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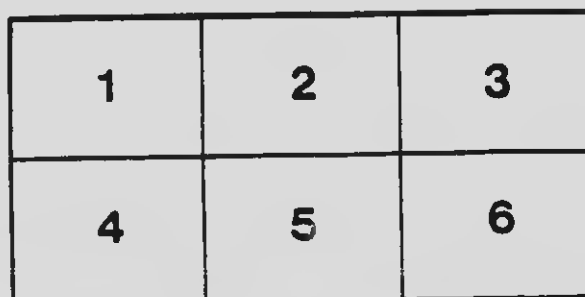
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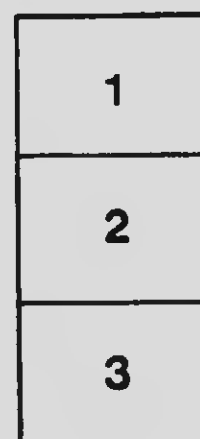
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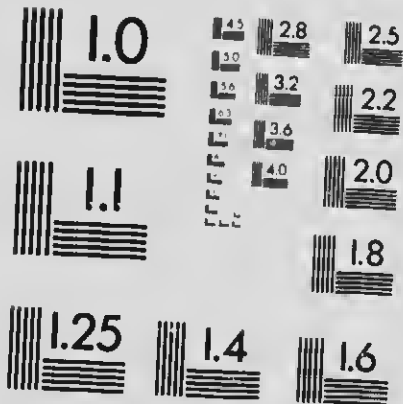
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Notes-by-the-Way



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NOTES BY THE WAY

Montreal to Winnipeg

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NOTES BY THE WAY

LINES MONTREAL TO WINNIPEG

CANADIAN NATIONAL RAILWAYS

Mile from
Montreal

THE CITY OF MONTREAL

Montreal (Tunnel Terminal) Rail Level Alt. 69

As the metro-
polis of the Do-
minion of Canada,

with many important industrial, commercial, financial and trans-
portation interests contributing to its greatness, Montreal is a city
meriting the attention and interest of the traveller. Its location
will be found to be unique and most attractive. Before it roll
majestically towards the sea the broad waters of the lordly St.
Lawrence. Behind it rise the beautiful, verdure-clad heights of
Mount Royal, whence the city derives its name. Around it is
stretched a charming country-side, rich in splendid watercourses,
picturesque driveways, lovely parks, and shrubberies and pleasant
gardens and orchards.

Historic interest, with its glamor of by-gone romance, adds
greatly to the attractiveness of the city. Dating back to the earliest
days of exploration and conquest, few places on the North American
continent can produce such a record as is contained in its archives.
Originally French, and still populated to a great extent of 75 per cent, by
people of French origin, it possesses much of the gay and light-some
charm of the race, while its older sections are rich in the relics and
lore of the famous old French regime. It is indeed a storehouse
of interest for all who are attracted by the lure of the olden times.

Montreal, however, is also a very modern city. With a rapidly
growing population of 775,000, it is a hive of business and industry.
Manufacturing of every description is extensively carried on. Its
warehouses and elevators are filled with the products of domestic
and foreign enterprise. Through its splendid docks and freight
terminals passes the commerce of half a continent. It is a great
railroad centre, a point where ocean-borne commerce is trans-
shipped for distribution throughout Canada, and where Canadian pro-
ducts are loaded on shipboard for transmission overseas. Powerful
financial institutions line its down town thoroughfares, while its
shopping district is in keeping with the size and importance of its
population. Famous cathedrals and churches, notable educational
institutions, commodious hotels, modern places of amusement, all
contribute to render Montreal an attractive place of residence or
temporary sojourn.

In leaving the city, the traveller encounters at once one of the
modern marvels of engineering skill, —the famous Mount Royal
Tunnel. To understand its place in the city's organism, one must
appreciate something of the handicaps imposed by Montreal's
location. With the growth of the city, the space originally occupied

Mls from
Montreal

between the St. Lawrence River and Mount Royal has become greatly congested. Long established rights and interests have occupied the natural but limited entrances to left and right, so that development has been restricted in these directions. On the other hand, to the rear of Mount Royal, a great plateau like area of land lay available, though access to it by ordinary means was imperfect. To provide for a terminal in the heart of the city, and at the same time to bring this desirable area within a few minutes run of the business centre, was the dual motive which induced the Canadian Northern Railway Company (now amalgamated with the Canadian National Railways) to tunnel Mount Royal.

The portal of Mount Royal Tunnel lies within a few yards of the passenger terminal, which is located between Cathcart and Lagacheuere, St. Monique and Mansfield Streets, just two blocks from the Windsor and Bonaventure Stations. The Tunnel itself, which was completed in September, 1918, consists of twin tubes of reinforced concrete construction, which rise by an easy grade of 31.6 feet to the mile to the outer or western portal at Mount Royal. From the summit of the mountain to the tubes the depth is about 600 feet, while the length of the Tunnel is 3.25 miles. Trains are hauled through by 2400 volt electric locomotives, equipped with "Pantograph" contact, and capable of hauling the heaviest passenger transcontinentals at a speed varying from 30 to 50 miles an hour.



The Mount Royal Tunnel Route

Miles from
Montreal

3.4	Portal Heights	Alt. 163.0	On emerging from the Tunnel, the railway passes through the new "Model City" of Mount Royal, which is destined for rapid growth as its easy accessibility and fine location become better known. The site consists of an area about 1 1/2 miles in width and 2 miles in length, without hill or gully, and sloping gently towards the shore of the Back River. Passing out of the cutting which leads to the Tunnel entrance, and which runs through the centre of Model City, the line soon reaches and skirts the banks of the Back River, or more properly Riviere des Poiraines, and enters Cartierville.
3.9	Mount Royal	" 163.0	
7.3	Lazard	Alt. 110.0	Cartierville marks the end of the "Tunnel Section" and in its divisional yard the change from electric to steam traction is effected. Under the old name of Bord a Plouffe, it has been immortalized in more than one of Drummond's habitant poems.
7.8	Cartierville	" 107.0	

12.4	Roxboro	Alt. 90.0	Skirting Back River to about mileage 14, the westbound line crosses it to the Isle Jesus, near the village of Ste. Dorothee, and three miles farther on, at St. Eustache, crosses the Riviere des Isles to the mainland. Both the Back River and the Riviere des Isles, it might be explained, are arms of the Ottawa River, which discharges into the St. Lawrence through four different mouths, forming a number of islands of which Montreal and Jesus are two.
15.6	Ste. Dorothee	" 90.0	
16.6	Islesmere	" 91.0	
17.0	St. Eustache Jet.	" 94.0	

St. Eustache is a typical French Canadian town of the better



Old Mill, St. Andrews

Mls. from
Montreal

class, and the centre of a fine agricultural country. Through it runs the pretty little Riviere du Chene, which affords power for two or three mills. Here was the scene of a bitter fight during the "Papineau War" in the Rebellion of 1837.

22 1	St. Joseph du Lac	Alt.	122 0	Proceeding west the railway follows the valleys of the Riviere du Chene and the Rouge River, banked by the wooded slopes of "Two Mountains," past the villages of St. Joseph and St. Benoit, on through St. Placide
28 2	St. Benoit	"	149 0	
31 8	St. Placide	"	170 0	
35 2	St. Hermas	"	142 0	
38 1	St. Andrews East	"	111 0	

and St. Hermas to St. Andrews. St. Andrews, a thriving commercial town of English origin, is prettily located on the banks of the Riviere du Nord, and lays some claim to being a summer resort, for the river is navigable for small craft from its confluence with the Ottawa four miles below

48.1	Cushing	Alt.	182 0	Skirting the river from St. Andrews, the railway passes through Carillon, a small village situated at the head of the Lake of the Two Mountains,
53.5	Grenville, Que.	"	158 0	

runs past Cushing, and finally reaches Grenville, the last station on the Quebec side of the Ottawa River, and the junction point for the "short" line running east to Joliette and Eastern Quebec. Between Carillon and Grenville lie a series of rapids which are now overcome by a succession of locks. In the early days, however, these obstructions to navigation led to the construction of one of Canada's first railways, the Carillon and Grenville Railway, which for many years carried quite a heavy traffic between the steamers plying on the lower and the upper reaches of the Ottawa. Eventually the rails of the longer lines absorbed its business; later the Canadian Northern Railway secured the property, and some five miles of the grading is now used by the new Company. Some of the old iron rails of forty and fifty years ago are still to be seen, and when sold have brought a higher price as scrap than comparatively new steel. In the fall of 1918 there was sold perhaps the oldest of Canadian locomotives, built in England about 1853, and still in running order up to a year or two ago.

East of Grenville some pretty glimpses of the broad bosom of the Ottawa and of the old village of Chute a Blondeau on the opposite shore are to be had, and then the railway is carried across the river on a fine steel bridge, nearly half a mile in length, to Hawkesbury in the Province of Ontario.

