-fifths are French Canadian, and the remainder of English, Irish and Scotch descent. It is calculated that there are 30,000 Irish Catholics in Montreal.

MASSIVE STONE DOCKS.

This mighty work, extending for mile after mile along the river front, from the colossal outlet of the Lachine Canal to Hochelaga, was undertaken when the maritime importance of the port was in its infancy; and it was an investment which has repaid itself many thousands of times. Before the revetment wall was built, the city was exposed yearly to inundation on the break-up of the ice in the spring; the wall now forms a barrier, while the dock system, as a whole, is the most magnificent on the continent, and surpassed by but two or three others on the globe. Whole fleets of ocean steamships, arrive, discharge and load here every year, as do sailing vessels without number. Montreal obtained this great commerce by the energy of her citizens, who went to work and dug a channel through the flats of Lake St. Peter. Forty years ago it was a dangerous thing for ships of 300 tons to move up to Montreal. Now steamships of 4,000 tons steam up and down the channel almost every day in the week.

The site of Montreal, is the property of the Seminary of St. Sulpice. The land was granted the seminary by the King of France, and not a foot has the seminary let go except upon the church's own terms—never unfavorable to the church. Outside of this the church owns, it is estimated, \$12,000,000 worth of property within the corporate limits of Montreal.

THE CHURCH OF NOTRE DAME

Is an immense structure with accommodation for 8,000 worshippers easily, and 12,000 at a pinch. It was commenced in 1824, and has been building more or less ever since, for it is not yet finished, and no one knows when it will be. The interior has just undergone a gorgeous process of painting in the Byzantine style. Every inch of the edifice has been hand painted in countless

designs, at immense cost. The decorations of the church are superb, and a statue of the Virgin to the right of the grand altar, will well repay inspection. Vastness is the characteristic of this fane in every respect. In the western tower is hung the largest bell on the continent, the "Gros Bourdon." This monster, weighing over ten tons, has a mouth so capacious that 30 men might stand under it, and it requires the strength of 16 men to ring it.

THE SEMINARY OF ST. SULPICE

Adjoins the Parish Church. On its front is a queer old clock which rings the hours, halves and quarters. The old gate of the seminary still remains with monogram A. M. (Ave Maria) over it, but the glory of the place has departed, so far as the work of the seminary is concerned, to the "priests' farm" or Monklands, where the college is now located. The land was too valuable to keep for college purposes, and so was sold off, until little now remains but the church, the presbytery, and the seminary gardens.

In

VICTORIA SQUARE,

A very handsome park, is a statue of Queen Victoria, by Marshall Wood, for which the city paid \$10,000.

Victoria Square was, in 1877, the scene of the Orange riot. The unfortunate young man, Hackett, was murdered on the east side of the square at the door of a large wholesale dry goods store, in which he tried to obtain shelter when chased by a blood-thirsty mob, but from which he was shamefully repulsed. Victoria Square practically divides the business part of Montreal from "Grillintown," the quarter most inhabited by the opponents of Orangeism. To the left, as we cross Craig street, we find the superb building of the Young Men's Christian Association. The Y. M. C. A. of Montreal is the

PARENT SOCIETY OF THE WORLD,

Having been founded in 1551. It is now housed in a Gothic building which cost \$50,000.

Leaving the hall and passing along Rade-gonde street, we arrive at the foot of

BEAVER HALL

Hill, so called because the Hudson Bay Company in the good old fur trading days had their headquarters here. There are some, however, who call it Piety Hill, from the churches marking its ascent. First we have Zion church, Congregational, then the Church of the Messiah, Unitarian, looking considerably, in some respects, like the bartizan of a mediæval castle. Across the street is the First Baptist church, and opposite it St. Andrew's, built on the model of Salisbury Cathedral. As we move along

in this district we begin to understand why Montreal has been called a city of churches, for one is met at almost every step. Thus, as you go along Dorchester street, after you pass to the right the coldly palatial quarters of the St. James Club, you are face to face with St. Paul's church (Presbyterian), a fine specimen of the decorated Gothic, where Rev. John Jenkins, father of the celebrated author of

"GINX'S BABY,"

Preaches to an aristocratic congregation. In a vast square, contiguous to St. Paul's is in process of erection a temple which will be, when completed, one of the wonders of the continent. It is the Cathedral of St. Peter, and is being built on the model of St. Peter's at Rome, but one-fourth the size.

