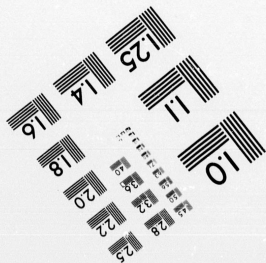
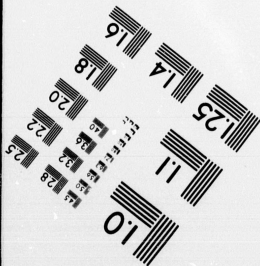
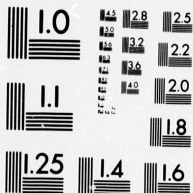


IMAGE EVALUATION
TEST TARGET (MT-3)



14 18 28
22 25
32 36 40
44 48
52 56
60 64
68 72
76 80
84 88
92 96
100

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions

Institut canadien de microreproductions historiques

1980

10

Technical Notes / Notes tech

The Institute has attempted to obtain the best original copy available for filming. Physical features of this copy which may alter any of the images in the reproduction are checked below.

L'Inst
qu'il l
défau
repro

- | | | |
|-------------------------------------|--|-------------------------------------|
| <input type="checkbox"/> | Coloured covers/
Couvertures de couleur | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> |
| <input type="checkbox"/> | Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | Tight binding (may cause shadows or
distortion along interior margin)/
Reliure serré (peut causer de l'ombre ou
de la distortion le long de la marge
intérieure) | <input type="checkbox"/> |
| <input type="checkbox"/> | Additional comments/
Commentaires supplémentaires | |

Bibliographic Notes / Notes bibli

- | | | |
|--------------------------|---|--------------------------|
| <input type="checkbox"/> | Only edition available/
Seule édition disponible | <input type="checkbox"/> |
| <input type="checkbox"/> | Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> |
| <input type="checkbox"/> | Cover title missing/
Le titre de couverture manque | <input type="checkbox"/> |
| <input type="checkbox"/> | Plates missing/
Des planches manquent | |
| <input type="checkbox"/> | Additional comments/
Commentaires supplémentaires | |

Technical Notes / Notes techniques

The best
ical
ny of the
below.

L'Institut a microfilmé le meilleur exemplaire
qu'il lui a été possible de se procurer. Certains
défauts susceptibles de nuire à la qualité de la
reproduction sont notés ci-dessous.

Coloured pages/
Pages de couleur

Coloured plates/
Planches en couleur

ked/
piquées

Show through/
Transparence

vs or
nbre ou
ge

Pages damaged/
Pages endommagées

Graphic Notes / Notes bibliographiques

Pagination incorrect/
Erreurs de pagination

Pages missing/
Des pages manquent

Maps missing/
Des cartes géographiques manquent

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Les images
plus g
de la
confo
filma

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Un de
nière
le sym
 ∇ sign

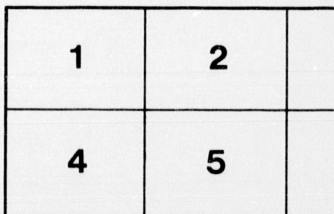
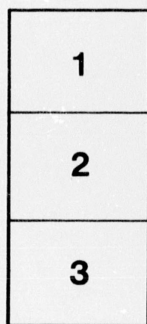
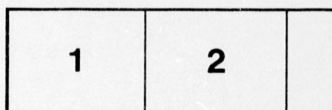
The original copy was borrowed from, and filmed with, the kind consent of the following institution:

L'exer
géné
suivar

National Library of Canada

Maps or plates too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:

Les ca
reprod
partir
droite
d'imag
illustre



quality
availability
the

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

che shall
("INUED"),
never

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

and
following

L'exemplaire filmé fut reproduit grâce à la générosité de l'établissement prêteur suivant :

Bibliothèque nationale du Canada

cluded
the
op to

Les cartes ou les planches trop grandes pour être reproduites en un seul cliché sont filmées à partir de l'angle supérieure gauche, de gauche à droite et de haut en bas, en prenant le nombre d'images nécessaire. Le diagramme suivant illustre la méthode :

	2	3
--	---	---

1
2
3

	2	3
	5	6

2nd MAY, 1892

- TIME TABLE -

WEATHER PERMITTING, DURING SEASON OF NAVIGATION
(About 1st May to 15th November)

UPPER LAKE
EXPRESS STEAMSHIPS
OF THE



ALBERTA, ATHABASCA
AND MANITOBA

BETWEEN

Owen Sound, Sault Ste. Marie, Port Arthur
and Fort William

Of Great Northern Transit Co., Ltd.

PACIFIC, BALTIC AND ATLANTIC

AND OF THE

North Shore Navigation Co., Ltd.

City of London and City of Midland

TO

Georgian Bay and Manitoulin Island Ports
Sault Ste. Marie and Mackinac.

HENRY BEATTY, Mgr. S.S. Lines and Lake Traffic, TORONTO
R. KERR, General Passenger Agent, WINNIPEG.
D. MONICOLL, General Passenger Agent, MONTREAL

CA
Train

WES

* 8.25 pm
* 7.15 pm
* 6.15 pm
* 4.00 am
† 1.30 pm
† 10.40 pm
† 8.00 am
† 10.51 am
† 10.03 pm
* 11.45 am
† 1.30 pm
* 3.40 "
4.50 "
8.08 pm
1.50 am
4.55 "
8.28 "
9.49 "
10.10 "
11.25 "
11.45 "
* 10.45 am

Du

* 11.30 am
1.20 pm
* 10.30 pm
5.55 "
6.55 "
7.05 pm
† 8.20 pm
7.58 pm
8.22 pm
† 10.33 am
* 11.50 am
* 1.19 pm
* 8.45 pm
12.50 am
6.45 "
* 7.00 am

M

* 11.15 am
1.05 pm
3.23 "
5.00 "
5.17 "
6.18 "
7.05 "
9.81 "
9.40 "
10.13 pm
12.07 am
6.45 "
* 7.25 am

* Daily, except Mon time; west Dining car Boston and not guaran Minneapolis

Canada
For Ow
For Por
Great N
For St.
day
night
North S
For St.
Dric
Lake S
For Ma
nes
For Por
(Ce
Lake M
For Mil
For Ma
Stearne
For De
Sun
at 6

CANADIAN PACIFIC RAILWAY

Train Connections at S. S. MARIE are as follows:

CANADIAN PACIFIC RAILWAY

WESTBOUND	STATIONS	RAILWAY	EASTBOUND
* 6.25 pm	Lv... New York ... Ar	N. Y. C.	* 6.45 am
* 7.15 pm	" Boston " "	B. & M.	* 8.05 am
* 8.15 pm	" Portland " "	ME. CTL.	* 8.20 am
* 4.00 am	" Newport " "	CAN. PAC.	* 10.20 pm
+ 1.30 pm	" Halifax " "	INTER-COL.	+ 11.10 pm
+ 10.40 pm	" St. John " "		+ 1.40 pm
+ 8.00 am	" Sherbrooke " "		+ 7.50 "
+ 10.51 am	" St. Johns " "		+ 5.03 pm
+ 10.03 pm	" Quebec " "		+ 6.30 am
* 11.45 am	" Montreal Wind'r St. " "		* 3.40 pm
+ 1.30 pm	" Prescott " "	CANADIAN	+ 3.20 pm
* 3.40 "	" Ottawa " "		* 11.35 am
4.50 "	" Carleton Jc. " "		10.20 "
8.08 pm	" Pembroke " "	PACIFIC	7.43 "
1.50 am	" North Bay ... Ar		2.05 am
4.55 "	" Sudbury " "		10.55 pm
8.28 "	" Algoma " "		6.55 "
9.49 "	" Thessalon " "		5.21 "
10 10 "	" Bruce Mines " "		4.58 "
11.25 "	" S. Ste. Marie, Ont. " "		3.30 "
11.45 "	Ar S. Ste. Marie, Mich. Lv	Eastern Time	3.15 "
* 10 45 am	Ar S. Ste. Marie, Mich. Lv	Central Time	* 2.15 pm

Duluth, South Shore & Atlantic Ry.—SOUTH SHORE LINE

(Central Time)			
* 11.30 am	Lv... S. S. Marie ... Ar		* 1.00 pm
1.20 pm	Ar... Soo Jc. ... Lv	DULUTH,	11.10 am
* 10 30 pm	" St. Ignace " "	SOUTH SHORE	8.45 am
5.55 "	" Marquette " "		7.10 "
6.55 "	" Negaunee " "	AND	6.27 "
7.05 pm	" Ishpeming " "		6.17 am
+ 8.20 pm	" Republic " "	ATLANTIC	
7.58 pm	" Champion " "		5.35 am
8.22 pm	" Michigamme " "		5.15 am
+ 10 33 am	" L'Anse " "		1.25 pm
+ 11.50 am	" Houghton " "	MINERAL	12.20 pm
* 1.19 pm	" Calumet " "	RANGE	11.16 am
* 8.45 pm	Lv... Nestoria ... "	DULUTH,	* 4.55 am
12.50 am	Ar... Thomaston " "	SOUTH SHORE	1.35 am
6.45 "	" West Superior " "	AND	8.35 pm
* 7.00 am	" Duluth " "	ATLANTIC	* 8.20 pm