54.8	Hawkesbury	Alt.	160.0	Hawkesbury is a growing town of some 5,000 population, part English and part French. It is the headquarters of the Hawkesbury Lumber Company and the Riordon Pulp and Paper Company, two large industrial corporations. From here the line runs through the quaint old town of L'Orignal, while across the Ottawa the rugged Laurentian Hills slope boldly down to the edge of the river. The scenery is pleasing and
59.1	L'Orignal	"	165 0	
64.1	Evanturel	"	162.0	
68.3	Alfred Centre	"	171.0	
74.9	Treadwell	"	169.0	
78.1	Jessop	"	173.0	
81.0	Wendover	"	175.0	
86 6	Clarence	"	175.0	

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restful, the broad waters of the Ottawa flowing past in the foreground and beyond, the broken and wooded hills, bathed in the beautiful blue haze for which the Laurentians are noted.

The route is replete with historic interest, for, from the days of Champlain right down to modern times, the Ottawa was the main artery of communication between the sea and the vast interior of the continent. On its bosom have been carried the canoes of many notable explorers and voyageurs of by-gone days, Champlain, Roberval, Joliette, La Salle, Duluth, Radisson, Marquette, Brebeuf, Lallement, Verendrye, and scores of others. And so the railway stretches on through rich alluvial flats that border the river, past Treadwell, Jessop's Falls, Wendover and Clarence, into Rockland.

90 4	Rockland	Alt. 147 0	Rockland is a busy and picturesque
97 0	Cumberland	" 191 0	lumbering town of 3,500 population,
102 8	Orleans	" 205 0	created by the enterprise of Senator

W. C. Edwards, who operates a large sawmill on the river. Beyond, the line passes Cumberland, another pretty river-side village, and Orleans, noted for its charming suburban homes; then, ten miles farther on, the Rideau River is crossed, and Ottawa is reached at Central Station.

113.8 Ottawa (Central Station. Alt. 213.0 est as the capital of the Dominion of Canada, Ottawa is a very beautiful and attractive city. Its central section, sur-



Parliament Buildings, Ottawa. Destroyed by fire, Feb'y 1916. New Buildings now nearing completion are nearly identical in design.

Mls. from
Montreal

mounted by the fine Gothic pile of the new Parliament Buildings, stands on a hill overlooking the river. The Government has done much for its beautification in the way of building driveways, laying out parks, and otherwise cultivating its natural charms. It is blessed with fine hotels, attractive shops, up-to-date theatres, museums, libraries, and various government institutions, which render it a source of pleasure and delight to every visitor. Especially during the season when Parliament is in session, and the city is thronged with people from all parts of the Dominion, is Ottawa a place of unusual attraction. In addition to its legislative and kindred interests, the city lays claim to being an important manufacturing centre, and its lumber and paper products are famous throughout the country. In Chaudiere Falls it possesses abundant power, the Ottawa River having a greater volume in the spring of the year than the Niagara. The city's population is now in the neighborhood of 125,000.

120.9 Rideau Junction Alt. 289.0 Leaving Ottawa (Central Station), a short run is made to Rideau Jct.

This is an important divisional point, where the line to Toronto branches off. The Rideau River close by was made navigable, through its chain of lakes and series of short canals, to Kingston on Lake Ontario over a hundred years ago. Built before the days of the steam railway, the Rideau Canal, as it is called, was originally intended as a military highway, suggested by the difficulty of getting supplies and troops from Montreal to the Great Lakes during the War of 1812 as being a route well beyond the United States boundary. The canal has never been of real commercial value, since the subsequent construction of the St. Lawrence Canals and the Grand Trunk Railway diverted what little traffic it did handle. However, it has always been maintained in navigable condition, and its historic interest, the massive construction of its numerous locks, which even yet show little sign of wear, and the scenic beauties along its route, combine to give it a special interest of its own. The Rideau country is, indeed, a paradise for the summer tourist and the cottager.

THE OTTAWA-TORONTO LINE

120.9	Rideau Jct.	Alt. 289.0	From Rideau Junction, the line continues in a south-westerly course while
127.4	Fallowfield	" 309.0	the main line swings more to the
133.3	Richmond	" 312.0	Northward. Near Fallowfield the Jock
141.4	Dwyer's Hill	" 377.0	River, one of the principal tributaries
155.9	Smith's Falls	" 406.0	of the Rideau, is crossed. Richmond

is one of the earliest settlements in the Ottawa Valley, and an agricultural town of some importance. Gradually ascending from here the line enters the Limestone country, and surmounting a low flat-topped ridge, reaches the important town of Smith's Falls.

Originally owing its existence to a waterfall on which a small mill was erected, the site became necessary to the Rideau Canal system of navigation and here locks were built. Smith's Falls is now an important railway and manufacturing centre and one of Ontario's seats of the agricultural implement industry.

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- 162.8 Lombardy Alt. 429.0 The Canadian National's Ottawa-Toronto Line has greatly bettered the facilities for reaching the heart of the district and the Rideau Lakes with all their possibilities for sailing and boating, will in the near future perform a more important part in the recreation grounds of North America.
- 172.1 Portland Alt. 456.0 Portland is in itself quite popular and is a distributing centre for other resorts on the Lakes.
- 176.1 Forfar Alt. 421.0 The Brockville and Westport Railway, now part of the Canadian National Railways' System crosses the main line at Forfar. This branch gives access to Brockville, a most beautifully situated town on the banks of the St. Lawrence, just where the river leaves the Lake of the Thousand Islands. In the other direction is the pretty little town of Westport, on the Upper Rideau Lake, and the village of Newboro on the summit level of the Canal.
- 183.2 Chaffey's Locks Alt. 447.0 About here the Trenton limestone is replaced by the Laurentian rocks.
- 194.7 Perth Road " 465.0 and the fine elms by the pines, and there are passing glimpses of the beautiful sylvan lakes so characteristic of this region. Chaffey's Locks is a veritable beauty spot to the left is the Opinicon Lake, and to the right Mud Lake, both dotted with wooded islands. Connecting them is a winding river with a lock, and over all wave



The Rideau Lakes

Mls. from
Montreal

the sombre pines. Then follows a ten mile ride through a wilderness of rocks and swamps and pretty lakes to Perth Road on the main highway to the town of Perth from the old City of Kingston. A deposit of mica has been worked for some years in this neighborhood and the mill can be seen close to the track.

- 201.5 Sydenham Alt. 437 0 A few more miles of the Laurentian country and the limestone is again in evidence, and after skirting the shores of a beautiful lake, the pretty town of Sydenham is reached.

- 205.8 Harrowsmith Alt. 491.0 Climbing a limestone escarpment
212.1 Yarker " 462.0 3 miles further west, there is another
216.0 Camden East " 412.0 beautiful view of the lake and its
218.6 Newburg " 352.0 outlet stream. At Harrowsmith the
225.2 Napanee " 324.0 Kingston and Pembroke Railway, a
231.5 Deseronto " 262.0 branch of the C.P.R., is crossed, and
240.8 Shannonville " 252.0 seven miles further on, at Yarker on
249.1 Belleville " 258.0 the Napanee River, is the Bay of
260.5 Trenton " 263.0 Quinte Railway, now absorbed by the
Canadian National Railways. The

valley of the Napanee River is now followed past the villages of Camden and Newburg to the old town of Napanee. Seven miles further is Deseronto, a manufacturing town of some importance, on the Bay of Quinte. The shores of this beautiful bay are skirted for many miles, and after passing Shannonville and the great Lehigh cement plant on its shores, the city of Belleville, at the mouth of the Miora River, is reached. Belleville is an important distributing point not only for its own county, but for much of the adjoining one of Prince Edward. Belleville has a population of over 10,000, with many handsome buildings and an excellent hostelry. Trenton is another important point at the mouth of the Trent River and the head of the Trent Valley Navigation connecting Lake Ontario with Georgian Bay on Lake Huron. Incidentally much waterpower has been placed under control and promises to make of Trenton a town of considerable manufacturing importance. The Canadian National brings in the produce of the country for 100 miles north, and also from Prince Edward County to the south. The navigation of Lake Ontario passes its threshold and the Trent Canal connects it with Peterboro and the country to the west. The population is four thousand.

- 269.9 Brighton Alt. 319.0 Leaving now the Bay of Quinte, the line
278.4 Colborne " 334.0 ascends to a somewhat higher level, and
285.0 Grafton " 294.0 passes through the towns of Brighton and
292.7 Cobourg " 314.0 Colborne, and the village of Grafton. This
299.0 Port Hope " 355.0 is the apple country of Ontario and more
308.5 Osaca " 550.0 especially of the "Northern Spy." At
317.7 Orono " 516.0 intervals there are glimpses of Lake
331.9 Oshawa " 473.0 Ontario to the south. Cobourg is a town
335.8 Brooklin " 483.0 of five thousand and the county seat of
Northumberland and Durham. It has
become a noted summer resort and a
number of wealthy Americans have very beautiful homes here.