We are now at Dominion Square, and before us looms up the Windsor Hotel, one of the finest hotels on the continent. More time might be devoted to churches, but we must close with a visit to the church of the Gesu, or

JESUIT'S CHURCH,

On Bleury street. The Jesuits, in spite of all attempts to prevent them regaining foothold in Canada, have succeeded in recovering the ground they lost at the Conquest, and have now practically regained control over Catholic education in Lower Canada. Their church in Montreal is famous for its frescos, executed by a great Italian artist. The fane is, to express much in a few words, a veritable art gallery, in which hours may be spent in the study of grand conceptions.

There are in all some 80 churches in Montreal and numerous missions. The church property, Catholic and Protestant, is estimated at \$20,000,000.

The most enjoyable use of time to be made is an afternoon's drive to Mount Royal Park. The mountain furnishes Montreal, in the language of Lord Dufferin, the

FINEST PARK IN THE WORLD.

A whole mountain is taken up with the breathing and enjoying place of a people. From a field, broken up with gentle ascents, a road winding by ways which present beauty at every turn, has been cut and made so that a hill, once only accessible to the stoniest and most indomitable climber, is now easily reached to its summit by a carriage and pair. The roadway is superb, and when the summit is reached, what a vision! There stretches away the dreamy length of the St. Lawrence, islanded as far as the eye can reach. The Catskills are in the distance, and the tips of the Green Mountains. Nearer are the humps of Montarville and Bekeil, while to the north may be seen rising the blue hills of the Laurentides. The city lies at the foot, humming with busy industry. Near by, hewn out of the eternal rock, are the immense reservoirs from which Montreal draws her daily 40,000,000 gallons of water, and from here all her institutes of learning are visible. There, for instance, at the base of the mountain, is McGill University,

famous throughout the world through its principal, Dr. Dawson, the great scientist, who has devoted his life to the advocacy of God in science. The Presbyterian Theological College occupies a picturesque position upon the breast of the hill.

The drive around the mountain is about nine miles long, and will take you over a good deal of historic ground. It will take you past the Mount Royal Cemetery, one of the most splendid cities of the dead in the world, and the Cote des Neiges Cemetery, where lie, under a pompous monument, the bones of those whom the British government found necessary to hang after the rebellion of 1837. These cemeteries lie in gentle, silent valleys between the mountains, where there is never sound of human strife.

The

VICTORIA BRIDGE

Is a work undertaken by the Grand Trunk Railway company of Canada. It connects Pointe St. Charles with the southern shore. The bridge is 90 feet short of being two miles long. It is a tubular bridge, resting upon 24 piers, so built as to resist the pressure of ice, the centre pier being 150 feet in height to permit the passage of steamers; the cost was some \$8,000,000, and the loss of life during its construction was considerable. It was designed by the great Stephenson and carried to a completion by Sir Morton Peto. As a bridge it has no equal in the world, but science has proved, since the Prince of Wales drove the last rivet in 1860, that long bridges can be put up at a much cheaper rate.

THE GRAND TRUNK R. R.

This road is in superb condition, having 1,053 miles of track laid with steel rails, and 337 with iron rails, upon which an army of workmen are constantly employed, so that it can never become seriously out of order.

The immense cost of building and maintaining the road may be inferred from the fact that Victoria Bridge at Montreal, representing but *two* of its *fourteen hundred miles*, cost over \$7,000,000 in gold to build, and costs a small fortune yearly to keep in repair.

The stock of the road is owned and controlled in England, but the general Canadian office is at Montreal, and situated on Jacques Cartier Square.

The locomotives and passenger coaches are not excelled by any road in America, and, as all trains run by telegraph, accidents seldom occur.

For summer pleasure travel this road is unexcelled, for it should be remembered that much of this route is as far north as Lake Superior, and equally as cool for summer travel. This road has four terminations, viz: Quebec, Portland, Buffalo and Detroit.

LEAVING MONTREAL.

The return trip is by the Grand Trunk R. R. via Toronto, which should be carefully visited, as a day spent here will well

repay the tourist. The Queen's Hotel will offer the hospitalities of that interesting city, and afford an excellent resting place.

THE CROSSING AT PORT HURON

Is at the upper part of St. Clair River, and in sight of Lake Huron. The river at this crossing is very deep, and the current quite rapid. A stop of one hour will be made at this place for supper and the examination of baggage by the Custom House officers.