Minneapolis, St. Paul & S. S. Marie Ry.—SOO LINE

(Central Time)			
* 11.15 am	Lv... S. S. Marie ... Ar		* 1.35 pm
1.05 pm	Ar... Trout Lake ... Lv		11.37 am
3.23 "	" Manistique " "		9.23 "
5.00 "	" Gladstone " "	MINNEAPOLIS	7.50 "
5.17 "	" No. Escanaba " "		7.33 "
6.18 "	" Hermansville " "	ST. PAUL	6.37 "
7.05 "	" Pembine " "		5.53 "
9.31 "	" Gagen " "	AND	3.57 "
9.40 "	" Pennington " "		3.50 "
10.13 pm	" Rhinelander " "	S. S. MARIE	3.23 "
12.07 am	" Prentice " "		1.43 am
6.45 "	" Minneapolis " "		7.35 pm
* 7.25 am	" St. Paul ... Lv		* 6.55 pm

* Daily, Sunday included. † Daily, Sunday excepted ‡ Daily, except Saturday. † Daily, except Monday. ‡ Refreshment Stations. Trains east of Sault Ste. Marie run on Eastern Standard time; west of Sault Ste. Marie on Central Standard time, or one hour later than Eastern time. Dining cars are run on through trains west of Ottawa. Through Sleeper runs between Boston and St. Paul via Soo Line without change. Time of and connections with foreign lines not guaranteed. Trains run daily, Sundays included, between Boston, Montreal, St. Paul and Minneapolis, via Soo and South Shore Lines.

STEAMER CONNECTIONS AT SAULT STE. MARIE

Canadian Pacific Express S.S. Line :

For Owen Sound—Fridays, Sundays and Wednesdays at 11.00 a.m.

For Port Arthur—Tuesdays, Thursdays and Sundays at 11.00 am.

Great Northern Transit Co., Ltd.:

For St. Joseph Island, Manitoulin Island Ports, Georgian Bay Ports and Owen Sound—Fridays Sundays and Tuesdays at daylight. [Passengers should board Steamers previous night.]

North Shore Navigation Company, Ltd.:

For St. Joseph Island, Manitoulin Island Ports, Georgian Bay Ports and Owen Sound—Fridays and Mondays, at 4.00 a.m. (Passengers should board steamers previous night).

Lake Superior Transit Company :

For Marquette, Hancock, Washburn, Houghton, Ashland, Bayfield, Duluth—Mondays, Wednesdays and Saturdays at 9.00 a.m. (Central Time).

For Port Huron, Detroit, Cleveland and Buffalo—Sundays, Tuesdays and Fridays at 8.00 a.m. (Central Time). [Subject to change].

Lake Michigan and Lake Superior Transportation Company :

For Milwaukee and Chicago—Tuesdays and Saturdays at 8.00 a.m. (Central Time).

For Marquette, Hancock, Ashland, Duluth, etc.—Tuesdays & Saturdays at 8.00 a.m. (C. Time)

Steamers

For Detour, Mackinac Island, St. Ignace, Mackinaw City and Cheboygan—Daily, except Sunday, at 6.00 a.m. (C. Time). **Returning**—Leave Cheboygan daily, except Sundays, at 6.00 a.m., calling at all above ports. Meals (and berth when required) extra.

CANADIAN PACIFIC RAILWAY

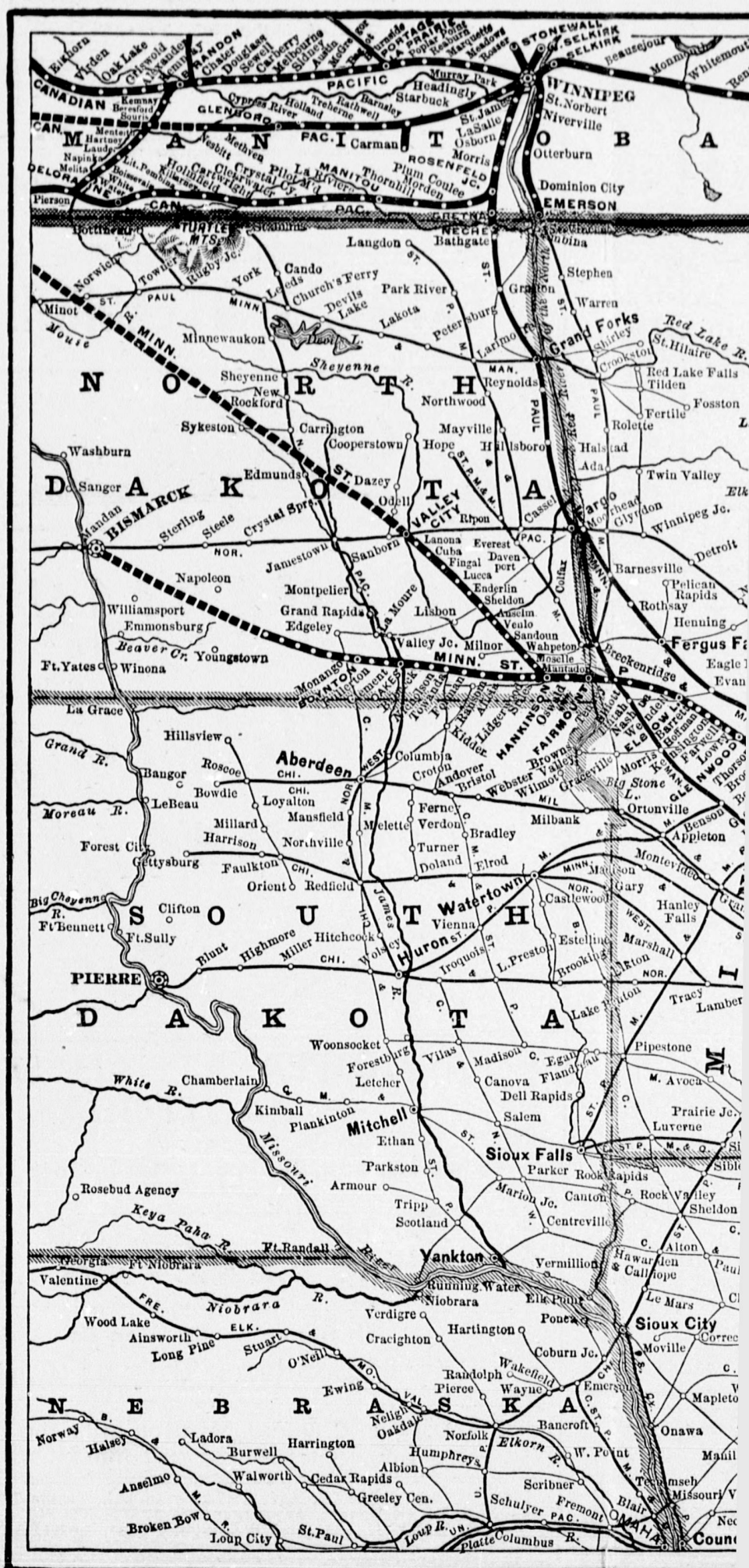
Transcontinental Route—Westbound

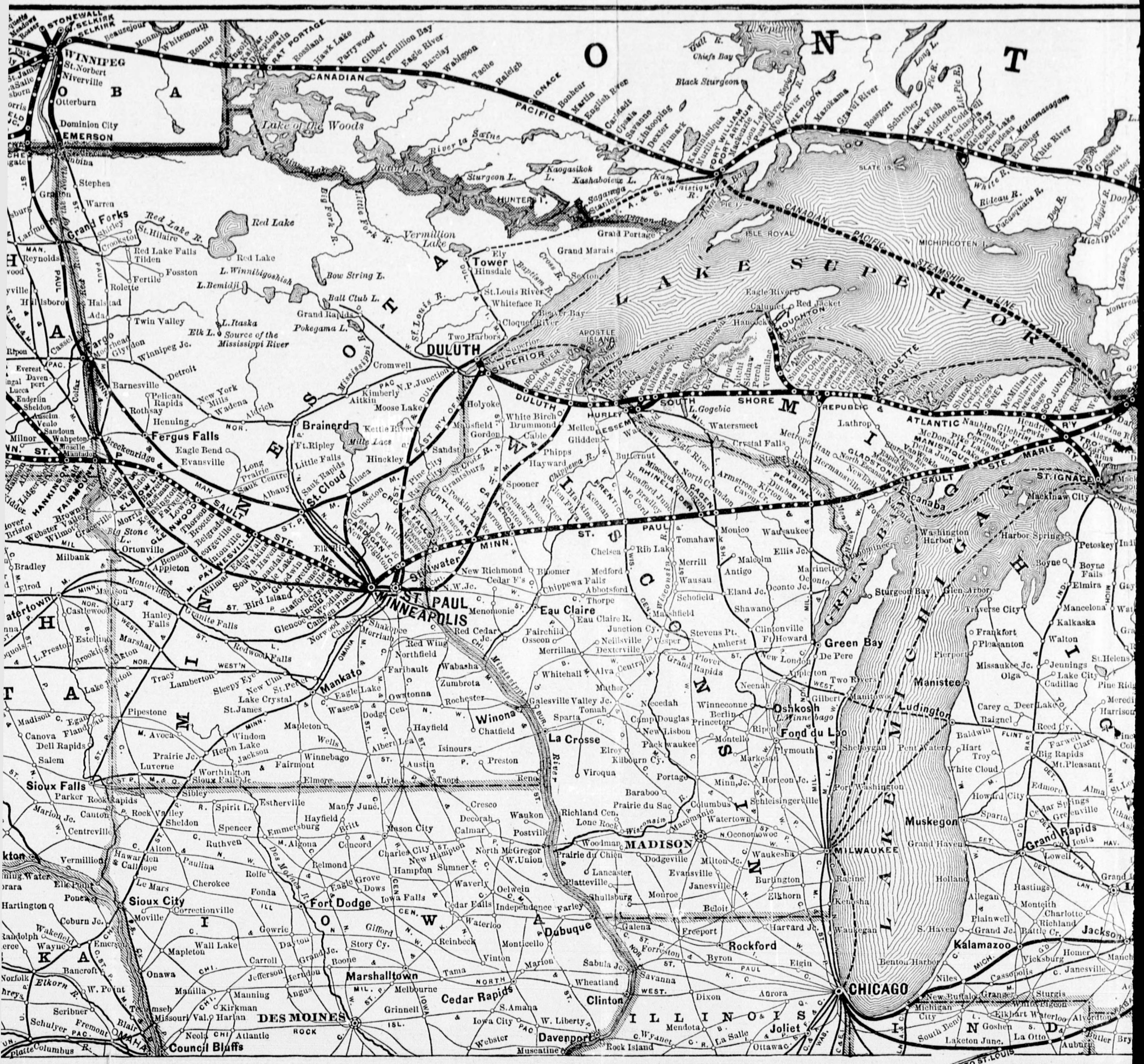
Via Toronto, the Great Lakes and Winnipeg, to the Pacific Coast.

