

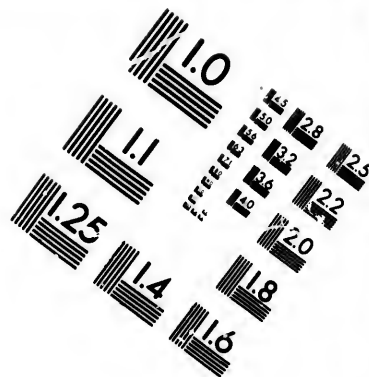
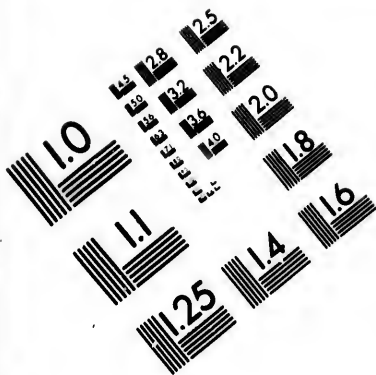
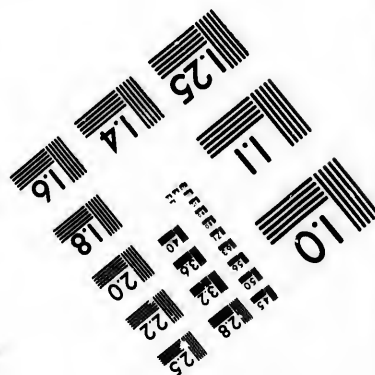
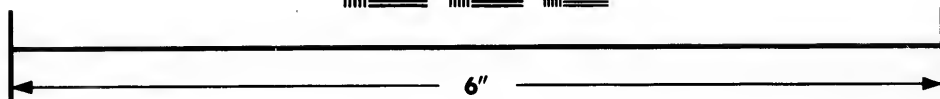
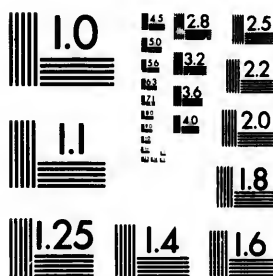