MONTREAL TO WINNIPEG

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Two ferries ply daily between this point and Rochester, U.S.A. Six miles from Cobourg is Port Hope of about the same population. The railway now turns inland and climbing a long easy grade to an elevation of nearly 300 ft. above Lake Ontario, it traverses a remarkable strip of sand and gravel, marking the beach of the ancient lake named by Geologists "Iroquois Lake." Oshawa is passed at some little distance. It is a progressive town of 7,500, and has several important manufacturing plants.

341.7	Greenburn	Alt. 470.0
348.5	Cherrywood	" 472.0
371.2	Toronto	" 254.0

valley of the Don is made. The remaining few miles to the Union Station lie through a busy factory district and along an equally busy waterfront.

Oshawa is the last of the Lake Ontario towns and the line leaving the lake beach takes an inland course through a pleasant farming country to Scarboro where the descent into the beautiful

Toronto, Ont. Alt. 254.0

Population, 500,000. A modern city in every respect Toronto, the Capital of the Province of Ontario, is the second city in Canada in point of population. In commercial enterprise, in stately architecture, and in admirable institutions, Toronto is surpassed by no city in the Dominion. Beautifully situated on the shores of Lake Ontario, with an excellent harbor, it has communication by water with all the ports of the Great Lakes and the St. Lawrence. Its commercial prosperity is fostered by the rich agricultural country by which it is surrounded, by several



Winding up the Don Valley

Mls. from
Montreal

railways and by the great highways so that the remoter settlements are made tributary to its growth.

Few cities of its size will compare with Toronto for the number and beauty of its churches. The University Buildings in Queen's Park are the noblest specimens of Norman architecture on the continent.

Toronto points with pride to its Exhibition, which, commencing forty years ago, as an ordinary Fall Fair, has reached immense proportions. The beautiful grounds of Exhibition Park have



Skyscrapers: Corner of King & Yonge Sts., Toronto

Mls. from
Montreal

stately permanent buildings in which are displayed exhibits of endless variety from the four corners of the earth. With an annual attendance of one million people drawn from all parts of the continent its designation, the Canadian National Exhibition, is fully warranted.

Toronto has the head offices of the Canadian National Railways with its 14,000 miles of railways, traversing every province of the Dominion of Canada, and 56,000 miles of telegraph lines. In addition to the route described herein, the Canadian National Railways operate a through service to Winnipeg via the Grand Trunk Railway to North Bay, thence the Ontario Government Line Temiskaming and Northern Ontario Railway to Cochrane, where connection is made with the Transcontinental Line to Winnipeg.

3.8	Rosedale	Alt. 262.0	Winding up and up to the open
11.1	Duncan	" 465.0	country through the picturesque Don
21.4	Richmond Hill	" 764.0	Valley, lying to the east of the city
41.0	Mt. Albert	" 784.0	the route lies almost due north across
55.6	Pefferlaw	" 759.0	rich farming land until the broad
64.3	Beaverton	" 751.0	expanse of Lake Simcoe swings into
69.0	Gambridge	" 740.0	view six miles south of Beaverton.
77.5	Udney	" 756.0	This big lake lies at the threshold of
			the lake country, and, while it lacks
			the wild and rugged aspect of the

more northerly waterways, it has soft and pleasing charms of its own.

89.1	Washago	Alt. 723.0	Beyond Lake Simcoe the Canadian
93.9	Sparrow Lake	" 712.0	National Railways' line continues its
			northerly course, spanning the upper
			end of Lake Couchiching and clinging

to the lovely shores of the Severn River and Sparrow Lake. The latter has of recent years developed into a most popular resort. Its shores reflect in miniature the beauties of its larger and more famous neighbors to the north, the Muskoka Lakes, while it possesses the added advantage of being near a farming district, whence fresh supplies of all kinds are readily obtainable. Its proximity to Toronto the distance can be covered in less than three hours - renders its resorts particularly attractive to week-end visitors.

112.1	Torrance	Alt. 759.0	North of Sparrow Lake the land becomes
114.1	Bala Park	" 776.0	more rugged, until the traveller is in the
			real Muskoka country, with its rocks and
			trees, its hills and hollows, its many lakes
			and streams, each disclosing fresh beauties as the train winds in and
			out and round about. Bala Park is the first stop on the renowned
			Muskoka Lakes. Here steamers are in waiting to carry tourists
			to such destinations as they may have in mind on Lake Muskoka.
			Lakes Rosseau and Joseph are the heart and centre of this land of
			countless lakes and rivers and have long been the Mecca of travellers
			and summer visitors from all parts of United States and Canada.

125.3	Foot's Bay	Alt. 824.0	The Canadian National Railways' Lake
130.1	Lake Joseph	" 800.0	Shore Line has two stations on Lake
			Joseph which are reached shortly after
			passing Bala Park. The first of these is

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Lake Joseph Station, which is the natural gateway to all the famous resorts on both Lake Joseph and Lake Rosseau. Passengers will here find the best connections for Hamill's Point, Port Sansfield, Woodington, Cleveland, the Royal Muskoka, Windermere, Port Cockburn, Stanley House, and all other points on the lakes.

- 131.1 Gordon Bay Alt. 786.0 A mile beyond Lake Joseph Station, there is a second stop, at Gordon Bay, which is a convenience for cottagers in the vicinity. Then between Gordon Bay and Parry Sound, the next important point on the line, there are four wayside stations, each giving access to smaller lakes, which in their way are quite as attractive as the larger lakes just passed.

- 149.2 Parry Sound Alt. 642.0 Parry Sound, population 3,500, is one of the most important ports on the Georgian Bay, that wonderful arm of Lake Huron, the shores of which are studded with islands, large and small. Parry Sound itself is an important town, with large lumbering and shipping interests, but it also has powerful attractions for the summer tourist. It not only is a resort of no mean charm itself, but is the gateway to the numerous resorts scattered here and there throughout the 30,000 islands of the bay, reached for the most part by steamers sailing from its wharves. North of Parry Sound, the Canadian National Railways' line passes through a territory fairly ribboned with waterways and offering all manner of allurements for the camper, the canoeist and the fisherman. It is a country of spruce-shadowed lakes and wild and lonely rivers, where game and fish are still plentiful. From almost any station



On Lake St. Joseph

MONTREAL TO WINNIPEG

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- along the line access may be had to territory rich in all that contributes to the pleasure of the city man in search of sport and pastime. There are camping sites and stopping places at Shawanaga, Deer Lake, Bolger, the Maganetewan and the Still, Pickerel and French Rivers, all of which are noted for their black bass fishing.
- 158 1 Waubamie Alt. 822.0 At the small settlement of Waubamie the railway crosses the highroad to the village of McKellar. This is the last maintained highroad crossed for a hundred miles.
- 172 3 Deer Lake Alt. 820.0 Deer Lake Station is on Gooseneck Lake, which it is necessary to traverse to reach Deer Lake, one of the most attractive of the northern lakes.
- 176.0 Bolger Alt. 779 0 At Bolger the line crosses the stream which connects Bolger Lake with Ka-She Lake, both flowing into the Maganatawan River, the south branch of which is the next stopping point. From this crossing to the north branch of the river is four and a half miles, through a thickly wooded country, and a favorite camping ground for the hunter. Five miles further north the gorge of the Still River is crossed on a span 106 feet above the water, and for some miles the surrounding country is very rough, but picturesque.
- 214.1 Key Junction Alt. 631.0 From Key Junction a branch runs down to Key Harbour, a port on Georgian Bay, with large elevator facilities for handling the products of the Moose Mountain iron mines.
- 215.8 Pickerel River Alt. 647 0 Still proceeding north, the line crosses the Pickerel and French Rivers, in which there is excellent bass and 217.0 French River " 635.0 which there is excellent bass and 236 0 Burwash " 680.0 'lunge fishing, and then follows the 257.8 Coniston " 820.0 Wahnapiatae River for some distance. This is not a very turbulent stream, but it has one beautiful waterfall which can be seen from the train. Here power is being developed and transmitted to the town of Sudbury. At Quartz, silica is mined in large quantities and shipped to the smelter at Copper Cliff, where it is used as a flux. At Todd, in the township of Laura, the Ontario Government is establishing an experimental farm. Coniston is a town in the course of creation by the Mond Nickel Company, which is operating large mines in the vicinity. They have erected reduction works and have built a model town for their employees.
- 262 5 Sudbury Junction Alt. 872.0 From Sudbury Junction a short branch runs to Sudbury, the 267 7 Sudbury " 856.0 principal town of the district, with a population of 4,500, and the centre of the nickel mining industry. It is a progressive place, and has made remarkable strides in the past few years.