STATIONS	Pacific Express	DAYS OF WEEK						
		Sat	Su	Mo	Tu	We	Th	Fri
NEW YORK... via Montreal..Lv	6.25 pm	Sat	Su	Mo	Tu	We	Th	Fri
NEW YORK, via Niagara Falls "	10.30 am	Su	Mo	Tu	We	Th	Fri	Sat
BOSTON..... (B. & M.).. "	9.00 "	Sat	Mo	Tu	We	Th	Fri	Sat
PORTLAND s..... (Me. Ctl.).. "	8.45 am	Sat	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N. S. "	1.30 pm	Fri	Sat	Mo	Tu	We	Th	Fri
ST. JOHN, N. B. "	10.40 pm	Fri	Su	Mo	Tu	We	Th	Fri
QUEBEC	1.15 pm	Su	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St. ||	9.00 "	Su	Mo	Tu	We	Th	Fri	Sat
OTTAWA ||	10.45 "	Su	Mo	Tu	We	Th	Fri	Sat
BROCKVILLE..... "	3.00 "	Su	Mo	Tu	We	Th	Fri	Sat
PRESCOTT..... "	1.20 pm	Sat	Su	Mo	Tu	We	Th	Fri
HAMILTON..... (G.T.R.).. "	9.15 am	Mo	Tu	We	Th	Fri	Sat	Su
Toronto..... "	11.10 am	Mo	Tu	We	Th	Fri	Sat	Su
OWEN SOUND..... "	3.20 pm	Mo	Tu	We	Th	Fri	Sat	Su
Owen Sound..... (C.P.)..Lv	3.20 pm	Mo	Tu	We	Th	Fri	Sat	Su
S. Ste. Marie..... (S.S.)..Ar	11.00 am	Tu	We	Th	Fri	Sat	Su	Mo
Fort Arthur..... (Line)..Ar	10.30 am	We	Th	Fri	Sat	Su	Mo	Tu
Fort William..... (Line)..Ar	10.30 am	We	Th	Fri	Sat	Su	Mo	Tu
PORT ARTHUR, (P.A. & D.)..Lv	7.30 pm	We	Th	Fri	Sat	Su	Mo	Tu
DULUTH..... (S.P.Co.)..Ar	12.00 n'n	Th	Fri	Sat	Su	Mo	Tu	We
(Central Time)								
PORT ARTHUR... (C.P. Ry.)..Lv	14.30	We	Th	Fri	Sat	Su	Mo	Tu
FORT WILLIAM..... "	15.10	We	Th	Fri	Sat	Su	Mo	Tu
IGNACE..... "	22.15	We	Th	Fri	Sat	Su	Mo	Tu
RAT PORTAGE..... "	5.00	Th	Fri	Sat	Su	Mo	Tu	We
SELKIRK..... "	9.21	Th	Fri	Sat	Su	Mo	Tu	We
WINNIPEG ||..... (Ar)	10.10	Th	Fri	Sat	Su	Mo	Tu	We
WINNIPEG ||..... (Lv)	14.20	Th	Fri	Sat	Su	Mo	Tu	We
PORTAGE LA PRAIRIE..... "	16.47	Th	Fri	Sat	Su	Mo	Tu	We
BRANDON..... "	19.30	Th	Fri	Sat	Su	Mo	Tu	We
(Mountain Time)								
OAK LAKE..... "	20.50	Th	Fri	Sat	Su	Mo	Tu	We
MOOSOMIN..... "	23.27	Th	Fri	Sat	Su	Mo	Tu	We
BROADVIEW..... "	1.30	Fri	Sat	Su	Mo	Tu	We	Th
QU'APPELE..... "	3.56	Fri	Sat	Su	Mo	Tu	We	Th
REGINA..... "	5.23	Fri	Sat	Su	Mo	Tu	We	Th
MOOSEJAW..... "	7.25	Fri	Sat	Su	Mo	Tu	We	Th
SWIFT CURRENT..... "	12.10	Fri	Sat	Su	Mo	Tu	We	Th
DUNMORE..... "	17.56	Fri	Sat	Su	Mo	Tu	We	Th
MEDICINE HAT..... "	18.45	Fri	Sat	Su	Mo	Tu	We	Th
GLEICHEN..... "	24.05	Sat	Su	Mo	Tu	We	Th	Fri
CALGARY..... "	2.30	Sat	Su	Mo	Tu	We	Th	Fri
CANMORE..... "	5.55	Sat	Su	Mo	Tu	We	Th	Fri
BANFF HOT SPRINGS..... "	6.45	Sat	Su	Mo	Tu	We	Th	Fri
LAGGAN..... "	8.15	Sat	Su	Mo	Tu	We	Th	Fri
FIELD ||..... "	10.00	Sat	Su	Mo	Tu	We	Th	Fri
DONALD..... "	12.35	Sat	Su	Mo	Tu	We	Th	Fri
(Pacific Time)								
GLACIER HOUSE ||..... "	14.25	Su	Mo	Tu	We	Th	Fri	Sat
ALBERT CANYON..... "	15.47	Su	Mo	Tu	We	Th	Fri	Sat
REVELSTOKE..... "	17.02	Su	Mo	Tu	We	Th	Fri	Sat
CLANWILLIAM..... "	17.32	Su	Mo	Tu	We	Th	Fri	Sat
KAMLOOPS ||..... "	23.00	Su	Mo	Tu	We	Th	Fri	Sat
NORTH BEND ||..... "	7.30	Su	Mo	Tu	We	Th	Fri	Sat
YALE..... Lv	8.45	Su	Mo	Tu	We	Th	Fri	Sat
MISSION JUNC..... Ar	10.56	Su	Mo	Tu	We	Th	Fri	Sat
HUNTINGDON JUNC..... Ar	11.36	Su	Mo	Tu	We	Th	Fri	Sat
NEW WHATCOM, B.B.&B.C.RD.Ar	13.00	Su	Mo	Tu	We	Th	Fri	Sat
NEW WHATCOM, G.N. Ry..... Lv	1.10 pm	Su	Mo	Tu	We	Th	Fri	Sat
SEATTLE..... Ar	5.40 "	Su	Mo	Tu	We	Th	Fri	Sat
TACOMA N.P. Rd..... Ar	8.20 pm	Su	Mo	Tu	We	Th	Fri	Sat
PORTLAND..... Ar	7.00 am	Mo	Tu	We	Th	Fri	Sa	Su
NEW WESTMINSTER..... Ar	12.40	Su	Mo	Tu	We	Th	Fri	Sat
VANCOUVER ||..... Ar	12.50	Su	Mo	Tu	We	Th	Fri	Sat
VICTORIA..... A	18.00	Su	Mo	Tu	We	Th	Fri	Sat