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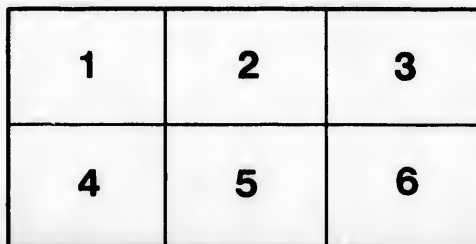
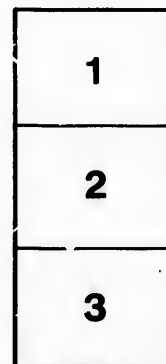
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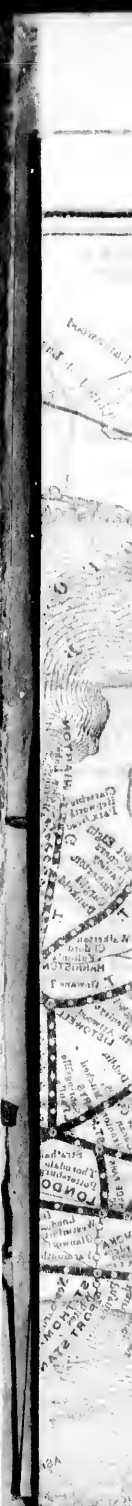
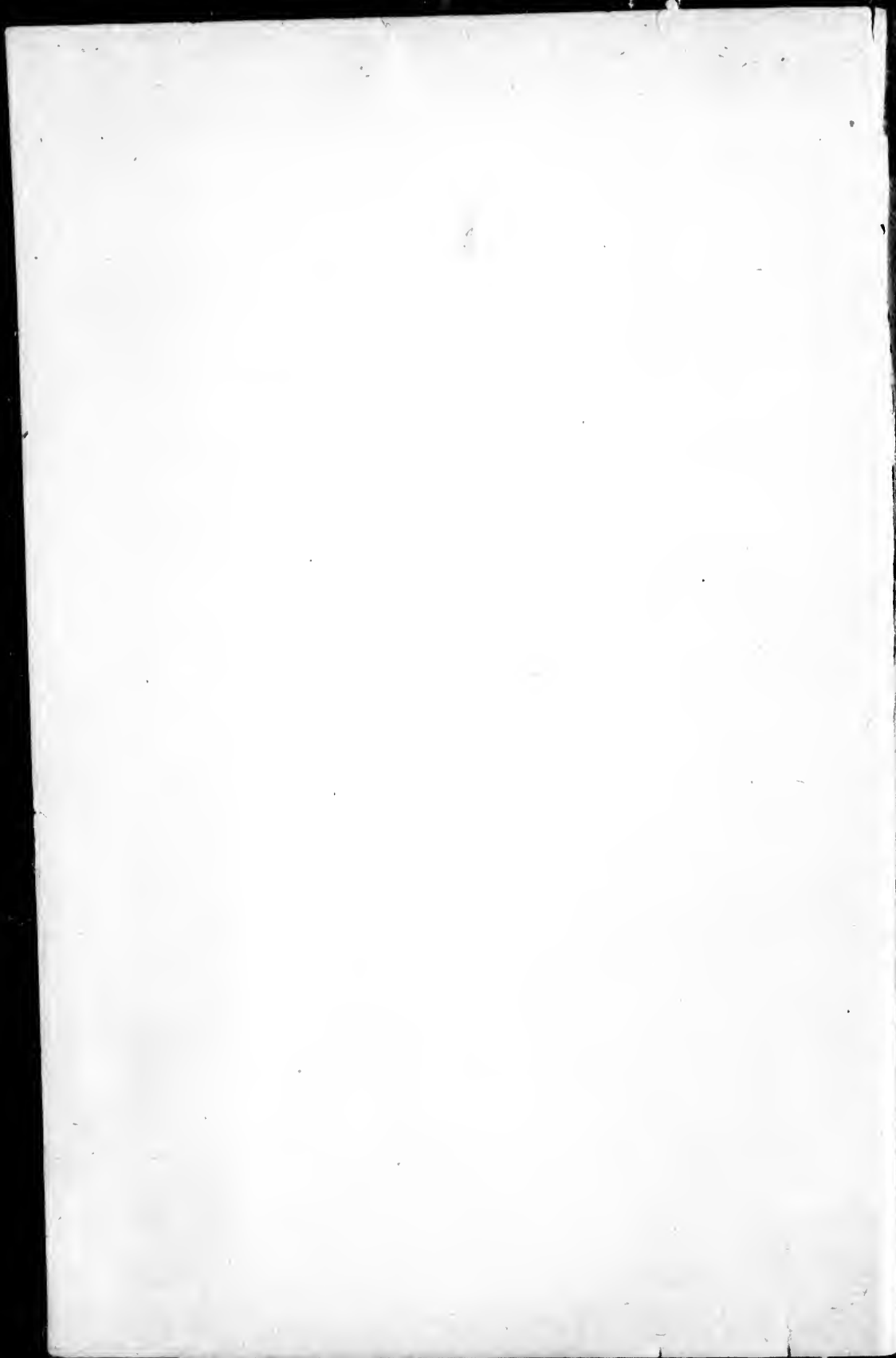
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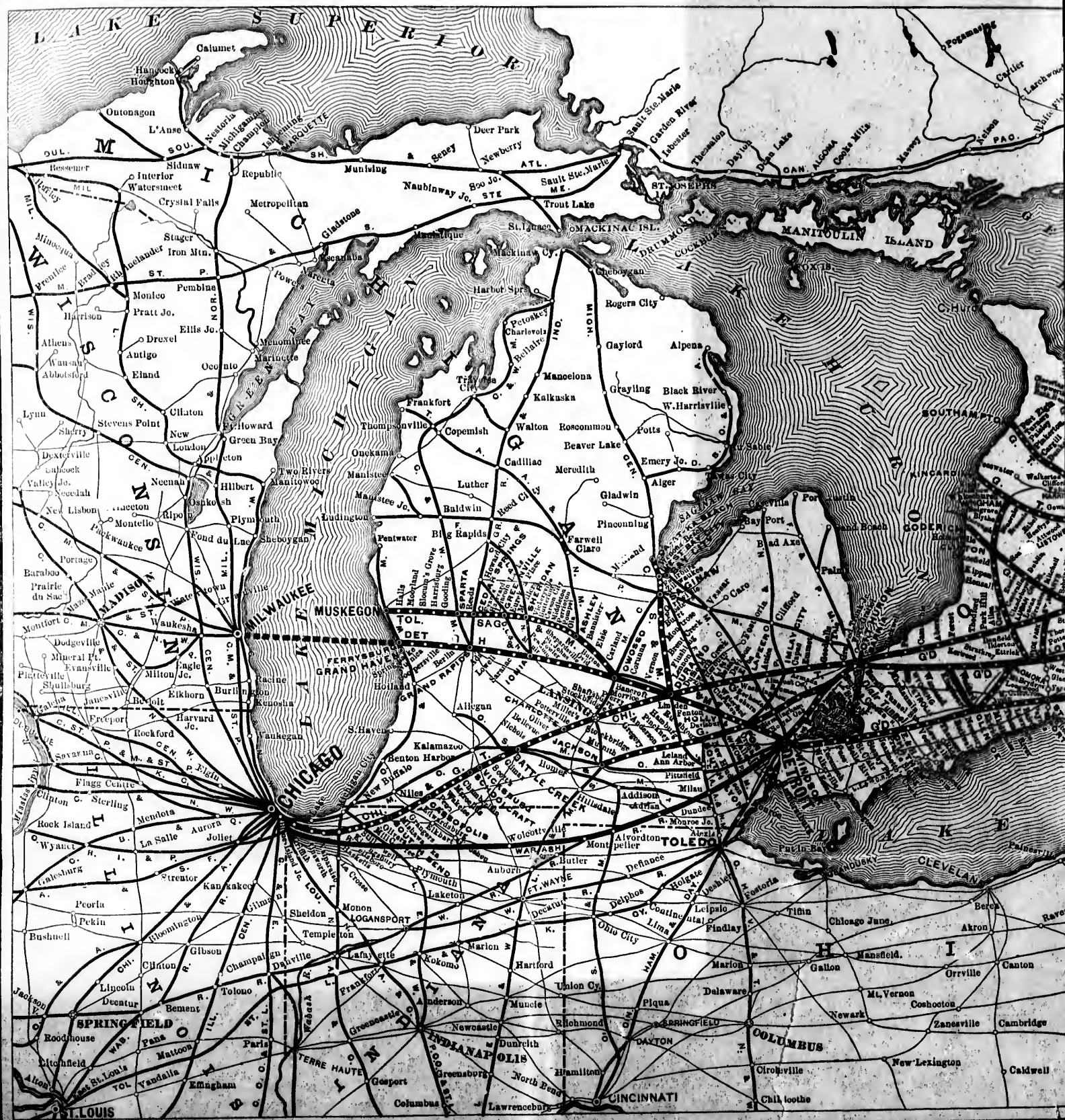
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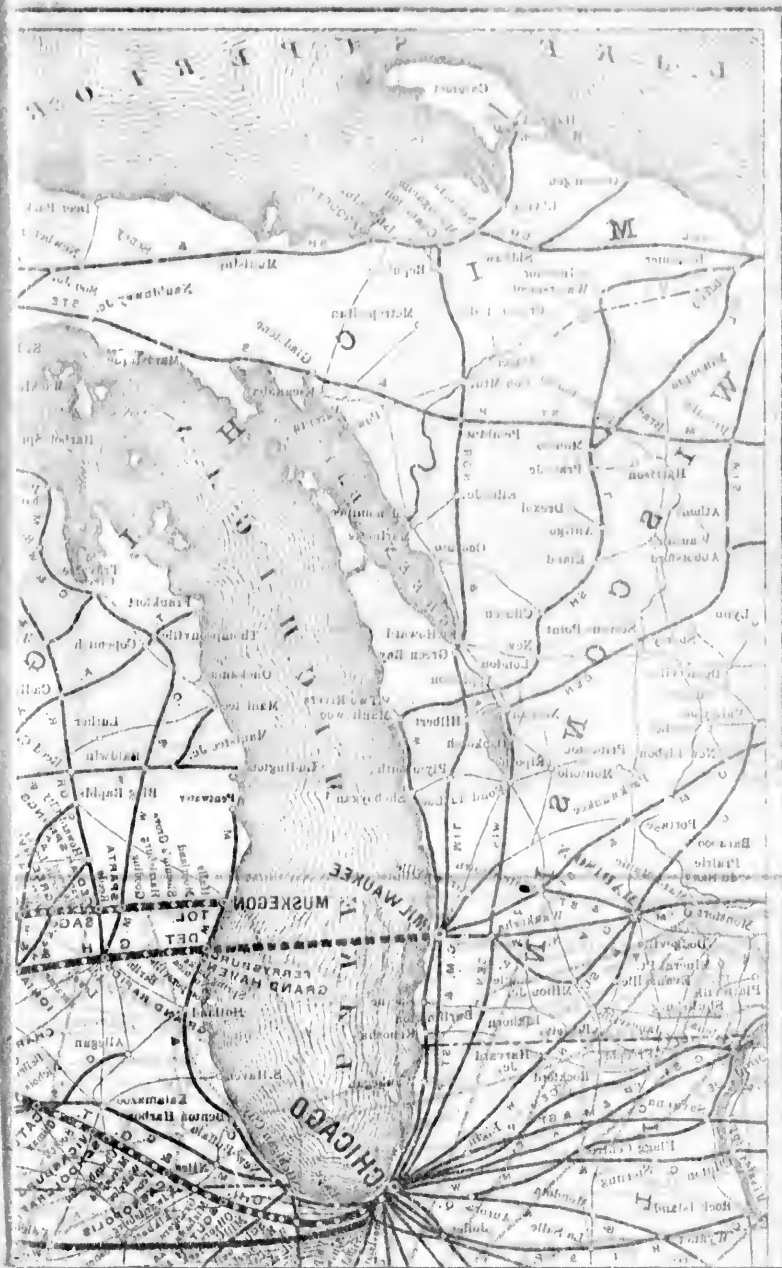