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- 267.9 Garson Junction Alt. 888.0 At Garson Junction a branch leads to the Garson Mine, where active mining operations are being conducted.
- 271.8 Hamner Alt. 968.0 A successful agricultural community of French Canadians is here engaged in mixed farming.

OTTAWA-WINNIPEG ROUTE

120.9	Rideau Junction	Alt. 289.0	Striking west from Rideau Junction, the lines of both the Canadian Pacific and Grand Trunk Railways are crossed overhead; then, running through a fine stretch of agricultural country, the Ottawa River is again approached and crossed just below Fitzroy.
126.0	Bell's Corners	" 268.0	
132.4	South March	" 265.0	
137.2	Malwood	" 250.0	
138.9	Dunrobin	" 249.0	
142.5	Woodlawn	" 258.0	
148.4	Fitzroy	" 243.0	
155.2	Pontheac	" 261.0	
159.9	Norway Bay	" 322.0	Skirting the river on the Quebec side, the thriving town of Arnprior is observed on the Ontario shore. A short distance farther on, Norway Bay, a promising summer resort situated on a fine strip of sandy beach, is passed. For the next
162.8	Bristol	" 321.0	
169.1	Clarendon	" 331.0	
174.1	Dufort, Que.	" 330.0	
180.9	Forester's Falls, Ont.	" 398.0	
187.5	Beachburg	" 511.0	
194.7	Finchley	" 429.0	

twenty miles, or as far as Portage du Frnt, the route lies on the Quebec side of the river, but here a final crossing is made into Ontario.

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

After the voyageurs came the lumbermen, holding sway for three-quarters of a century, and adding much to the history and nomenclature of the river. Their great rafts of squared timber, a couple of acres in area, dotted over with little sleeping cabins, dominated by the central cooking caboose with its open fire, and manned by a crew of from twenty-five to thirty giants in slouched hats, spiked boots and brilliant-hued neckwear, were almost as picturesque and unique as a brigade of great birch canoes sweeping up the river, with its fifty voyageurs straining at their paddles to the strains of "En Roulant ma Boule" or "La Claire Fontaine." However,

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the romance of the river has gone to a large extent, though it may yet become one of the greatest river highways of the world should the projected Georgian Bay Canal be constructed. In the meantime the valley of the Upper Ottawa River abounds in natural wealth, not the least important part of which consists of such minerals as iron ore; marble of the purest white, blue and gray; phosphates, limestone, graphite, corundum, and mica. There is still much timber available, while the water powers are enormous.

Leaving Dunfort, the line traverses a fine agricultural country, passing through Beachburg, the centre of one of the best grain-growing districts in Ontario. Then crossing the C.P.R. again, it runs into Pembroke.

20. 6 Pembroke Alt. 447 0 This is a prosperous town at the confluence of the Muskoka and the Ottawa. As the last place of importance in the ascent of the river, and at the same time situated at the foot of a long stretch of navigable water, Pembroke was a busy spot during the days when lumbering was in its prime. To-day it possesses some new and growing industries which give promise of converting the town into an important industrial centre. On three sides excellent agricultural country is tributary to its markets; on the fourth, to the north-west, stretches the wilderness of Algonquin Park and the Laurentian Hills, into which the railway now plunges.

206 6	Hiam	Alt. 513 0	Leaving Pembroke by the valley of the Indian River, Algonquin Park is entered just west of Dufferin.
211 6	Alice	" 498 0	For the next 82 miles the line traverses this famous game preserve and pleasure ground, set aside by the Government of the Province of Ontario for the preservation of the natural life, timber and water-courses of these highlands and for the delectation of the people. The average elevation of the Park is over one thousand feet above sea level, and the pine-scented atmosphere is rare and exhilarating. A fine description of this spacious playground is contained in the Canadian National Railways publication "Algonquin Park," copies of which are supplied on request. A nominal fee is charged for the fishing privileges, and no firearms are allowed, but otherwise the region is as free to the man of limited means as to the millionaire. Within the boundaries of the Park lie nearly a thousand beautiful lakes; most of these have been located on the Government maps, but there are numerous smaller ones that have not been indicated. They afford the widest scope for canoeing expeditions and camping parties, and each year sees increasing numbers of holiday-makers taking their outings in this way and enjoying to the full the contact with unspoiled nature and the delights of the simple outdoor life in this charming lake-land. Many
220 3	Indian	" 544 0	
226 1	Dufferin	" 750 0	
230 7	Kathmore	" 761 0	
238 1	Achray	" 745 0	
248 2	Brawny	" 783 0	
255 8	Agnone	" 848 0	
266 0	Radiant	" 920 0	
274 8	Acanthus	" 1029 0	
278 7	Brent	" 1038 0	
282 6	Government Park	" 1070 0	
289 0	Daventry	" 1073 0	
296 5	Ascalon	" 1008 0	
301 1	Corlstone	" 1000 0	

Leaving Pembroke by the valley of the Indian River, Algonquin Park is entered just west of Dufferin. For the next 82 miles the line traverses this famous game preserve and pleasure ground, set aside by the Government of the Province of Ontario for the preservation of the natural life, timber and water-courses of these highlands and for the delectation of the people. The average elevation of the Park is over one thousand feet above sea level, and the pine-scented atmosphere is rare and exhilarating. A fine description of this spacious playground is contained in the Canadian National Railways publication "Algonquin Park," copies of which are supplied on request. A nominal fee is charged for the fishing privileges, and no firearms are allowed, but otherwise the region is as free to the man of limited means as to the millionaire. Within the boundaries of the Park lie nearly a thousand beautiful lakes; most of these have been located on the Government maps, but there are numerous smaller ones that have not been indicated. They afford the widest scope for canoeing expeditions and camping parties, and each year sees increasing numbers of holiday-makers taking their outings in this way and enjoying to the full the contact with unspoiled nature and the delights of the simple outdoor life in this charming lake-land. Many

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rivers take their rise in the valleys and among the rock formations of the Park, among them being the Muskoka, the Madawaska, the Petawawa, the Bonnechere, the Amable du Fond, the Magnetawan and the South River, all important streams emptying into Georgian Bay or the Ottawa River.

From the entrance to the Park near Indian, an imperceptible summit carries the railway over to the waters of the South Petawawa, at the head of which lies Grand Lake. This fine sheet of water, well stocked with bass, is approached just west of Kathmore, and its shore is skirted for some eight miles. Leaving Grand Lake, another low pass carries the line over to the valley of the main Petawawa, which is followed for about twenty miles to Acanthus. From here the railway skirts Cedar Lake, the second largest and one of the most beautiful bodies of water in the Park, passing on the way, Brent, a divisional point for the Railway and Government Park, headquarters for the Park rangers.

The scenery on Cedar Lake is most attractive. The Upper Petawawa comes tumbling into the Lake over a couple of fine cascades, and above the falls there is good brook trout fishing. On these waters and those tributary to them, splendid canoe trips may be enjoyed, it being possible to paddle to the north and south extremities of the Park or to connect with the railway at numerous points to the east or west. Hotels and boarding houses are not yet available in these upper areas of the Park, so that outings here are camping propositions pure and simple, though occasional settlers are to be met with, and incidental accommodation may be obtained at Brent.



Algonquin Park

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309 3	Kilrush	Alt. 1143 0	Algonquin Park is left at Kilrush, and run-
316 2	Wasing	" 1017 0	ning down the long grade towards Lake
321 4	Alderdale	" 890 0	Nipissing, some fine views of an entirely
327 4	Astorville	" 819 0	new kind are to be had, differing both from
331 3	Callander	" 749 0	the rugged wilderness of the Petawawa

Canyon and from the peaceful prospect of Cedar Lake. The railway presently emerges on a sandy hillside; stretched out below lies a great plain dotted with tiny farms and clearings. In the middle distance is the shining surface of Lake Wistwasing, and far away, twenty miles to the north, extends the valley of the Mattawa and the great escarpment of the Laurentian Hills, purpled by distance. The line finally reaches the shore of Lake Nipissing, a splendid body of water some 50 miles long by 10 miles broad, at Callander, an important distributing centre and shipping point for the lumber interests of the district. It is located at the extreme east of the Lake on an arm called South Bay.