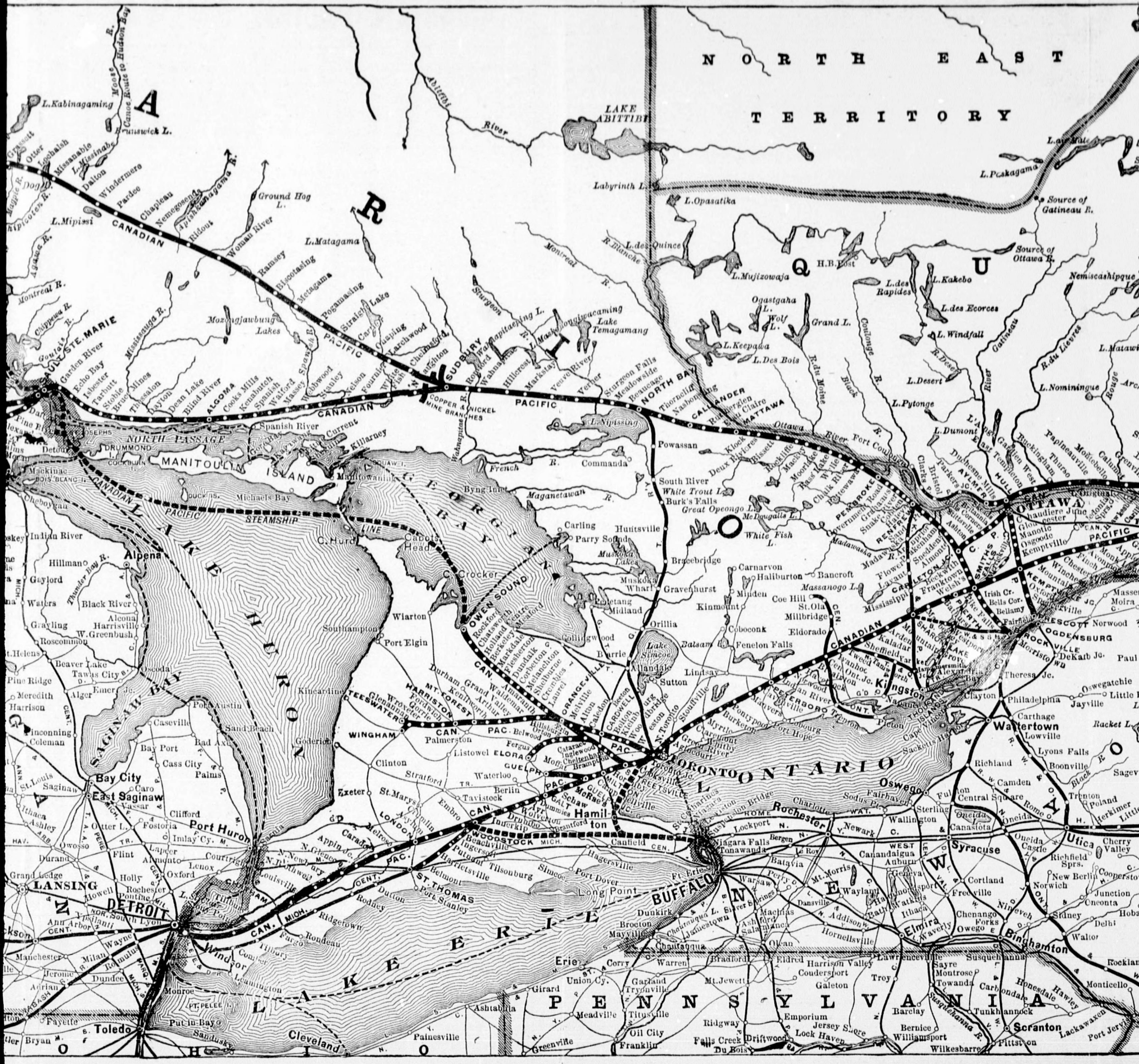
Saturday time is 7.15 p.m., 10.15 p.m. Sunday time is 6.00 a.m.
 f Flag Stations. s Through Sleeping Cars between Montreal and Vancouver.
 || Refreshment Stations. Dining Cars on these trains. Observation Cars, specially designed to allow an unbroken view of the wonderful mountain scenery, are on these trains between Canmore and Revelstoke, and Lytton and Westminister Junction. Trains run only on days shown in the columns headed "days." v On Mondays, Steamer Connection is via New Westminster, arriving Victoria same hours as on other days. When water is low steamers may omit Port Arthur, calling only at Fort William.
 TIME.—24-hour time is in use Port Arthur and west. Time changes one hour at Port Arthur, Brandon and Donald.

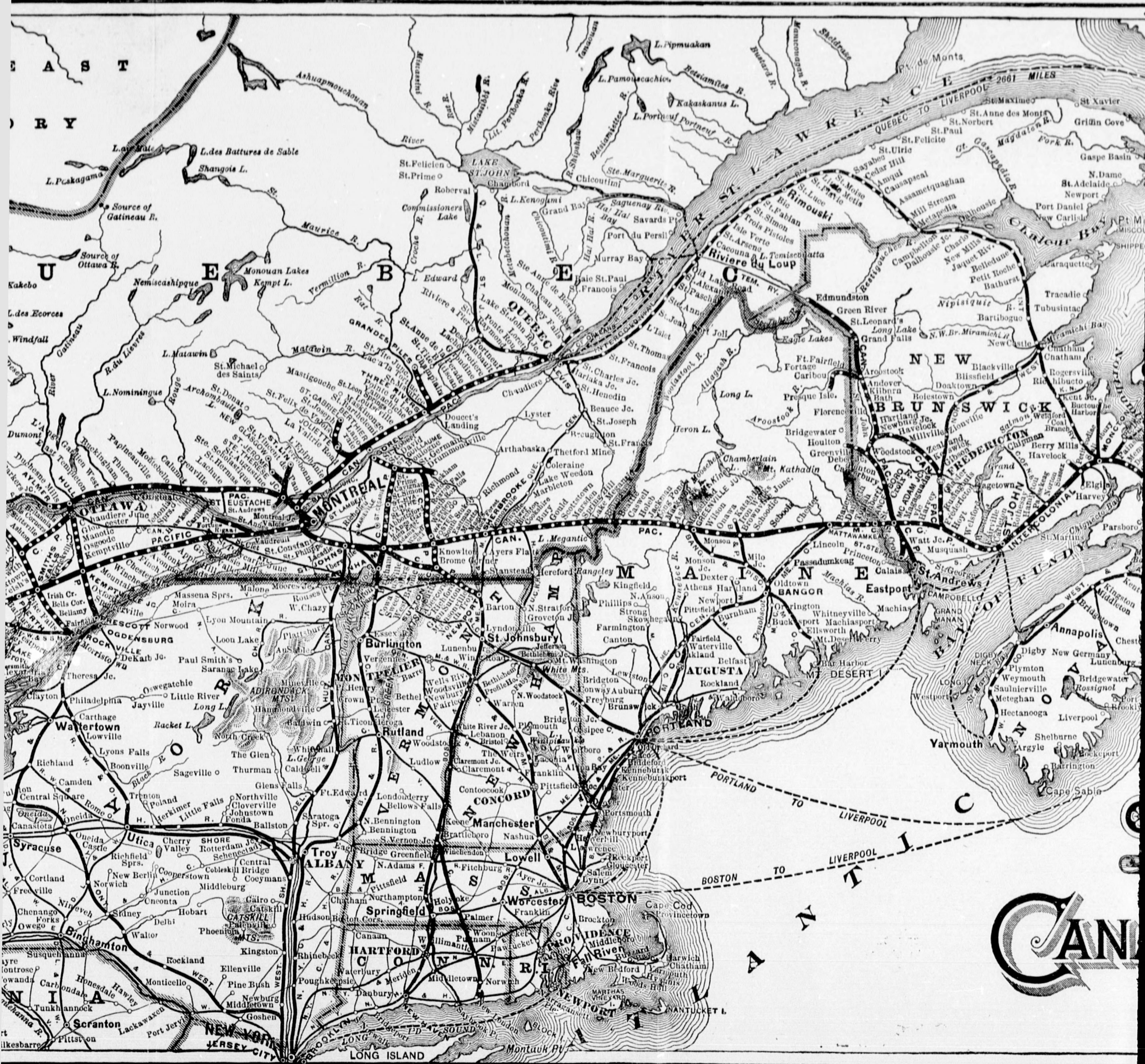
Connections are made at Huntingdon Junc. for all Puget Sound Ports and at Vancouver and Victoria for all British Columbia Ports, Alaska, Portland and San Francisco, and Steamships for China and Japan. For details see current Rail Time Folder.





NORTH EAST
TERRITORY







Map of the
EASTERN LINES
 and Connections.