The ladies who have purchased silks, laces, kid gloves, etc., etc., in Quebec and Montreal, will have to unlock their trunks

with a steady hand and innocent-looking face, else the said officials will become suspicious, and the latter experience of the excursionist will be worse than the first; for not only are smuggled goods confiscated, but the smuggler is generally heavily fined. It remains a lamentable fact, however, that the majority of ladies who do smuggle escape detection.

NIAGARA FALLS.

The announcement that Niagara Falls would be included in the return trip was premature.

VOLUNTEERED OPINIONS.

Going Again.

RIVER FALLS, WIS., March 1st, 1880.

Mr. Brearley, I think I shall be ready to join your party next July.

Yours etc.,

JULIA M. STANCLIFF.

Glad to Hear of it.

EAST SAGINAW, Mich., Feb. 6, 1880.

Friend Brearley, I am glad the NEWS will give another of its delightful Eastern trips. I very strongly think of going again. I will see if I cannot persuade some of my friends to postpone their visit East until July.

Yours etc.,

C. M. NORRIS.

It Gives Entire Satisfaction.

VASSAR, Mich., Feb. 16, 1880.

W. H. Brearley, Esq.—Dear Sir,—It is with much pleasure that I recommend the "EVENING NEWS Excursion" from Detroit to the sea, and as a participant in the summer of 1878, I can say that it is a trip that gives entire satisfaction, and will receive the praise of every one.

Yours truly,

GEO. E. WILLIAMSON.

Never had a More Delightful Trip.

TROY, Ohio, Feb. 6, 1880.

W. H. Brearley, Esq.—Dear Sir,—As a participant in your excursion last summer, I wish to commend in the heartiest terms the entire plan. I never, out of many trips in this country, had a more delightful and thoroughly enjoyable one. Route, scenery and accommodations all combined to make the trip one never to be forgotten, and always to be remembered with lively feelings of pleasure.

Yours truly,

WALTER S. THOMAS.

More than Realized their Expectations.

CHICAGO, Feb. 14, 1880.

Mr. W. H. Brearley—Dear Sir,—I accompanied your party two years ago and enjoyed it so much that I should go again this summer if circumstances did not entirely forbid. Some who went last year, induced by the pleasure and beneficial rest, both to body and mind enjoyed by the party, assure me with the greatest enthusiasm, that their expectations, though high, were more than realized.

Yours truly,

ALICE L. BARNARD,

Principal Jones School.

Everything as Represented.

VAN WERT, O., Feb. 7, 1880.

W. H. Brearley, Esq.—Dear Sir,—Success to your fourth annual Excursion to the White Mountains and the Sea; as I was with you on the same excursion in '78, and it was the most pleasant trip of my life, and can cheerfully recommend the route and management to any one wishing to go. They will never regret making the trip, and will find everything as represented. Trusting I may so arrange to go with you again this year,

I am yours truly,

JNO. VAN LIEW.

Everybody Comfortable.

BRINTON, O., Feb. 16, 1880.

Mr. W. H. BREARLEY,—Dear Sir,—I take pleasure in saying that your excursion to the Sea, via Quebec and White Mountains, was the best conducted and most pleasantly arranged, for the comfort of everybody, of anything in that line that I ever enjoyed.

Respectfully,

C. F. DEAN,

Supt of Schools.

Every Attention was Given.

JACKSON, Mich., Feb. 10, 1880.

W. H. BREARLEY, Esq.—Dear Sir,—I was with your excursion to the White Mountains, Quebec, &c., two years ago, and am pleased to say that every care and attention was given for the comfort and pleasure of the party. The route I found full of interest, embracing the finest scenery east of the Rocky Mountains. Whether on land or water, we were continually charmed by the variety of scene that met our view, and one and all seemed happy.

Yours truly,

JULIAN J. BENNETT.

Best and Cheapest.

WEST VIRGINIA UNIVERSITY,
Morgantown, Feb. 14th, 1880.

Mr. W. H. Brearley—Dear Sir,—Your notice of Fourth Excursion to White Mountains, etc., received. I think the route taken by this excursion is one of the best, cheapest and most delightful that can be taken during the heated months. The scenery through which this excursion passes is unsurpassable. I passed over this route last year with you, and can safely recommend it as the best managed and cheapest excursion for the same number miles that can be taken.

Very respectfully yours,

H. PERRY MORRIS.

Full of Varied and Exciting Interest.

NILES, Mich., Feb. 12th, 1880.