340 0	North Bay	Alt. 687 0	Nine miles beyond Callander, and at the north-eastern angle of Lake Nipissing, stand the thriving town of
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North Bay, an important railway centre and a distributing point for the great mining camps lying to the north. It is the southern terminus of the Tenamakaming & Northern Ontario Railway, the Ontario Government's line to Cobalt, Porcupine and Cochrane; the northern terminus of the Northern Division of the Grand Trunk Railway, and a divisional point on the trans-continental line of the C.P.R. Thirty-five years ago it was little more than a small clearing on the edge of the Lake. Its wonderful growth is an evidence of what transportation facilities can accomplish when coupled with the natural resources of a virgin country. With the extension of the T. & N.O. to Hudson's Bay and all that that implies; with the exploration and development work that is going on throughout the north country; with the possible construction of the Georgian Bay Canal, connecting the Great Lakes with the Ottawa River, North Bay seems destined to have a great future. It has at present a population of about 8,000.

The Canadian National Railways' line traverses the town by viaduct just north of the main thoroughfare, and the station, centrally located, is one of the principal landmarks. Leaving the town the railway parallels the C.P.R.,

346.1	Yellak	Alt. 688 0	generally at a slightly higher elevation, for the next ten miles. Lake
354 8	Meadowside	" 689 0	Nipissing is still in sight, and beautiful glimpses of it between hill and dale
360 4	Harfred	" 733 0	and through pine groves are to be had as the train proceeds. Near
364 8	Smoky Falls	" 742 0	Meadowside, the track bends off towards the valley of the Sturgeon River,
370 7	Ashburton	" 756 0	the largest feeder of the lake, and, crossing it near Sandy Falls, at mile
372 4	Field	" 780 0	358, follows it closely for the next
377.1	Desaulniers	" 787 0	thirty miles. At mile 379, the Tema-
381 5	River Valley	" 774 0	
386 2	Azen	" 761 0	
393 0	Chudleigh	" 772 0	
396 7	Ess Creek	" 783 0	
400 8	Grear	" 836 0	

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- 413 2 Massey Bay Alt. 1014 0 gami River is crossed near its outlet into the Sturgeon, this river draining the famous Temagami lakes lying to the northward. This is another wonderful lake region, and a veritable paradise for the camper, canoeist, and sportsman. After leaving the valley of the Sturgeon River, the next notable stream to be encountered is the Wahnapiatae, which is crossed at mile 404. Soon after Lake Wahnapiatae itself comes into sight, the railway skirting its southern shore. Thence, threading a number of lakes and rocky ridges, it emerges on the gravel flats of Capreol Junction.

- 423.5 Capreol Alt. 1003 0 This is one of the "most important" divisional points on the system. Here two trunk lines, that from the east already traversed, and that from Toronto and the southern part of Old Ontario, converge, continuing westward as a single line.

- Beyond Capreol, the railway enters the valley of the Vermilion River, which it follows for some forty miles.
- | | | | |
|-------|---------------|-------------|---|
| 427 9 | Whistle | Alt. 1021 0 | This is a glacial valley, remarkable for its low elevation, continuity, and directness. It cuts almost at right angles to the general direction of the ordinary ridges and valleys of the country, thus affording a valuable connecting link in reaching the height of land and that great clay belt lying back of Lake Superior's watershed, which is so rich in fertile soil. |
| 428 7 | Nandair | " 1033 0 | |
| 432 7 | Millnet | " 1084 0 | |
| 437 9 | Sellwood Jct. | " 1156 0 | |
| 440 1 | Anstlee | " 1187 0 | |
| 447 8 | Raphoe | " 1244 0 | |
| 452 8 | Laforest | " 1278 0 | |
| 459 9 | Thor Lake | " 1336 0 | |
| 470 3 | Felix | " 1314 0 | |



With the Hunters in Northern Ontario

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minerals and timber. Geologically, the valley is most interesting because of the enormous drift that has been carried through and piled up during the glacial epoch. The debris has been deposited, first as huge boulders up the stream and then as the gravel flats around Capreol.

From Milnet a short spur branches off to Sellwood, where the Moose Mountain iron mines on the west branch of the Vermilion are located. The ore from these mines is shipped to Key Harbor on Georgian Bay, whence it is transhipped by barges for smelting. Beyond Milnet the valley becomes even more picturesque, narrowing to a veritable gorge or canyon, then expanding again into a series of very beautiful little lakes.

475	1	Ruel	Alt. 1344 0	Passing from the Vermilion gorge, the track
482	6	Stupart	" 1313 0	crosses the upper reaches of the Wahnapiatae
487	6	Westree	" 1306 0	at mileage 470, and shortly after enters
492	3	Ostrom	" 1234 0	Ruel. This was at one time the end of

steel, and during construction days a place of considerable activity. It is to-day the point of departure for the promising new Shining Tree mining district, and many sportsmen make it a stopping-off place for their expeditions on the Opickinimika. At Ruel itself there is good land and much timber, so that a little settlement has grown up and supplies for the sportsman or prospector are obtainable. From now on the line traverses a big game country, the resources of which have scarcely been touched. Moose and fur-bearing animals abound. Rivers and lakes afford the finest fishing in America—speckled and lake trout, maskinonge, bass, pike and pickerel, with great quantities of white fish and sturgeon available in the larger lakes for commercial purposes. All these attractions, and more, are described in detail in the Railways' publication "Where to Fish and Hunt," to which special attention is directed.

Leaving Ruel, the line follows the Oshanagana and the Muskegogama Rivers downwards to Minnesinaqua Lake. This lake, and all the leading rivers and lakes for the next 300 miles, discharge into Hudson Bay. The Minnesinaqua discharges into the Mattagami River, and a few miles down stream the long-established and important fur-trading post of the Hudson's Bay Company at Mattagami. From Ostrom, on the west bank of the lake, the line ascends the Macaming River, and then leaving it crosses the end of Windegozegunzing Lake. The term "Windego" means the bad spirit which plagues the Indians, and is responsible for all their bad luck. The particular spirit associated with this lake was, after a furious struggle, drowned in its waters, and then turned into a rock, the legendary stone just showing above the water almost under the railway embankment. Report has it that it was a descendant of this fellow who upset one of the canoes of the survey party and ended the career of a very promising young Montrealer.

Passing a number of other very pretty lakes, the railway at length reaches and descends into the valley of the Ground Hog River, crossing its waters at mileage 555, just after arriving at Kukatush.

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556.7	Kukatush	Alt. 1138.0	The Ground Hog is one of several large
561.2	Palomar	" 1109.0	rivers which combine to form the Moose
567.0	Slaterock	" 1147.0	River. Among the others are the Abitibi,
			the Mattagami, the Kapuskasing, and
			the Missinabi. At Kukatush, it is

said, a bloody fight occurred years ago between the native Crees of the Moose River basin and the Iroquois, who sometimes crossed Lake Huron and penetrated far into the interior, though they seldom got as far north as this.

Beyond Kukatush, the railway first comes into contact with a corner of the great clay belt of Northern Ontario, and the line, which has up to this point been running more north than west, now bends to the westward. A number of other waterways are crossed, and then the divisional yard at Foleyet is reached.

571.8	Foleyet	Alt. 1078.0	Foleyet is coming to be a centre for
581.5	Shawmere	" 1043.0	sportsmen and tourists, and from it a
590.5	Missonga	" 1182.0	large number of splendid canoe routes
600.1	Oatland	" 1095.0	are available. Leaving Foleyet, the track
609.7	Agate	" 1076.0	runs into the midst of a rocky region,
618.0	Dunrankin	" 1102.0	interspersed with numerous lakes, the
622.7	Ilkestone	" 1036.0	whole forming a section of much scenic
			attraction. A little farther on the great

clay belt is again touched in the valley of the Trout River, where the line follows down to Kapuskasing Lake. Crossing the Kapuskasing River, which flows from the lake, the scenery changes in character. Rock cuts become comparatively rare, and there is much arable land on all sides. A prominent feature in the landscape is Mount Horden, an isolated hill rising out of the plain to a height of 500 feet or more, and named after the ex-Bishop of Rupert's Land. Near the station of Peterbell, the Missinabi River is crossed.

629.2	Peterbell	Alt. 1031.0	Missinabi means "big stone," referring
636.9	Argolis	" 1019.0	probably to the high rock bluff on the
646.9	Fire River	" 1045.0	lake in which it originates. It is the
655.7	Dishnish	" 1071.0	largest stream crossed by the railway in
663.1	Minnipuca	" 1137.0	400 miles of country, and has for many
673.1	Neswabin	" 1164.0	years been one of the best canoe routes to
			James Bay. Many a brigade of canoes

laden with furs worth thousands of dollars have found their way by this route either to Moose factory on James Bay or to Montreal, via Michipicoten, and the portages have been worn smooth by the feet of hundreds of trappers, traders and explorers.

681.2	Oba	Alt. 1086.0	A comparatively uninteresting country is now
			traversed, and at Oba the line of the Algoma
			Central Railway is crossed. This railway was
			started as one of the Clergue enterprises. It has its headquarters
			at Sault Ste. Marie on the south, and extends north to the Canadian
			National Railways second transcontinental line at Hearst.