OF THE
CANADIAN PACIFIC
RAILWAY

C
 VI
 VA
 NE
 PO
 TA
 SE
 NE
 NE
 HU
 ME
 YA
 NO
 KA
 CL
 RE
 AL
 GL
 DO
 FIE
 LAC
 BAL
 CAI
 CAI
 GLI
 ME
 DU
 SW
 MO
 RE
 QU
 BR
 MO
 OAF
 BR
 POP
 WE
 SEL
 RAT
 IGN
 FOF
 POP
 DUI
 POR
 For
 Por
 S. S
 Owe
 OWI
 Tor
 HAM
 PRE
 BRO
 OTT
 MON
 QUE
 ST.
 HAL
 POR
 BOS
 NEV
 NEV
 S
 Ref
 speci
 ery,
 stoke
 "day
 Victo
 Port
 T
 hour
 S
 Jap
 and
 and
 via
 ingc

CANADIAN PACIFIC RAILWAY

Transcontinental Route—Eastbound

VIA WINNIPEG, THE GREAT LAKES AND TORONTO, TO THE ATLANTIC COAST

STATIONS.	Atlantic sExpress	DAYS OF WEEK.						
		Tu	We	Th	Fri	Sat	Su	r Mo
(Pacific Time)								
VICTORIA.....C.P.N. Co. Lv	2.00	Tu	We	Th	Fri	Sat	Su	r Mo
VANCOUVER ||.....C.P.R.	14.20	Tu	We	Th	Fri	Sat	Su	r Mo
NEW WESTMINSTER	14.25	Tu	We	Th	Fri	Sat	Su	r Mo
PORTLAND.....N.P.Rd.	8.00	Mo	Tu	We	Th	Fri	Sat	Su
TACOMA...C.R. & P.S.N.Co.	7.20	Tu	We	Th	Fri	Sat	Su	Mo
SEATTLE.....G.N.Ry.	9.40	Tu	We	Th	Fri	Sat	Su	Mo
NEW WHATCOM.....	14.10	Tu	We	Th	Fri	Sat	Su	Mo
NEW WHATCOM, B.B. & B.C.RD.	14.20	Tu	We	Th	Fri	Sat	Su	Mo
HUNTINGDON JUNC. C.P.Ry.	15.30	Tu	We	Th	Fri	Sat	Su	Mo
MISSION JUNC.....	16.17	Tu	We	Th	Fri	Sat	Su	Mo
YALE.....	17.04	Tu	We	Th	Fri	Sat	Su	Mo
NORTH BEND||.....	20.10	Tu	We	Th	Fri	Sat	Su	Mo
KAMLOOPS||.....	4.18	We	Th	Fri	Sat	Su	Mo	Tu
CLAN WILLIAM.....	9.36	We	Th	Fri	Sat	Su	Mo	Tu
REVELSTOKE.....	10.16	We	Th	Fri	Sat	Su	Mo	Tu
ALBERT CANYON.....	11.21	We	Th	Fri	Sat	Su	Mo	Tu
GLACIER HOUSE ||.....	13.15	We	Th	Fri	Sat	Su	Mo	Tu
(Mountain Time)								
DONALD.....C.P.R.	16.30	We	Th	Fri	Sat	Su	Mo	Tu
FIELD§.....	19.50	We	Th	Fri	Sat	Su	Mo	Tu
LAGGAN.....	21.00	We	Th	Fri	Sat	Su	Mo	Tu
BANFF HOT SPRINGS.	22.25	We	Th	Fri	Sat	Su	Mo	Tu
CANMORE.....	23.15	We	Th	Fri	Sat	Su	Mo	Tu
CALGARY.....	2.20	Th	Fri	Sat	Su	Mo	Tu	We
GLEICHEN.....	4.40	Th	Fri	Sat	Su	Mo	Tu	We
MEDICINE HAT.....	10.00	Th	Fri	Sat	Su	Mo	Tu	We
DUNMORE.....	10.19	Th	Fri	Sat	Su	Mo	Tu	We
SWIFT CURRENT.....	16.50	Th	Fri	Sat	Su	Mo	Tu	We
MOOSEJAW.....	21.55	Th	Fri	Sat	Su	Mo	Tu	We
REGINA.....	23.36	Th	Fri	Sat	Su	Mo	Tu	We
QU APPELLE.....	1.21	Fri	Sat	Su	Mo	Tu	We	Th
BROADVIEW ||.....	4.05	Fri	Sat	Su	Mo	Tu	We	Th
MOOSOMIN.....	6.00	Fri	Sat	Su	Mo	Tu	We	Th
OAK LAKE.....	8.34	Fri	Sat	Su	Mo	Tu	We	Th
(Central Time)								
BRANDON.....	11.15	Fri	Sat	Su	Mo	Tu	We	Th
PORTAGE LA PRAIRIE	14.14	Fri	Sat	Su	Mo	Tu	We	Th
WINNIPEG.....	16.30	Fri	Sat	Su	Mo	Tu	We	Th
SELKIRK.....	17.45	Fri	Sat	Su	Mo	Tu	We	Th
RAT PORTAGE.....	18.40	Fri	Sat	Su	Mo	Tu	We	Th
RAT PORTAGE.....	23.45	Sat	Su	Mo	Tu	We	Th	.....
IGNACE.....	6.25	Sat	Su	Mo	Tu	We	Th	.....
FORT WILLIAM.....Ar	12.30	Sat	Su	Mo	Tu	We	Th	.....
PORT ARTHUR.....Ar	13.15	Sat	Su	Mo	Tu	We	Th	.....
(Eastern Time)								
DULUTH (P.A. & D.S.) Lv	7.30 pm	Th	.....	.....	Sat	.....	Tu	.....
PORT ARTHUR (P.Co.) Ar	12.00 pm	Fri	.....	.....	Su	.....	We	.....
Fort William.....	2.00 pm	Sat	.....	.....	Tu	.....	Th	.....
Port Arthur.....	.....	Sat	.....	.....	Tu	.....	Th	.....
S. Ste. Marie.....	11.00 am	Su	.....	.....	We	.....	Fri	.....
Owen Sound.....	10.00 am	Mo	.....	.....	Th	.....	Sat	.....
OWEN SOUND.....C.P.R. ....Lv	10.00 am	Mo	.....	.....	Th	.....	Sat	.....
Toronto.....Ar	2.00 pm	.....	.....	.....	.....	.....	.....	.....
HAMILTON.....G.T.R.	4.00 pm	.....	.....	.....	.....	.....	.....	.....
PRESCOTT.....C.P.R.	9.30 am	.....	.....	.....	.....	.....	.....	.....
BROCKVILLE.....	2.25 pm	.....	.....	.....	.....	.....	.....	.....
OTTAWA.....	6.00 am	Tu	We	Th	Fri	Sat	Su	Mo
MONTREAL, Windsor Station.	8.05 am	Tu	We	Th	Fri	Sat	Su	Mo
QUEBEC.....C.P.R. ....Ar	3.00 pm	Tu	We	Th	Fri	Sat	Su	Mo
ST. JOHN, N.B.....C.P.R. ....Ar	1.45 pm	We	Th	Fri	Sat	.....	Mo	Tu
HALIFAX, N.S.....I.C.R. ....Ar	11.10 pm	We	Th	Fri	Sat	.....	Mo	Tu
PORTLAND.....Me. Ctl. ....Ar	8.00 pm	Tu	We	Th	Fri	Sat	Mo	Tu
BOSTON.....B. & M.	u 8.50 pm	Tu	We	Th	Fri	Sat	Mo	Tu
NEW YORK, via Niagara Falls.	10.10 am	Tu	We	Th	Fri	Sat	Su	Mo
NEW YORK, via Montreal ....Ar	6.45 am	We	Th	Fri	Sat	Su	Mo	Tu

Sunday time is 10.03 p.m., Monday time is 8.05 a.m.
 §Flag Stations. sThrough Sleeping Cars between Vancouver and Montreal.
 ¶Refreshment Stations. Dining Cars on these trains. Observation Cars, specially designed to allow an unbroken view of the wonderful mountain scenery, are on trains between Westminister Junction and Lytton and Revelstoke and Canmore. Trains run only on days shown in the columns headed "days." rOn Mondays, Steamer Connection is via New Westminister, leaving Victoria same hours as on other days. When water is low steamers may omit Port Arthur, calling only at Fort William.
 TIME.—24-hour time is in use Port Arthur and west. Time changes one hour at Port Arthur, Brandon and Donald.

Steamship Lines ply to Victoria and Vancouver from China, Japan, San Francisco, Alaska and all British Columbia Ports, and passengers from all points in Southern California, Oregon and Puget Sound make connection with Canadian Pacific Ry., via the new rail line from Seattle and New Whatcom to Huntingdon Jct. For details see current Rail Time Folder.

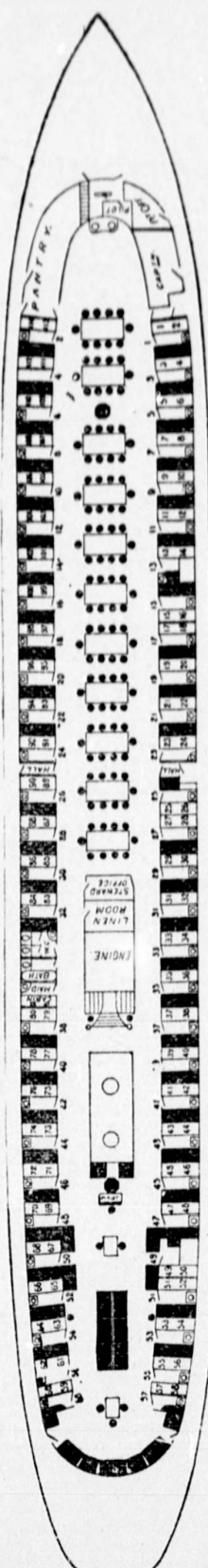
CANADIAN PACIFIC RAILWAY

Canadian Pacific Steamship Line

CONSISTING OF THE EXPRESS STEEL STEAMSHIPS

"ALBERTA," "ATHABASCA" AND "MANITOBA"

Cabin Diagram of the Express Steamships "Alberta" and "Athabasca."