Mr. W. H. BREARLEY,—Dear Sir,—I see by the EVENING NEWS that you contemplate making your Fourth annual excursion to the White Mountains and Sea Shore, and at a reduced rate. Permit me to say, (being one of the party who accompanied you in the excursion of '78), that I do believe there is not another two thousand miles excursion made in the United States so full of varied and exciting scenery, and full of romance. And all historic localities which are visited. The stage drive from Gosham to the Glen House, and to the summit of the White Mountains and return, was well worth the price I paid for the whole trip. The baths in the sea, the visit to Portland, Old Orchard Beach, the drive about Quebec, old Beauport and Montmorency Falls, paid. The boat ride down the rapids on the St. Lawrence River paid. The drive around the mountain at Montreal paid. Besides a host of new associations and acquaintances made, you start a band of strangers, and return a group of friends, more like brothers and sisters, cousins, uncles and aunts. Fortunate are those who help make up the party for 1880.

Yours etc.,

D. H. FREED.

QUESTIONS ANSWERED.

A Few of the Questions most Generally Asked.

What is the route to be followed?

From Detroit to Kingston, Ont., where cars will be exchanged for steamer on the St. Lawrence, arriving the same evening at Montreal, thence by cars to Quebec, thence to White Mountains, thence to seashore.

How many changes of cars will there be before reaching the mountains?

Not any, unless you call the change from cars to boat on St. Lawrence a change of cars; and that is not obligatory, as the same cars will run to Montreal, and any one wishing to do so can remain aboard, reaching Montreal seven or eight hours earlier than by steamer.

Can I go with you and come back by the New York Central?

No arrangement has been made to return by any other route than the one described in this guide book.

Do you sell tickets one way only? I do not wish to return by the route indicated.

All the excursion tickets will be round trip tickets and over the route advertised only.

Why duplicate the scenery by coming back the same way?

That which is passed in the day time going east will be passed in the night on the return trip, and *vice versa*. Hence the return trip will be practically over new ground?

Why not stay longer than a day at Quebec?

One can see Quebec quite satisfactorily in a day if the time is planned to good advantage. See article on Quebec. Those who desire to stay longer can do so, of course, and can go on on any regular train.

Can I stop over at any place on the route, and then continue the trip by myself on any regular train?

Certainly. The tickets are good on all regular trains.

What is the length of the trip?

The round trip via Quebec, the route the excursion takes, is nearly 2,000 miles.

If I purchase several tickets can I get them at reduced rates?

The price is already made as low as possible. Two thousand miles of pleasure travel for \$20 is the best that can be done.

Will any of the tickets be placed on sale outside of Detroit?

They will not. Any one intending to purchase, can transact the business by mail with safety.

Do you desire any agents to sell tickets!

I do not; the price of the ticket is too low to admit of an agent's commission.

Of whom are the tickets to be obtained?

Tickets will be sold only by the manager of the excursion, W. H. Brearley, at the office of the Detroit EVENING NEWS, 65 Shelby street, Detroit, Mich., and at the two offices of the Grand Trunk R. R. in Detroit.

Will there be time to purchase tickets after I get to Detroit?

Yes. Better get them in advance by mail, however, than to wait until the hour of starting.

What do I gain by purchasing tickets two or three weeks before starting?

The first applicants, of course, have first choice of sleeping car accommodations, and avoid all hurry and anxiety at the time of starting.

How shall I remit for my excursion and sleeping car tickets?

Send registered letter, drafts on New York or post-office order, made payable to W. H. Brearley.

Do you advise every one to take sleeping cars?

I do indeed. It will hardly be true economy to attempt a three days' trip, unrelieved by the rest and comfort to be found in the superb Pullmans.

If I write and engage a berth will you reserve it?

Berths will be reserved in the order of application, and only where the whole or one-half the amount is sent with the application, the same to be forfeited in case the berths are not taken.

Can I join the excursion at Port Huron or any other place on the route, or must I come to Detroit, and start with the others?

You can join us wherever you desire. The price will be the same, however. The manager of the excursion will have tickets for sale with him on the train, and they can be obtained after leaving Detroit.

If I want to start July 4th can I use one of your excursion tickets?

No. The ticket is good to go only upon the days advertised, neither before or afterwards. You can return, however, any time you please within the time limited.

How long is the regular excursion ticket good for?