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686.6	Albany Forks	Alt. 1120 0
694.7	Macduff	" 1032 0
702.4	Penhurst	" 1058.0
708.8	Shekak	" 1037 0

At Albany Forks a natural phenomenon occurs. The Oba River, coming up from the south, divides into two parts, one branch running off in a northeasterly direction, while the other continues due north. One branch joins the Albany River, the other the Moose River. Another excellent sporting territory is now approached, where moose and bear abound, duck are plentiful, and the rivers are fairly alive with brook trout running to five pounds or more. Here great records in catch and weight are made annually. Canoe routes are numerous, portages are easy, and the scenery is surprisingly beautiful. Notable among the waterways are the Shekak, the Nagagami, the Stoney, the Obakamiga, descriptions of which are given in the "Where to Fish and Hunt" booklet already mentioned. Such is the country surrounding Hornepayne, the next divisional point on the line.

720.0	Hornepayne	Alt. 1088 0
724.5	Lennon	" 1123.0
732.4	Tondern	" 1128 0
739.2	Obakami	" 1083 0
747.9	Lux	" 1044.0
755.0	Osawian	" 1083.0
768.3	White Otter	" 998.0
774.9	Taradale	" 1077 0
782.3	Gamsby	" 1055.0
789.4	Arms	" 1106 0
797.4	Caramat	" 1121 0
804.0	Pagwachuan	" 1122 0
811.5	Seagram	" 1099 0
820.0	Longlac	" 1036 0

Proceeding westward from Hornepayne, the line first crosses the Osawian River, which flows north into the Albany, and then the White Otter, which flows in the opposite direction into Lake Superior. In the interval the height of land is crossed at the unusually low elevation of 1083 feet. At Gamsby the line recrosses it to the Hudson Bay slope at an elevation of 1120 feet. The country is comparatively featureless until Longlac is reached. Here the Kenogami River is bridged close to its outlet from Long Lake. This remarkable body of water, varying in width

from one to three miles, extends to the south for some fifty-five miles, and at its farther extremity is only thirty miles from Lake Superior at Jackfish Bay. It interposes a natural barrier between east and west, and when the C.P.R. engineers were locating the route of that railway, they spent much time in seeking a practicable route past it, finally being forced to go to the south along the rough coast of Lake Superior. As a gathering place for tribal Indians, as a fur-trading centre for the Hudson's Bay Company for upwards of a century, and as a post more recently for Revillon Freres, the great French company, Longlac possesses a good deal of historic interest. Many sportsmen have visited these regions, and writers of note have written most interestingly of its many and varied attractions. The railway crossing over the Kenogami outlet is the most northerly point touched by this route of the Canadian National Railways east of Winnipeg.

829.0	Octopus	Alt. 1087 0
836.3	Langmuir	" 1088 0
845.1	Bankfield	" 1112 0

From Longlac the line bends southwesterly towards Lake Nipigon. After passing through a low, flat country and skirting Little Long Lake, the

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853	2	Keemle	Alt.	1139	0	"divide" is crossed again for the fourth
861	5	Kinghorn	"	1092	0	time, and at Wildgoose Lake the val-
870	5	Jellicoe	"	1081	0	ley of the Sturgeon River is entered.
876	3	Nezah	"	1066	0	The track follows this valley along the
884	1	Jackpine	"	1032	0	shores of No Turkey and Partridge
891	0	Beardmore	"	1010	0	Lakes. The rather peculiar name of
896	1	Warneford	"	974	0	the first of these lakes originated from
904	1	Fairloch	"	976	0	an experience of one of the survey
907	2	Macdairmid	"	927	0	parties whose Christmas fare missed
						connections and arrived too late for

connections and arrived too late for the festive day. An imperceptible divide separates the Sturgeon from the Blackwater, on which is located the next divisional point of Jellicoe. The source of this name is unmistakable, and needs no explanation. From here to Fairloch, the line follows the valley of the Blackwater, where it comes within sight of Lake Nipigon. Nipigon is supposed to be a corruption of the Indian "Aweenipigo," or "the water which stretches far," and that is precisely the impression that is obtained as its wide expanse is first viewed from an elevation of nearly one hundred feet. It presents to the eye a vast sheet of water stretching unbroken to the horizon, except for a number of beautiful wooded islands and curving points of land. The Lake is touched at Orient Bay, which has now become a famous rendezvous for sportsmen.



Nipigon Lodge, Orient Bay

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911.8	Orient Bay	Alt. 863.0	Three miles across the lake, and near its outlet, may be observed
936.7	Cameron Falls	" 744.0	the Virgin Islands. Further off,
948.4	Nipigon	" 616.0	on a clear day, may be descried

the peaks of a mountain. Still further off, and to the north, lie the Shakespeare Islands. A good map of the district and a detailed description of this great hunting and fishing region is to be found in the Railways' publication, "Thunder Bay, Nipigon, Rainy Lake."

At Orient Bay, the railway has erected a hostelry for sportsmen, known as "Nipigon Lodge," an annex of the Prince Arthur Hotel at Port Arthur. Guides and outfitters are available, and sport of the rarest may be promised any fisherman who cares to visit these most famous of angling waters. Here the speckled trout are large of body, fin and tail, owing to the great volume and strength of the currents with which they must contend, and they put up a game fight.

It is customary to speak of the five Great Lakes of the St. Lawrence system, but a sixth might very well be included, for Lake Nipigon is fully half as large as Lake Ontario. It is unquestionably the main source of the St. Lawrence. Into it empty many rivers, whose dark-colored waters have their birth in far-off swamps. Out of it flows one mighty stream of crystal purity, the Nipigon River, which goes thundering in a series of superb cascades, through one of the most picturesque gorges in the world, to Lake Superior, 240 feet below and 30 miles away.

A change in the character of the rock formation is now apparent and accompanying it appears a marked difference in the scenery. For two hundred miles, before reaching Lake Nipigon, the railway ran through low rounded hills of Laurentian and Huronian rock. Now, it suddenly encounters the "animike" formation, which is characterized by flat-topped, vertical mountains of basalt, a volcanic overflow which covers most of the country between this point and Port Arthur. This basalt is very hard, and has resisted denudation to a remarkable extent. Some of the summits rise over 2,000 feet above sea level, and are the highest points in Ontario.

The scenery now becomes rugged and grand. At mileage 905 occurs the only tunnel on the main line between Montreal and the Rockies. After skirting Orient Bay for several miles, the track diverges into the old pre-glacial channel of the Nipigon River, which had been dammed up by the glacial drift in much the same way as was the original channel of the Niagara River, and comes out upon the river itself at mileage 936, near Cameron Falls. Here the Ontario Hydro-Electric Commission are busy harnessing the latent power of these magnificent rapids. Construction at Cameron Pool is nearly complete, and soon some 60,000 horse-power will be available for turning the wheels of industry at Port Arthur and Fort William. Other power plants are projected both above and below Cameron Falls. In the stretch of river between Virgin Falls, at the outlet from Lake Nipigon and Cameron Falls, a distance of about thirty-five miles, some 200,000 horse-power is in sight, which will doubtless be developed in due course.

Three miles below Cameron Falls, the track crosses to the west

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bank, and, skirting Lake Helen, one of the extensions of the river, arrives at its mouth at Nipigon Bay on Lake Superior. Here is located the village of Nipigon, the site of another old fur-trading post, which is still carrying on business. It is a notable outfitting place for tourists, sportsmen and prospectors.

955	3	Robford	Alt.	624	0	At Nipigon the line is crossed overhead
960	1	Coughlin	"	675	0	by the C.P.R. It then skirts the
966	2	Hurkett	"	627	0	western shore of the bay, passing close
970	4	Dorion	"	667	0	under Cape Crawford, and strikes
977	2	Ancliff	"	737	0	across country towards Black Bay,
985	1	Pearl	"	854	0	another large inlet of Lake Superior,
991	1	Pass Lake	"	834	0	of which one or two distant views are
999	7	Sibley	"	740	0	presently obtainable. There now com-
1005	0	Silver Harbor	"	656	0	mences a long, intermittent ascent of
1011	0	Wild Goose	"	623	0	the backbone of the peninsula separ-
1016	4	Current	"	648	0	ating Black Bay and Thunder Bay.

Finally, at Pass Lake, at an elevation of 832 feet, the line emerges from a rocky defile, and comes within sight of Thunder Bay. The view is superb. The bay, lying nearly 250 feet below, is apparently close at hand. Mackay's Mountain and Pie Island, though twenty-five miles distant, loom up boldly, while Caribou Island seems almost underneath. At Sibley, a gradual ascent carries the track over the great viaduct, forty feet high and nearly half a mile long, which spans the Blende River. Then, running through a long rocky cut which forms a gateway to the city of Port Arthur, the first of the



The Prince Arthur Hotel, Port Arthur
(Under Canadian National Railways Management)

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famous twin cities at the head of Lake Superior is reached. The station is situated close to the wharves, and almost directly below the Prince Arthur Hotel, which overlooks the harbor and bay.