The Steamship "Manitoba," being 30 feet longer, has 10 additional berths.

ARE INTENDED, DURING SEASON OF LAKE NAVIGATION (from about 1st May to 15th Nov.) TO MAKE TRI-WEEKLY TRIPS IN EITHER DIRECTION (Weather and Water Permitting) BETWEEN

OWEN SOUND, SAULT STE. MARIE, PORT ARTHUR and FORT WILLIAM

These Steamships are fitted up with every modern appliance for speed, comfort and safety—they are unrivalled on the lakes. The **Manitoba** is 300 feet long, 2,600 tons burthen; the **Alberta** and **Athabasca** are 270 feet long, 2,300 tons burthen. Each stateroom is electric lighted. The odd numbers on above diagram represent upper berths, the darkened part in stateroom represents the sofa.

FIRST CLASS ROUND TRIP AND TOURIST TICKETS INCLUDE MEALS AND BERTHS: SECOND CLASS, COLONIST AND EMIGRANT TICKETS, DECK PASSAGE ONLY

CA

From

GR

TO F

From

Rou
or vice

TO

From

Rou
Rail and
charged
ust, etc.

From

Tick

From

Via
William
or local
Lake M

DULI

ME

Pas
local S
both w
Marie a
Cor
erous o
a copy
Pacific

BOSTC
BUFF.
BELL
BROCI
GALT.
GUEL
HALI
HAMI
KING
LOND
MONT
OTTA
PETE
QUEB
SHER
ST. JO
ST. PA
ST. TH

TORO.

WOOL
W. E.
W. F.
J. F.
C. E.
C. SH
E. V.

WAY

OWEN SOUND, SAULT STE. MARIE, LONDON, PORT ARTHUR and TORONTO
These Steamships are fitted up with every modern appliance for speed, comfort and safety—they are unrivalled on the lakes. The Manitoba is 300 feet long, 2,600 tons burthen; the Alberta and Athabasca are 270 feet long, 2,300 tons burthen. Each stateroom is electric lighted. The odd numbers on above diagram represent upper berths, the darkened part in stateroom represents the sofa.

FIRST CLASS ROUND TRIP AND TOURIST TICKETS INCLUDE MEALS AND BERTHS: SECOND CLASS, COLONIST AND EMIGRANT TICKETS, DECK PASSAGE ONLY

CANADIAN PACIFIC RAILWAY

From JUNE 1st until 30th SEPTEMBER

Tickets will be sold, good for return till 31st October, 1891, at the following

GREATLY REDUCED RATES

TO PORT ARTHUR and FORT WILLIAM and RETURN

From Toronto, \$30 From Montreal, \$45

Route—Lake Route both ways, or by Rail going, Lake returning, or vice versa.

TO SAULT STE. MARIE AND RETURN

From Toronto, \$16 From Montreal, \$31

Route via Lake only. Add \$2.00 to above rates for route going via Rail and North Bay, and returning via Lake. \$2.00 extra will also be charged when by Great Northern Transit Co.'s Steamers July and August, etc., when Steamers call at Mackinac.

TO MACKINAC AND RETURN

JULY AND AUGUST (A FEW TRIPS MAY BE MADE IN SEPT.)

From Toronto, \$18 From Montreal, \$33

Via Great Northern Transit Co.'s Steamers only.

Tickets not good after Steamers cease calling at Mackinac.

TO DULUTH AND RETURN

From Toronto, \$32 From Montreal, \$47

Via Lake Route throughout, Canadian Pacific Steamships to Fort William, thence Port Arthur & Duluth Steam Packet Co'y, or by Express or local Steamers to S. Ste. Marie, thence Lake Superior Transit Co., Lake Michigan and Lake Superior Transportation Co.'s Steamers, or

DULUTH SOUTH SHORE & ATLANTIC RY.

MEALS AND BERTHS ON STEAMSHIPS ARE INCLUDED IN ABOVE RATES

Passengers may travel by Canadian Pacific Express Steamships or local Steamers between Owen Sound and Sault Ste. Marie one way or both ways, but by Canadian Pacific Steamships only between Sault Ste. Marie and Port Arthur and Fort William.

Corresponding low rates quoted from all other stations and to numerous other Upper Lake points. If further particulars are desired, get a copy of our Summer Tours, or apply to any Agent of the Canadian Pacific Railway Co.

TICKET OFFICES AT PRINCIPAL POINTS

BOSTON, MASS.....	H. J. Colvin, 197 Washington Street.
BUFFALO, N. Y.....	E. P. Allen, 14 Exchange Street
BELLEVILLE.....	S. Burrows
BROCKVILLE.....	Geo. E. McGlade, 145 Main Street
GALT.....	J. W. Taylor, Main Street
GUELPH.....	J. Heffernan, cor. Wynd'm & McDonald Sts.
HALIFAX.....	C. R. Barry, 126 Hollis Street
HAMILTON.....	W. J. Grant, 8 James St. South
KINGSTON.....	Ticket Agents K. & P. and B. of Q. Ry.
LONDON.....	T. R. Parker, 1 Masonic Building
MONTREAL.....	266 St. James Street
OTTAWA.....	Windsor Street Station
PETERBORO.....	J. E. Parker, 42 Sparks Street
QUEBEC.....	T. E. Boddy, George Street
SHERBROOKE.....	J. W. Ryder, St. Louis Hotel
ST. JOHN, N.B.....	George Duncan, 6 Commercial Street
ST. PAUL, MINN.....	H. Perley, Chubb's Corner.
ST. THOMAS.....	C. E. Dixon, 183 East Third Street.
TORONTO.....	G. T. Claris
WOODSTOCK.....	Union Station, North Side
	Parkdale Station
	24 York Street
	1 King Street East
	C. H. Hill, 432 Dundas Street

W. B. CALLAWAY, District Passenger Agent, 1 King St. East, Toronto.

W. F. EGG, District Passenger Agent, 266 St. James St., Montreal

J. F. LEE, District Passenger Agent, 232 South Clark St., Chicago, Ill.

C. E. McPHERSON, Asst. Genl. Pass. Agt., Atl. Div., etc., St. John, N.B.

C. SHEEHY, District Passenger Agent, 11 Fort St. W., Detroit, Mich.

E. V. SKINNER, General Eastern Agent, 353 Broadway, New York

Or to any Agent of the Canadian Pacific Railway

CANADIAN PACIFIC RAILWAY

The Upper Lake Express Steamships of the
Canadian Pacific Railway are the

Alberta and Athabasca

BUILT OF STEEL, ON THE CLYDE
EACH 270 FEET LONG, AND 2,300 TONS BURDEN,
AND THE

✻ MANITOBA ✻

ALSO BUILT OF STEEL, AT OWEN SOUND, 300 FT. LONG,
2,600 TONS BURDEN, ALL RECENTLY FITTED
WITH PROMENADE DECK OVER SALOON.

ALL STATEROOMS ARE ELECTRIC LIGHTED

And fitted up with every Modern Convenience. They are
unrivalled on the Lakes, being more like Ocean Steamships
than the usual Lake Steamship.

The Intended Sailings are as follows :

UP TRIP

- Lv. OWEN SOUND 3.20 p.m. on arrival of Steamship Express which
Leaves TORONTO at 11.10 a.m. Mondays, Wednesdays and
Saturdays.
- Lv. SAULT STE. MARIE 11.00 a.m. Tuesdays, Thursdays and
Sundays.
- Ar. PORT ARTHUR 10.00 a.m. Wednesdays, Fridays and
Mondays.
- Ar. FORT WILLIAM 11.00 a.m. Wednesdays, Fridays and Mondays

DOWN TRIP

- Lv. FORT WILLIAM 12.45 p.m. on arrival of Atlantic Express from
Vancouver and Winnipeg Thursdays, Saturdays and Tuesdays.
- Lv. SAULT STE. MARIE 11.00 a.m. Fridays, Sundays and Wed-
nesdays.
- Ar. OWEN SOUND 10.00 a.m. Saturdays, Mondays and Thursdays.

Steamship Express Train leaves Owen Sound for Toronto immedi-
ately on arrival of Steamships, Toronto being reached in about 4 hours.

Passengers to Winnipeg, the Canadian North-West, and
the Pacific Coast, only occupy 12 hours longer by this Lake
Route than by Rail Route from Toronto, and 24 hours from
Montreal.

When water is low on Lake Superior, Steamships may
omit Port Arthur, calling only at Fort William. In such cases
ticket holders to Port Arthur or beyond will be supplied, if
they so desire, with Rail Transportation from Fort William to
Port Arthur. Fort William is situated about 5 miles west-
ward from Port Arthur, on the Kaministiquia River.

Berths can be secured in these Steamships through
any Agent of the Company from the office of the
District Passenger Agent at Toronto.

CAN

ARRA

Grea

THE "

Nort

THE "

✻ O

On arrival

Great I

TUESDA
and

Calling

Killarney,
Cloche, L.
wong, Gor
o Bushwell
Algoma M
drum Bay
Thessalon
Richard's
Garden Ri
S. S. Marie

And a
evenings o
days and
leaving S.S
days, Sun
(Passengers
previous n
Owen Sou
days and 1
day mornin

During
Trip will ce

Some v
about a day
of visiting t
Island.