For 14 days, if not extended, and for 45 days if they are extended by special certifi-

ates issued gratuitously and described elsewhere.

What is the latest day on which I must be back at Detroit?

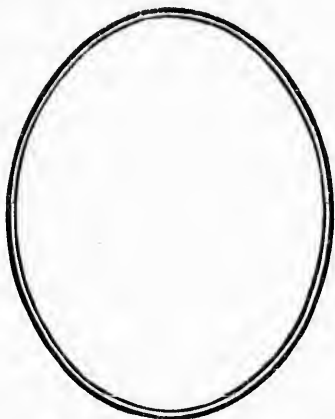
August 21st, provided your ticket has been extended.

Can I follow the excursion on any regular train July 8th?

Yes, but not to start at a later date. The tickets are only good to start July 7th or 8th.

How can I secure an extension of my ticket to 45 days?

By complying with the following conditions, which shall involve *no expense whatever*, and but a trifling expenditure of time. Neatly designed and engraved certificates have been prepared, upon which the photograph of the holder must be pasted. The certificates will be issued to any purchaser of excursion tickets, *without charge*, provided only that two unmounted photographs of holder are supplied, cut a little smaller than this oval line.



It will be necessary, also, for the holder to sign an agreement not to sell his ticket. These conditions are required by the railroad as security against "scalping," and cannot be waived in any instance.

How must the photographs be prepared?

They must be unmounted, and cut to the size of the oval shown above. If you have common card photographs, take two and put them in a pan of water over night; in the morning the photographs can be removed from the cards without tearing. Put them face downwards upon a table, and pin the corners to prevent curling. When dry cover the back of each with mucilage and leave till dry; then cut to the size of the oval so as to show the face in the centre.

With photographs thus prepared it is but a moment's work to moisten the mucilage and affix them to the certificates.

Is it NECESSARY to bring unmounted photographs, trimmed and gummed?

Any one really desiring an extension can certainly comply with these very reasonable requirements. With the exact size directions given above the work costs nothing except a few minutes' time.

Where can I get photographs?

You ought to know best. Anything that would be recognized as yourself will do. This matter should not be left till the last day or the last week.

Where can I obtain photographs in Detroit?

Messrs. Taylor & Taylor, 244 Woodward avenue, will make a negative, and will supply two unmounted photographs *free of expense* to the one ordering them, provided only that the applicant has previously purchased an excursion ticket. Messrs. Taylor & Taylor will cheerfully fill orders for extra prints from these negatives at their lowest cash prices.

It may be impossible for me to sit for my photograph till the day before starting, how can I manage it?

Messrs. Taylor and Taylor will finish the photographs after the excursion has left Detroit, and will forward them to the care of W. H. Brearley, Glen House, Gorham, N. H. As we shall stop there several days, they will overtake us.

Why have two photographs?

One is to be affixed to the extension certificate and the other is to be retained by the manager of the excursion as an additional security to the railroad.

Will not a "tin-type" do as well as a photograph?

No: a photograph is necessary, as a tin-type cannot be pasted to the certificate.

Can tickets be extended beyond 45 days?

They cannot.

Will there be any danger of their being a crowd?

Only a limited number of tickets will be sold. The interests of the manager of the excursion would not be advanced by having too large a party.

I have two children I wish to take: one of them is four and the other eight years of age.

What will be charged for them?

Ten dollars for the two for the round trip, as children under five are free, and over five and under nine they are taken at half price.

How much money ought I to take along besides my ticket?

It is best to take plenty along to cover any emergency that might arise; \$40 or \$50 would be safe amounts, though it need not all be spent.

As I am a single lady and will be traveling alone, will there be any way of finding some congenial companion?

Yes; without doubt. One of the pleasant features of the excursion is that so many pleasant acquaintances are formed, and ladies starting alone generally find some pleasant lady associate before the end of the second day.

Is there any advantage in two persons traveling together?

There is, in many ways that will naturally suggest themselves to the mind; one of them is reduction in expense of sleeping cars. Two persons can occupy a berth and divide the expense.

How had I better have my baggage checked?

Check it from your starting place to Detroit, and as soon as you arrive in this city, get it checked to Gorham, New Hampshire. Secure your ticket and have your baggage checked before you take time to look about the town.

How can I avoid having my baggage overhauled by revenue officers?

Check it from Detroit to Gorham, N. H., unless you wish to use it in Canada, and it will not be disturbed.

Are there special rates to Detroit?