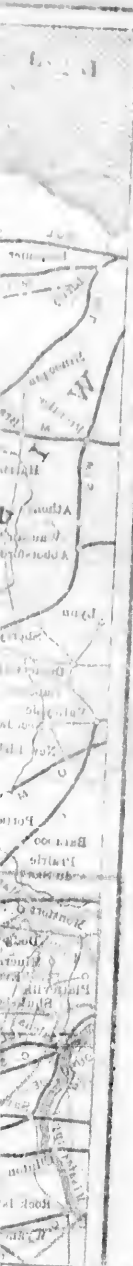




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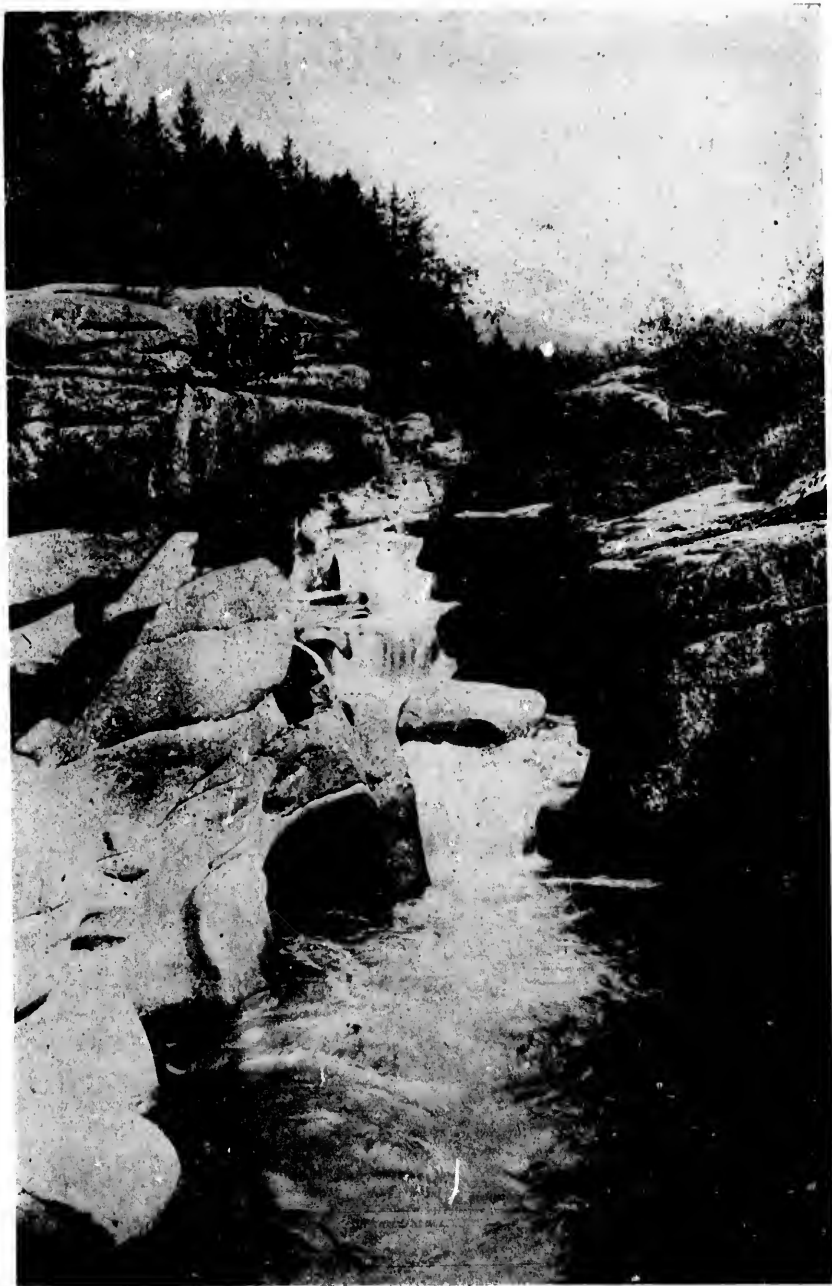
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ERRATA.