1018 5	Port Arthur	Alt. 615 ft	Port Arthur and its neighbor to the west, Fort William, occupy a commanding position at the head of the Great Lakes. They together form the gigantic spout through which there pours each year the golden flood of grain from the vast agricultural areas of the Prairie Provinces, while as the connecting points between the navigation of the Great Lakes and the rail systems of the West, their importance in the transportation life of the country is paramount.
1031 5	Fort William	" 612 ft	

The Twin Cities have a spacious outlook. On the opposite side of the bay rises the bold rocky promontory of Thunder Cape, beyond which lies Silver Islet. Here, years ago, silver was mined in large quantities, though operations were finally stopped by an influx of water. Overlooking the harbor is Pie Island, a mountain of columnar basalt, with Mount Mackay towering to the west.

Naturally, one of the most interesting features of the Twin Cities are the facilities provided for the transshipment of grain from cars to ships, and this is effected by means of immense elevators. At Port Arthur there is located the Canadian National Railways terminal elevator, the largest consolidated elevator plant in the world, with a total capacity of 10,000,000 bushels. It has a track capacity of 30 cars, and it has been estimated that under conditions of urgency 600 cars of wheat could be unloaded in a day. With cars averaging 1,000 bushels, this feat would mean the elevating, weighing, and binning of 600,000 bushels within the twenty-four hours. The grain is conveyed in hoppers from the cars to the



The Sleeping Giant, Thunder Bay

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top of the elevator, where it is weighed and distributed into the bins. Then, when being transferred to a lake vessel, it is drawn from the bottom of the bin, again elevated to the top of the building, where it is weighed and poured into the shipping bin, whence it is "spouted" into the hold of the waiting ship through shipping legs. There are five of these shipping legs to each of the two working houses, each leg having a capacity of from 9,000 to 10,000 bushels an hour. Under ideal conditions 100,000 bushels could, therefore, be unloaded in an hour.

In addition to large dockage facilities and waterside terminals, the Canadian National Railways have one of the finest plants on the continent for handling the coal arriving on incoming freighters and transferring it to railway cars for rapid distribution to eastern and western points. At Port Arthur, also, is located one of the Railways' excellent hotels, the Prince Arthur, which stands within a stone's throw of the station, and has a splendid outlook over Thunder Bay. It was erected in 1910, and is a six-storey fireproof building of handsome construction. Its appointments vie with the best of those to be found in the leading hostelrys of larger and older cities. A magnificent rotunda carried to the full height of two stories and round the walls of which extend a series of mural paintings portraying the building of the railway into the city, is a prominent feature. The dining room is located on the first floor, and is approached from the rotunda by a marble staircase. Here the service, provided by capable attendants, harmonizes with the excellent



The Kakaucka Falls

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Montreal

cuisine. Bedrooms, which are all twenty feet long, are all outside rooms. The first three floors are furnished in mahogany, while the upper floors are done in fumed oak. Altogether the hotel is designed to give the maximum of comfort to every guest.

Proceeding westward from Fort William, the line follows the valley of the Kaministiquia River for about twenty-five miles. Up this valley also run the lines of the C.P.R. and the former line of the Grand Trunk Pacific, now absorbed in the Canadian National Railways system. To the left will be noted the valley of the Slate River. Here and in the Pigeon River Valley to the south, the old fur traders' route from Grand Portage, some good farm land will be found. Settlers are raising fine crops, and are beginning to pay more attention to vegetables for which there is a market in the Twin Cities. Remarkable yields of potatoes have been obtained, as high as 400 bushels to the acre being reported in favorable seasons.

1024 6	Westfort	Alt. 629 8	At Twin City Junction a
1023 6	Mount	" 630 0	branch line bends off, crossing
			the Kaministiquia River a few
			miles farther up and following
			the valley of the Whitefish

River to Whitefish Lake, and so on to North Lake, near the international boundary. Meanwhile, the main line, after diverging from the Kaministiquia for a short distance, approaches the river again at Kakabeka Falls. These are one of the most beautiful waterfalls in Ontario, and they are visited annually by thousands of excursionists. Power is developed here and transmitted to Port Arthur and Fort William.

1044 3	Hume	Alt. 945 0	Between Mokomon and Rowan, the line
1049 4	Mokomon	" 1003 7	bends westward from the Kaministiquia
1054 2	Rowan	" 1129 0	valley and ascends the valley of the
1062 2	Glenwater	" 1202 0	Mattawin River. Just before reaching
1070 9	Shabaqua	" 1242 4	Shabaqua, the Mattawin is left behind,
1076 0	Mabella	" 1442 4	and the road enters the valley of its
1084 0	Rossmere	" 1481 8	tributary, the Shebandowan, which
1093 3	Kabalgon	" 1486 0	presently broadens into the beautiful
1099 6	Kashabowie	" 1516 8	expanse of Shebandowan Lake. Here
1108 5	Keego	" 1541 0	may be seen the remains of Lord Wolse-
1114 4	Huronian	" 1570 8	ley's headquarters, occupied by him
1123 4	Windigo	" 1486 4	during the Red River Expedition of 1870.
			The country on all sides is picturesque,
			and undoubtedly contains mineral

wealth. South and west of Mattawin are the Green Lake iron deposits, which, it is expected, will eventually prove active producers of magnetic iron ore of commercial value. South of Kashabowie, near the head of Shebandowan Lake, lie the Round Lake copper fields.

Between Huronian and Windigo, the line crosses the height of land between the watersheds of the Great Lakes and Hudson Bay for the last time, and begins the descent to Rainy Lake. Win-

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Wendigo is situated on Lake Windigoostewan, and is the best place from which to reach Quetico Park, a forest and game preserve of 3,700 square miles, set apart for the public use by the Government of Ontario. There are some splendid canoe routes through the Park, and much excellent fishing in its numerous lakes and streams. Full information on this subject is given in the Canadian National Railways publication "Thunder Bay, Nipigon, Rainy Lake."

1132.0 Abitibi Alt. 1439 9 Before the railway was built, the main
1138 9 Kawene " 1483 1 route of travel was from Windigo down
Lake Windigoostewan towards Fort Frances
the celebrated Dawson route. It was the
old French trader's trail, re-discovered by Roderick Mackenzie of
the North-West Fur Company in 1797, and known then as the
Kaministiquia route. The railway, however, strikes almost due west
to Abitibi on Mink Lake. This is a favorite stopping place for camp-
ers and fishermen, who can get splendid sport in Mink, Elbo, Crooked
Pine and other lakes in the vicinity. Seven miles farther west, at
Kawene, is the headquarters of the Superintendent of Quetico
Park. The work of opening up portages, building roads and bridges,
and making the Park generally accessible is being carried on from
this base. No shooting is permitted in the Park, but the man with
the camera may have all the opportunities he desires for obtaining
pictures of game, particularly moose. All through the Park, moose
are wonderfully plentiful, and are in these regions what the buffalo
were in the early days to the western plains.

1148.9 Hematite Alt. 1368.1 At Hematite, the line enters the valley
1154 3 Olcott " 1356 0 of the Atikokan River, and presently
reaches the divisional point of that name.



Moose in Rainy Lake Country

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1159	7	Atikokan	Alt. 1284	2	where are to be found engine shops and
1163	1	Overflow	"	1280	1 the usual equipment of such a place.
1169	9	Elizabeth	"	1282	6 There are extensive iron ore deposits in
1177	3	Banning	"	1264	0 the neighborhood, but, at the present

time, on account of there being no ready market for non-Bessemer ore, active operation is at a standstill. North of Atikokan are gold areas that have received more or less attention from mining men for some years. Many of the deposits are valuable, but from lack of scientific handling have not been profitable in the past.

1182	3	Flanders	Alt. 1311	0	Between Overflow and Banning, the line
1188	6	La Seine	"	1180	1 enters the valley of the Seine, which it
1193	3	Mathieu	"	1214	0 follows to a point midway between La
1198	3	Glenorchy	"	1177	0 Seine and Mathieu. Here the river
1204	2	Turtle	"	1199	0 is crossed, and the line cuts overland to

the Little Turtle River, both the Seine and the Little Turtle being tributaries of Rainy Lake. The line now skirts Little Turtle Lake, and passing Farrington and Bear Pass, swings round the end of Redgut Bay, a lake like indentation of Rainy Lake, which it crosses near its outlet to Sewell Bay.