No special arrangements have been made except over the excursion route as advertised.

What sleeping accommodations can be relied upon?

Pullman cars have been chartered which will run to the mountains without change. Price of upper double berths (large enough for two persons) will be \$4.50, or \$6.50 for lower double berths (large enough for two persons). The usual ordinary rate is as follows: From Detroit to Montreal, \$3.50; from Montreal to Quebec, \$2.00; and from Quebec to the White Mountains, \$2.00, or a total of \$7.50. On this excursion, exactly this service can be obtained for \$4.50 or \$6.50, as described above. If two persons occupy a berth together the cost extra to each would be \$2.25 if using an upper berth, or \$3.25 if occupying a lower berth. It should be distinctly understood that these prices are made possible by a special charter and on this train only.

What will be the least that I will have to pay for sleeping car accommodations?

Six dollars each for the entire round trip, provided you have a traveling companion and use an upper berth.

What hotel will be headquarters in Detroit?

The Russell House, facing the City Hall on the Campus Martius.

What prices will be charged at the various hotels?

It is impossible at the date at which this guide is issued to give full information upon this subject. A circular giving full and explicit information will be furnished on the train after starting.

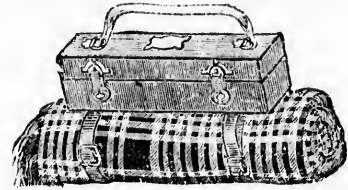
What will the ladies wear?

For a dress, some material that is not easily soiled, such as gray camel's hair, black bunting, etc., short, and simply made will be found most convenient, a dark straw hat, an ulster, an extra shawl or wrap, and if possible a rubber gauze water-proof, together with the necessary little accessories, are all that will be needed for the trip, though of course it is very convenient, after

arriving at the Mountains or the Sea shore, to have a fresh dress, etc., to put on. This, however, necessitates taking a trunk, and as many ladies do not want the care of a trunk they make one dress do, and take only a hand-bag and shawl strap.

What can you recommend in the way of light hand-baggage?

One of the handiest and most convenient articles a tourist can secure is the combination illustrated below, price \$1.00. It is large enough for collars, cuffs, brush, comb, razor and towels, while in the shawl straps may be rolled a spring overcoat, blanket and duster; the whole forming a light, compact and convenient parcel. It is as ele-



gant as a \$10 satchel, more convenient and equally adapted for ladies or gentlemen. It will be sent to any address on receipt of \$1.00. Address (with P. O. order) the manager of the excursion, W. H. Brearley, 65 Shelby street, Detroit, Mich.

Do I need to take a shawl or overcoat?

Yes, for the ascension of Mt. Washington, though if one does not wish to carry heavy wraps, they can be rented at the foot of the Mt. Every lady, however, will need an extra wrap, to use during the journey.

Where, and how do we spend the first Sunday?

At the Glen House, in the White Mountains. It is expected that Rev. N. C. Malory of Lynn, Mass., will preach in the hotel parlor.

Will a bona fide exhibition of fire works be given on the summit of Mt. Washington July 12th?

Yes, Messrs. Thorpe, Hawley & Co., wholesale dealers in confectionery and fire-works, at 105 Jefferson avenue, Detroit, are going to send \$500 worth of their best fire-works to be used on the Summit on July 12th. Mr. Thorpe will probably accompany the excursion to see the proper exhibition of the fire-works.

I understand that a photographer is going to accompany the excursion. Is this so?

Yes, Mr. Moody R. Freeman, of 204 and 206 Randolph street, Detroit, an experienced and competent artist, will accompany the excursion, to take views along the route.

Any objection to my writing and asking as many questions as I like?

None in the least, only enclose a stamp for reply, please.

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CHARLES L. ROEHM,

Blank Book Manufacturer,

—AND—

BOOK BINDER.

BLANK BOOKS, RECORD BOOKS, ETC.,

With or without Printed Headings, for Towns, Counties. Merchants, Bankers, Mining
and Railroad Companies, etc., made on Short Notice and in the very best manner.

COR. JEFFERSON AVE. AND SHELBY ST., DETROIT, MICH.,

Over Cornwells, Price & Co. Entrance through Store.

Orders from the Country will receive Prompt Attention.

M. R. FREEMAN,

GROUP, VIEW and COMMERCIAL

PHOTOGRAPHER

Large Size Work a Specialty.

ALL WORK THE VERY BEST.