Berths
By., from

CANADIAN PACIFIC RAILWAY

ARRANGEMENTS HAVE BEEN MADE WHEREBY THE
STEAMERS OF THE

Great Northern Transit Company

LIMITED

THE "PACIFIC," "BALTIC"
AND "ATLANTIC"

—AND OF THE—

North Shore Navigation Co.

LIMITED

THE "CITY OF LONDON"

—AND THE—

"CITY OF MIDLAND"

WILL LEAVE

OWEN SOUND

AT 10.40 P.M.

On arrival of the Georgian Bay Express Train which leaves Toronto
at 5.25 p.m.

Great Nor. Transit Co.

—ON—

**TUESDAYS, THURSDAYS
and SATURDAYS**

Calling at following Ports:—

Killarney, Manitowaning, La Cloche, Little Current, Kagawong, Gore Bay, Spanish River, Bushwell's Mill, Serpent River, Algoma Mills, Blind River, Meldrum Bay, Cockburn Island, Thessalon, Bruce Mines, Hilton, Richard's Dock, Port Findlay, Garden River, S. S. Marie, Ont., S. S. Marie, Mich.

And arriving S. S. Marie evenings of **Thursdays, Saturdays and Mondays**. Returning, leaving S. S. Marie, daylight, **Fridays, Sundays and Tuesdays**. (Passengers should board steamers previous night). And reaching **Owen Sound** evenings of **Saturdays and Mondays**, and **Thursday mornings**.

North Shore Nav. Co.

—ON—

TUESDAYS and FRIDAYS

Calling at following Ports:—

Killarney, Manitowaning, Little Current, Kagawong, Gore Bay, Spanish River, Serpent River, Algoma Mills, Blind River, Meldrum Bay, Cockburn Island, Thessalon, Bruce Mines, Hilton, Garden River, S. S. Marie, Ont., S. S. Marie, Mich.

And arriving S. S. Marie, about 4.00 p.m., **Thursdays and Sundays**. Returning, leaving S. S. Marie, about 4.00 a.m., **Fridays and Mondays**. (Passengers should board steamers previous night). And reaching **Owen Sound** evenings of **Saturdays and Tuesdays**.

o Calls only when passengers to land.

During **JULY** and **AUGUST**, the above Steamers on the Eastbound Trip will call at

MACKINAC ISLAND

Some variation is then made in Eastbound sailing time to admit of about a day's stop-over at Mackinac to give excursionists an opportunity of visiting the many places of interest on this picturesque and attractive Island.

Berths secured through any Agent of the Canadian Pacific Ry., from the office of the District Passenger Agent, Toronto.

CANADIAN PACIFIC RAILWAY

→* **HOLIDAYS** *←

ON THE

UPPER LAKES

One of the most popular holiday and health trips now offered to the public is that provided by the Canadian Pacific Railway's steamship service on the upper lakes. Toronto as starting point is easily reached from any point in Ontario or Quebec, the eastern or northern States, or by passengers on any of the lines running into Buffalo, where, at the Canadian Pacific Railway ticket office, tickets can be obtained for any point on the lakes. There are two routes through these western waters; one by the Georgian Bay and south of the Great Manitoulin Island, through Lake Huron to Sault Ste. Marie, and thence on through Lake Superior to Thunder Bay with its two ports, Fort William and Port Arthur, and the other by the Georgian Bay and the islands of the North Channel, that is, north of Manitoulin by Killarney, Little Current and numerous other places to the Sault.

To Sault Ste. Marie and Thunder Bay

Everyone who has read Hiawatha must have resolved that to float on the waters of the "Gitche Gumee" is a duty incumbent on every American and Canadian citizen, as well as an enjoyment to be anticipated by men of all nationalities. Hitherto the pleasure travel on the great fresh water sea has been to some extent restricted by a want of confidence in the vessels navigating that lake.

That restraining consideration has been removed by the Canadian Pacific Railway. First by land, first by water, and first in the enterprises of its country, the great transportation company has provided three large steamers, constructed on the model of ocean liners, replete with the comforts of the Atlantic greyhounds, and combining speed, safety and luxury, for their Owen Sound and Thunder Bay route.

Three times a week a special steamship express train leaves Toronto (11.10 a.m. Mondays, Wednesdays and Saturdays) for Owen Sound.

The run up the Caledon range of hills and across the well farmed neck of the Ontario Peninsula is made in four hours, including a stop at Orangeville for luncheon.

Owen Sound, the eastern terminus of the Company's Lake Steamship service, is situated at the head of the Sound surrounded by an amphitheatre of hills and cliffs, and would well repay the visitor for a day's stop. There are many pretty drives and falls, Inglis Falls being specially attractive. The boating is good and safe. Those not desiring to stop over here will find the express steamship waiting ready to leave on arrival of the train. Two of the three steamships of the Line, the Alberta and Athabasca, were built on the Clyde and were brought up the St. Lawrence River in sections. They are built of steel, are 270 feet in length and 2,300 tons burden. The third, the Manitoba, is 300 feet in length and 2,600 tons burden. This steamship, also of steel, was built at Owen Sound, and is in her second season's service. All three are fitted with every modern appliance for comfort and speed. The rooms are electric-lighted throughout, and are comfortably furnished. The saloon and dining-room are luxuriously equipped. There is an extensive promenade deck over the main saloons, and no trouble has been spared in providing for the convenience of summer tourists.

CA

Very
Lake vo
to every

Leav
coast o
and nur
fresh al
course l
the gro

are again
route fo
be seen l
those un
between
the Upp
Midway
met, the
early mo
start on

WAY

CS

ered to the
steamship
ly reached
States, or
ere, at the
ed for any
rn waters;
in Island,
ough Lake
and Port
the North
rrrent and

at to float
on every
be antici-
vel on the
a want of

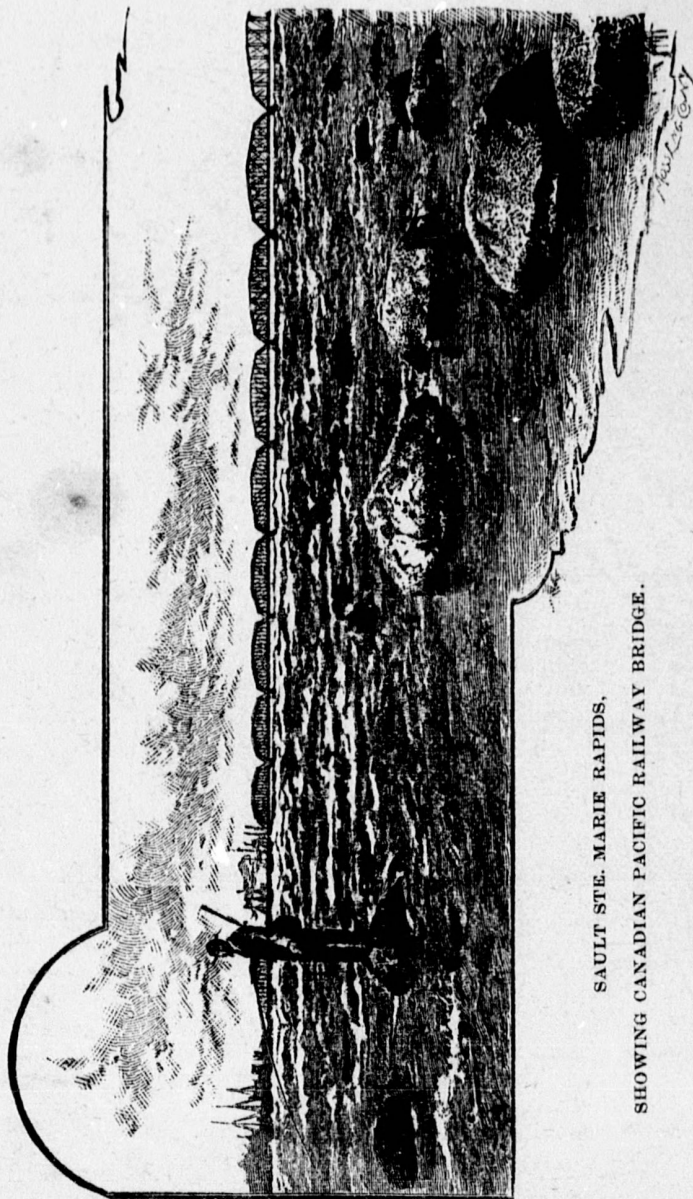
Canadian
the enter-
provided
an liners,
ombining
Bay route.
s Toronto
nd.
ll farmed
g a stop at

ce Steam-
led by an
visitor for
alls being
those not
p waiting
rips of the
and were
it of steel,
nitoba, is
o of steel,
All three
eed. The
furnished.
ere is an
ouble has
ts.

CANADIAN PACIFIC RAILWAY

Very few people are aware of the attractive features of an Upper Lake voyage. The Thousand Islands of the St. Lawrence are known to every one, but the 10,000 islands of Georgian Bay are seldom heard of.