1207	8	Mine Centre	Alt. 1200	7	Mine Centre is, as the name implies,
1211	8	Olive	"	1192	0 the headquarters of a mining district.
1217	3	Farrington	"	1163	0 It flourished some years ago. Few of
1224	4	Bears Pass	"	1153	5 the mines are being operated at the
1230	3	Nickle Plate	"	1119	0 present time. There is a good general
1235	0	Sims	"	1113	6 store and hotel, and the farmers from
1240	3	Rocky Inlet	"	1136	3 the surrounding district create a certain
1243	3	Rainy Lake	"	1130	0 amount of trade. After crossing the

end of Redgut Bay, the line skirts Grassy Portage Bay and comes out on the shore of Rainy Lake itself just beyond Rocky Inlet. Here there is encountered one of the engineering marvels of the route, a double-track granite causeway three miles in length, connecting a series of little rocky pine-clothed islets and forming a bridge across the lake. The building of this causeway was commenced in 1910. In July of that year station men were starting short fills out from the shores of some of the islets. On September 16 of the same year, the first big "shot" was fired, and in October digging by steam shovels was inaugurated. During the winter two shovels were kept at work, and the following summer four were in commission. Until the fall of 1912 these four shovels, attended by eight standard gauge locomotives, two donkey engines and sixty dump cars, forwarded a steady stream of rock to the fill. The biggest output in one month was 50,000 cubic yards of rock. For one steam shovel in a day the record was 155 cars, or about 900 cubic yards. Some single rocks loaded by these 90-ton shovels weighed more than 20 tons. On May 1, 1911, dumping commenced on the second channel filling, 3,000 feet across. Forty train loads of rock every day for a year were dropped before this was completed. Repeatedly for two weeks at a time this dumping was continued within a car-length before the track could be extended. Of the

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so called big shots, 75 were fired, averaging from 10,000 to 100,000 cubic yards. The largest contained 56,000 pounds of dynamite, and broke up 50,000 cubic yards of rock. The total rock filling will aggregate nearly a million cubic yards measure, solid, in original position. The average haul was one mile.

1248 6 Fort Frances Alt. 1122 3

Shortly after crossing the lake, the busy manufacturing town of Fort Frances is entered. This is a place that is rapidly coming to the front on account of the plentiful power available. It is located on the Rainy River, which here forms the international boundary line. Across the river is International Falls, Minnesota, an important centre where large pulp and paper mills and other industries are located. On the Canadian side the principal industry is that of the International Pulp and Paper Company, which supplies practically all the newsprint paper to the newspapers of Western Canada.

A good deal of historical interest attaches to the neighborhood. In May, 1732, La Jeronaye, who had been sent by the French explorer, La Verendrye, to Lac La Plue, built Fort St. Pierre, where the Rainy River discharges into Rainy Lake. The same year La Verendrye himself stopped at the Fort on his way to the Lake of the Woods. On this ground the feuds of the great fur-trading companies were fought out. The North-West Company, the Hudson's Bay Company, and, later, Astor, had forts here. It is still a station of the Hudson's Bay Company, their present offices standing on the site where they have been trading for over a hundred years.

From Fort Frances, the D. W. & P. division of the Canadian National Railways runs southeastward to Duluth, traversing a



The Canadian National Terminal Station, Winnipeg

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great lumbering country. Virginia, one of the most important places on this line, is the principal town in the iron mining district of Mesaba. It is, however, chiefly noted for its lumber mills, that of the Virginia and Rainy River Company having a capacity of 1,000,000 feet of lumber in 24 hours. Duluth, the terminus of the line on Lake Superior, is unique in its activities, handling the largest tonnage of natural products of any port in the world. Over 10,000 ships arrive and depart from its harbor during the year, having a total tonnage of over 40,000,000 tons. The grain elevator capacity is 41,000,000 bushels. One of the principal reasons for the activity at Duluth is that there lies within easy shipping distance of its harbor the largest bodies of hematite iron ore yet discovered, and this, of course, produces an enormous tonnage.

1254 6	Crozier	Alt. 1146 5
1259 1	Lavallee	" 1134 1
1261 1	Devlin	" 1149 6
1268 9	Emo	" 1106 1
1272 1	Tobias	" 1107 0
1275 5	Barwick	" 1108 7
1284 2	Stratton	" 1123 6
1290 8	Pinewood	" 1085 5
1297 1	Sleemans	" 1103 0
1303 1	Rainy River	" 1088 6

From Fort Frances the line strikes due west through Crozier, Lavallee and Devlin to Emo, cutting off a great elbow of the river. Emo is of great interest to antiquarians and students of anthropology, because in the vicinity may be seen the work of the ancient mound builders. These were made the subject of investigation by members of the British Association a few years ago, and the researches of that learned body form the subject of a most

interesting monograph.

From Emo to Rainy River, the track follows the river fairly closely. Here, where the stream curves north to enter Lake of the Woods, the railway crosses to the American side, and for about fifty-five miles runs through the State of Minnesota.

1304 4	Baudette, Minn.	Alt. 1084 3
1321 2	Pitt	" 1113 9
1316 3	Graceton	" 1140 0
1318 8	Cedar Spur	" 1146 0
1322 1	Williams	" 1154 0
1328 4	Roosevelt	" 1163 8
1335 0	Swift	" 1086 6
1341 1	Warroad	" 1070 7
1352 2	Middleboro	" 1092 0
1360 6	Sprague, Ont.	" 1072 6

The route by the Rainy River and Lake of the Woods was that taken by the early explorers on their way to Lake Winnipeg, and thence up the Saskatchewan. Over this route for the first time went Verendrye in 1732, establishing Fort St. Charles on a peninsula on the west side of the Lake of the Woods. There he remained, while his son, Jean, explored the Winnipeg River to its mouth, and established Fort

Maurepas. He was probably the first white man who ever went from the Lake of the Woods to Lake Winnipeg. The following year, Verendrye, on returning from Montreal, found the little garrison at Fort St. Charles at the point of starvation. He despatched his son to meet the heavily laden canoes following him for the purpose of obtaining and bringing back supplies. Jean took the most active part. The party made a stop for breakfast when they reached the island off Oak Point, the narrow peninsula which guards the entrance

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to Rainy River. What actually happened will never be known, but on landing the whole party were massacred by Sioux Indians, who came from the vicinity of what is now Warroad. The bodies of the murdered Frenchmen were afterwards discovered and buried at Fort St. Charles. A stone cairn now marks the site of the old fort and the burial place of the intrepid voyageurs.

1366.5	South Junction	Alt. 1143.7	Passing through Baudette, Williams, Swift, Warroad and other stations in the State of Minnesota, the line enters the Province of Manitoba a few miles before reaching Sprague. Between Sprague and Vassar at South Jct., a branch line from Emerson joins the main line. This road was built for the purpose of bringing grain from Southern Manitoba and avoiding the haul into Winnipeg, and the consequent added congestion at that point during the grain season. Bedford has been somewhat of a factor in building up the city of Winnipeg, for a large amount of the gravel used for concrete and mortar in Winnipeg building operations was hauled in from this point. Here, it will be observed, the line emerges from the wooded region surrounding the Lake of the Woods, and as it crosses the shore line of the ancient lake beach, the traveller gets his first glimpse of the great billowy sweep of the famous prairie country. This district has been largely settled by French-Canadians, though to the south there is a thriving colony of Mennonites. Evidences of the productiveness of the country are seen in the elevators erected at the stations along the route. The line finally passes through St. Boniface, and crossing the Red River, enters the Union Station at Winnipeg on elevated tracks.
1371.7	Vassar	" 1178.0	
1380.5	Badger	" 1247.0	
1386.2	Carrick	" 1194.0	
1391.6	Woodridge	" 1233.0	
1399.0	Sandlands	" 1161.0	
1402.5	Bedford	" 1122.0	
1408.8	Marchand	" 1012.0	
1416.1	La Broquerie	" 934.0	
1421.2	Giroux	" 886.0	
1429.3	Ste. Anne	" 831.0	
1433.9	Dufresne	" 808.0	
1441.2	Lorette	" 794.0	
1449.2	Navin	" 769.0	
1451.8	Paddington	" 761.8	
1454.6	St. Boniface	" 763.0	
1456.0	Winnipeg	" 773.7	

- 1309.4 Winnipeg Alt. 775.0 Population 200,000. Capital of the Province of Manitoba. Situated at the confluence of the Red and Assiniboine Rivers, it commands the trade of the great and ever growing West, is the gateway through which flows so large a proportion of the commerce of the Canadian Dominion, and is the greatest grain market in the British Empire. Winnipeg is one of the most thriving and substantial cities in Canada, and equal to the best on the Continent in respect to its maintenance and public services. It has beautiful public buildings, palatial stores, fine churches, splendid residences, finely kept streets and parks, great flour mills, grain elevators, huge abattoirs. In every respect a modern city, one where the spirit of business is most active; a city where mighty results are attained. The Union Station, where the trains of the Canadian National Railways arrive and depart, is a massive and beautiful structure of stone.

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