Views of Detroit Scenery on Hand,

LARGE AND STEREO SIZES.

LIFE SIZE PORTRAITS AT REASONABLE RATES.

EISENHARDT GALLERY,

204 and 206 Randolph Street.

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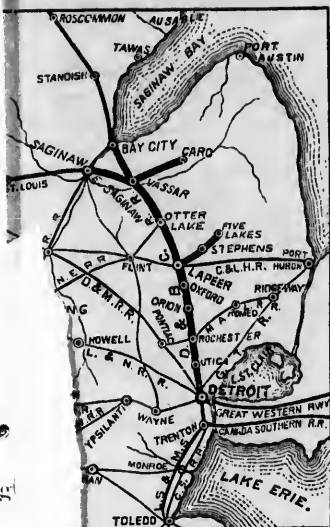
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DETROIT, Saginaw and Bay City RAILROAD.

IF YOU ARE GOING

— TO THE —

*aws, Bay City, St. Louis Spring, Wells, West Branch,
 Roscommon, Otsego Lake, Gaylord, Alpena,*

— OR ANY POINT IN —


NORTHERN MICHIGAN,

Be sure your tickets read *via* the DETROIT & BAY CITY RAILROAD, because

IS THE SHORTEST ROUTE.

ONLY LINE running SLEEPING CARS on Night Trains.
 ONLY LINE making close connection with all trains from the East.
 ONLY LINE running direct from the Union Depot Detroit to the Union Depot Bay City and Saginaw City,
 and there making close connection with Michigan Central trains.
 ONLY LINE running a Sunday Night from Detroit to Bay City and Saginaw.
 ONLY LINE stopping its trains at Woodward avenue, and thus landing passengers at Detroit 20 minutes
 ahead of arrival time at Union Depot.

Equipment is New, and Fitted with all Modern Appliances for **SAFETY AND COMFORT**

Try this New  Popular Route.

Trains leave Union Depot foot of Third street, at

5 A. M., 6:30 P. M. and 11:20 P. M.,

Woodward Avenue Station at 10:05 A. M., 6:49 P. M. and 11:50 P. M.; returning, arrive at Woodward Avenue
 at 6:57 A. M., 11:07 A. M., and 9:52 P. M., and at Union Depot 7:30 A. M. and, 11:30 A. M. 10:15 P. M.

Consign your Freight via Detroit & Bay City Railroad.

BARRON,

C. A. WARREN,

S. R. CALLAWAY,

General Passenger Agent,

Pass. Ag't, 154 Jefferson Ave.

Gen'l Superintendent.

(Questions concerning the trip answered on page 37.)

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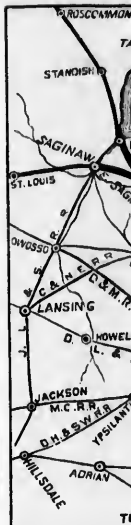
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(Questions concerning the trip answered on page 37.)

CONCERNING FORMER EXCURSIONS.

The Opinion of the Second Annual (1878) Excursion Party.

An informal meeting of the entire party was held July 10th, 1878, at the Glen House, White Mountains, and the following resolutions were adopted:

WHEREAS, In view of the fact that at this point some of our party will probably leave, so that, as a whole, we shall not meet again; therefore,

Resolved, That we hereby express to the projector and manager of the enterprise, Mr. W. H. Brearley, of the Detroit Evening News, our earnest commendation for the admirable manner in which the programme has been carried out, and the very ample provision made for the comfort and convenience of all.

Resolved further, That we extend to him our cordial and heartfelt thanks for the unflinching courtesy, unwearied patience, and uniring kindness which have marked his association with us; and that we trust he and his estimable lady may live to lead many another excursion in which may it be our good fortune to be included.

The Opinion of the Third (1879) Annual Excursion Party.

The following resolutions were adopted at a gathering of the 1879 party, at the Glen House, July 11th, 1879:

Resolved, That we, the members of the Third Annual Excursion of the Detroit Evening News tender our heartiest thanks to W. H. Brearley, Esq., our efficient and gentlemanly manager, for his uniform kindness and courtesy and for the great pleasure and enjoyment we have obtained through his instrumentality, and say to him that he serves his country best who serves his excursion party best.

Resolved, That to the Messrs. Miliken of the Glen House we owe many thanks for the careful and generous manner in which they have catered to our creature wants and administered to our comfort and enjoyment in every way, and we take pleasure in saying "may they live long and prosper."