Leaving Owen Sound at 3.20 p.m., the steamship skirts the western coast of the Indian Peninsula, past Colpoys Bay, Cabott's Head and numerous other headlands, until long after sundown, when the fresh air has driven every one to bed, Lake Huron is entered, the course being along the south coast of the Great Manitoulin Island and the group of smaller islands to the west of it. In the early morning we



SAULT STE. MARIE RAPIDS,
SHOWING CANADIAN PACIFIC RAILWAY BRIDGE.

7054 4

are again close to land entering the narrow Detour passage, the main route for all steamships to and from Lake Superior. Dozens can be seen like ourselves making for the passage in the early morning, but those under weigh as well as those who have anchored in the passage between Detour and S. S. Marie over night, are passed one by one, for the Upper Lakes have no rivals in speed to the C. P. R. steamships. Midway up the channel eastbound craft of all styles and dimensions are met, the channel east of S. S. Marie not being navigable by night, the early morning sees the overnight accumulation of shipping at S. S. Marie start on its way. Passing up Lake George and Mud Lake before the

CANADIAN PACIFIC RAILWAY

River St. Mary is reached, 12 miles from the Sault, a magnificent panorama of hills is seen. The river channel is narrow and intricate, and the current strong, but presents no difficulties to the steamers of the C. P. R. Co.

At S. S. Marie, which is reached about 10.00 a.m., a halt of about an hour is made to let the steamer enter the immense lock and be lifted 16 feet to the level of Lake Superior. Passengers generally go ashore while the lock passage is being made, to view the interesting works of the lock, and witness the silent movement of its gate worked by hydraulic machinery, or to wander through the pretty surrounding gardens and view the turbulent mile-wide rapids where Lake Superior empties itself, and if needs be to descend them in the bark canoe of the ever-present Indian. The views and facilities for sport in and around S. S. Marie are so numerous that it is fast becoming a tourist resort of the first class. Numerous summer hotels, pleasantly situated, are to be found on both the Canadian and American sides of the St. Mary's River. Volumes might be written concerning this locality, but it is only the intention to here give a brief outline of the lake trip. Steamships for all ports leave Sault Ste. Marie almost daily. The Canadian Pacific Railway Company have spanned the great rapids with a magnificent bridge two miles long, and its lines run from here to the seaside, Montreal, Quebec, Boston, Portland, etc. The Duluth, South Shore & Atlantic Railway runs from here along the south shore of Lake Superior to Duluth, and also to Mackinaw. The Soo Line extends through Gladstone and Escanaba to St. Paul and Minneapolis. Rail or steamship connection can be made for Chicago.

Leaving Sault Ste. Marie about 11.00 a.m., the gloriously clear waters of Lake Superior are entered on, the air is cool and bracing and overcoats are recommended. Lake Superior waters are always icy cold, they would chill to the marrow if bathed in. All afternoon with land on both sides we speed westward, and as night descends we are on the greatest fresh water ocean in the world, "Brother to the Sea," and out of sight of land. From June till near the end of September the lakes are scarcely ruffled, so the timid need not fear seasickness. Get up early next morning. Lake Superior has been crossed, land is in sight, the bold heights of Isle Royal loom up in the distance, while beyond may be seen Thunder Cape, "The Giant Asleep," so called from its striking resemblance to a resting human figure.

Rounding the Cape, we speed, 18 miles, across Thunder Bay to Port Arthur, when depth of water permits, where a short stop is made, and then on up the Kaministiquia River about five miles to Fort William, the western terminus of the Steamship Line.

Rail connection is made with the Canadian Pacific Railway at Fort William for Winnipeg, the Prairies, the Rockies, the Pacific Coast, and even beyond to Alaska and the Orient, the wonderlands of China and Japan, "Westward to the far East." The Canadian Pacific Railway gives all its western passengers the choice of its Lake route as just described, or its Rail route by the north shore of Lake Superior.

Eastward from Port Arthur the Railway extends to the far-famed fishing resorts on the north shore, the Nepigon, the Steel, etc., etc., where the finny speckled monsters are most abundant. On to Ottawa, Toronto, Montreal and the seaside. Many tourists vary their route, returning by rail instead of by boat, a change which the Company allows without any additional charge. A week can very easily and pleasantly be spent in and around Fort William and Port Arthur, the natural attractions are so many. Those returning by same steamship, however, will only have about 30 hours. They can live and take their meals on board the steamship, or on shore, as they may choose. A railway will this season be opened to the beautiful falls of Kakabeka. They are well worth seeing, the fall being greater than that of Niagara and the volume of water large.

The Steamers of the Port Arthur & Duluth Steam Packet Co'y leave Port Arthur for Duluth on Mondays, Wednesdays and Saturdays.

Returning the route is the same as described westward. Lakes Superior and Huron are crossed in the night, the most interesting parts of the trip are performed in daylight. Owen Sound is reached in five days from the time it was left, an express train is in waiting, and Toronto inside of four hours practically finishes an "Upper Lake" journey that is never forgotten, and is referred to by all who have taken it as a most pleasant experience.

CAN

Meals a
ships, there
thing suppl
of living at

To G Sa

Besides
steamships
"Baltic" a
"City of Lo
days, Thurs
which leave

These st
varies from
south of Ma
channels am
The same sp
wanted, this
Thousands t
the return r
the greater p
as any that c
any one who
fare.

Situated
point of the
enchancing fo
able as a sun
rises at the hi
against its r
once that it h
present posit
water in sha
portion of it i
Park, and a s
It is a stron
Indians belie
Mena-bosh
found many c

Far back
voyageurs, an
venturesome
looked deeds
fought two b
to 1761, then s
States in 1796,
restored to th

It is now c
hotels, with e
curiosities. C
excited the a
miracle worki
action. Fron
jection, suppo
vantage point
Every tourist
impressive sp
Others there
leave the tour
ral stairway, i

CANADIAN PACIFIC RAILWAY

Meals and berths are included in the fares on the Upper Lake Steamships, there are no extras, unless it be the extra good quality of everything supplied. A trip to Lake Superior can be taken at about the cost of living at a hotel.

To Georgian Bay, Manitoulin Island, Sault Ste. Marie and Mackinac

Besides the Railway Company's Express Steamships, the upper cabin steamships of the Great Northern Transit Company, the "Pacific," "Baltic" and "Atlantic," and the North Shore Navigation Co'y, the "City of London" and the "City of Midland," leave Owen Sound Tuesdays, Thursdays, Fridays and Saturdays at 10.40 p.m. on arrival of train which leaves Toronto at 5.25 p.m.

These steamers do not go west of Sault Ste. Marie, but their route varies from those of the express steamships. Instead of going by the south of Manitoulin Island, it runs by the north through the narrow channels among the numerous islands, calling at many interesting ports. The same speed is not attained as on the express steamers, but it is not wanted, this is a lazy holiday, the brain is resting, so are the limbs. Thousands take this trip year after year. During July and August the return route is varied by a call at Picturesque Mackinac Island, where the greater portion of a day is spent. The trip is as attractive in its way as any that can be conceived, occupies from $4\frac{1}{2}$ to 5 days, and will repay any one whose holiday is limited. Berths and meals are included in the fare.

MACKINAC

Situated at the western end of the Straits of Mackinac, the central point of the three great lakes, Mackinac embodies in itself all the enchanting features of northern lake scenery, and is simply unapproachable as a summer resort. It is some nine miles in circumference, and rises at the highest point a trifle over 300 feet above the waves that break against its rocky buttresses, and its appearance suggests the idea at once that it had been pushed bodily up from the cold green depths to its present position, bearing countless tokens of the magical power of water in shaping weird designs from masses of rock. All but a small portion of it is reserved by the United States Government for a National Park, and a spot better suited for such a purpose could not be desired. It is a stronghold of mystery and romance, and in olden days the Indians believed it to be the home of fairies, and the birth-place of Mena-bosho, the Hiawatha of Longfellow, and here that wizard of song found many of the legends so cunningly woven into his famous poems.

Far back in the past it was the rendezvous for the daring French voyageurs, and the scene of many a thrilling adventure in the lives of the venturesome Marquette, Nicollet, Hennepin and LaSalle, and it has overlooked deeds of blood and outrage in Indian troubles, while upon it were fought two battles of the War of 1812. It belonged to France from 1610 to 1761, then surrendered to England, and again yielded to the United States in 1796, only to be retaken by the English in 1812, and once again restored to the States by the treaty of Ghent in 1815.

It is now one of the most popular of summering places, with grand hotels, with every facility for enjoyment and the study of its manifold curiosities. Greatest of these is the magnificent Arch Rock that has excited the admiration and wonder of thousands, a monument of the miracle working power of waves upon stone during ages of unceasing action. From the face of a precipice 200 feet high is a huge stone projection, supported by an arch 149 feet high at its summit, and from this vantage point is an entrancing view commanding a sweep of fifty miles. Every tourist will of course visit it, for it is the most interesting and impressive spectacle of all the romantic phenomena of the island. Others there are in plenty, but this is the masterpiece, and we will leave the tourist to discover the less noted features, the caves and natural stairway, and the scenes of fabled or historic deeds for himself.