OPINIONS OF THE PRESS.

A TRAVELER BY NATURE.

"Mr. Brearley is a real traveler by nature and profession, and his trip from Detroit to the Sea will attract multitudes from the West to the cooler latitudes of the Northeast."—[Boston, Mass., Journal of Education.

EXTREMELY PLEASANT.

"These excursions under the auspices of the Evening News were well conducted, and extremely pleasant. The trip of this year is the third that will be engineered by Mr. Brearley."—[Adrian, (Mich.) Times and Expositor.

UNCOMMONLY CHEAP.

"Mr. Brearley's projected excursion to the White Mountains promises to be a most agreeable and attractive excursion, besides being uncommonly cheap."—[Cleveland, (O.) Review.

A GOOD PARTY TO TRAVEL WITH.

"The price and time involved in the coming excursion will insure a strictly select excursion. No one need fear that there will a rabble."—[Oregon, (Ill.) Courier.

PERFECT SUCCESS.

"This was the third excursion under Mr. Brearley's auspices and was a perfect success."—[Albion, (Mich.) Journal.

THEY HAD A GLORIOUS TIME.

"The Evening News excursionists have returned, and speak of it in unmeasured terms of praise. They had a glorious time, and Mr. Brearley did everything to make the trip enjoyable. They say Mr. B. is a very quiet man, to do so much. But these quiet men are the very ones to get around."—[Isabella (Mich.) Times.

NO BETTER ROUTE EVER TRAVELED.

"To those who have traveled with Mr. Brearley, it is needless to say that everything possible will be done to secure the comfort and safety of tourists, and that no better route of travel than the one proposed can be devised."—[Galena (Ill.) Press.

THE BEST OPPORTUNITY EVER OFFERED.

"Parties desiring to take an excursion East, will find this the best opportunity ever offered."—[Yates City, (Ill.) Banner.

A GRAND SUCCESS.

"The former excursions of the News have proven a grand success, and there is no doubt that this will be equally pleasant."—[Berrien Springs (Mich.) Record.

UNIVERSALLY POPULAR.

"These excursions are becoming universally popular, and each one is more pleasant than its predecessor."—[Holly (Mich.) Advertiser.

A PERFECT PLEASURE TRIP.

"Every comfort and convenience that experience can suggest has been arranged to make this excursion tour a perfect pleasure trip."—[Boston Journal of Education.

HAVE BECOME VERY POPULAR.

"The annual Detroit Evening News Excursions, under the direction of Mr. Brearley, have become very popular."—[Rockford (Mich.) Register.

UNDERSTANDS THE ART.

"W. H. Brearley, Manager of the Evening News excursion, arrived last night with his party at the summit of Mt. Washington. Mr. Brearley evidently understands the art of accomplishing a great deal in a little time."—[Among the Clouds (a daily published in the old "Tip-top House," summit of Mt. Washington).

A PLEASANT AND INTERESTING TRIP.

"The trip arranged is a pleasant and interesting one, and the management of the former excursions given by the News, will insure a large party to leave Detroit on the 7th of July next."—[Springport (Mich.) Signal.

GIVES THE UTMOST SATISFACTION.

"No more delightful excursions than those under Mr. Brearley's management have ever left Detroit, and the fidelity with which every detail has been carried out in the past, giving the utmost satisfaction to all participants is guarantee sufficient that no effort will be lacking to make The Evening News excursion of 1880, every thing that could be reasonably desired."—[Schoolcraft (Mich.) Dispatch and News.

FIRST-CLASS IN EVERY RESPECT.

"Heretofore Mr. Brearley's excursions have been first-class in every respect and we presume that this will be no exception."—[Hart (Mich.) Argus.

SPEAKS WELL FOR THE FORMER MANAGEMENT.

"It certainly speaks well for the former management that the entire number of people attending last year are referred to by special permission."—[Ann Arbor (Mich.) Courier.

THE ROUTE CANNOT BE EXCELLED.

"There is no summer trip we know of where persons would obtain the satisfaction they would get on a trip to the White Mountains. The route can not be excelled, and the time is the most favorable of the year."—[James town (Ohio) Tribune.

MOST SUCCESSFUL.

"The Evening News Excursions have been among the most successful of any that have been organized, and the route laid out for this summer is certainly a delightful one."—[Bay City (Mich.) Tribune.

(Questions concerning the trip answered on page 37.)