Fares contained in this book for

Form S 46 to Boston,

S 52 to Halifax, also

R T 46 to Halifax and return,

are hereby increased \$1.00 from all points. Fares for

Route R T 45

are also increased \$3.80 from all points.

INTRODUCTORY.



AN ANSWER to the question, "Where shall I spend my summer vacation?" will not be hard to find in the following pages. To one class of people a summer vacation means a round of gayety and excitement, at fashionable resorts and elegant hotels, with ease and luxury for accompaniments. To another class it means a quiet sojourn "by lake, or stream, or woodland glen," in company with Nature and her choicest works, and "far from the madding crowd." Between these two extremes we find every variety of tastes, some of which are met by a combination of scenery, or a tour from one resort to another, with sight-seeing as the

end to be gained. Whatever may be the preferences of the summer traveler as to scenery, sport or climate, it is safe to say that no greater variety can be found on the line of any railroad on the American continent than the wide range afforded by the GRAND TRUNK RAILWAY, and its immediate connections.

The half-tone engravings with which this book is illustrated are exact reproductions from photographs, "uncolored and unadorned." This enables the reader to obtain a few glimpses of the scenery which lies scattered all along the journey over what we confidently declare to be the most picturesque and attractive tourist route of America; embracing, as it does, the most popular summer resorts on the continent, and covering the widest range of rural, urban, river, lake, sea-coast and mountain scenery to be compassed by a journey of similar extent anywhere in the world.

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would

doubtless be entire unanimity, would be the great Cataract, which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be. Following Niagara, with greater or less accord in giving them precedence, would come the White Mountains, the Thousand Islands, and the Rapids of the St. Lawrence, Saratoga, Lake George, the Adirondacks, Portland, the seaside resorts of the Maine coast, or the beautiful lakes and islands of the Muskoka and Parry Sound districts, which during the past few years have gained a continental reputation. For cities of special interest to summer tourists, those of Canada are deservedly prominent. Toronto, the bustling city by the lake; Ottawa, the Dominion capital; Montreal, its commercial metropolis; quaint old Quebec, with its mediæval air, its fortified walls and foreign surroundings; these all come to mind, in connection with this subject, as delightful places to visit in a summer tour, either from the salubrity of their climate, the charm of their situation and surroundings, or the associations connected with their history.

In considering this long list of summer resorts, if the reader's attention has not already been called to the subject, he may be surprised to learn that nearly all of them are located on or reached by THE GRAND TRUNK RAILWAY, with its numerous divisions and immediate connections. This great highway of travel, reaching from the Atlantic coast to the great lakes, crossing and re-crossing the Canadian border and serving alike the commercial and business interests of the United States and British America, has justly acquired the title of "The Great International Route." To this appellation it is fast adding, and with equal propriety, that of "THE GREAT TOURIST ROUTE OF AMERICA."

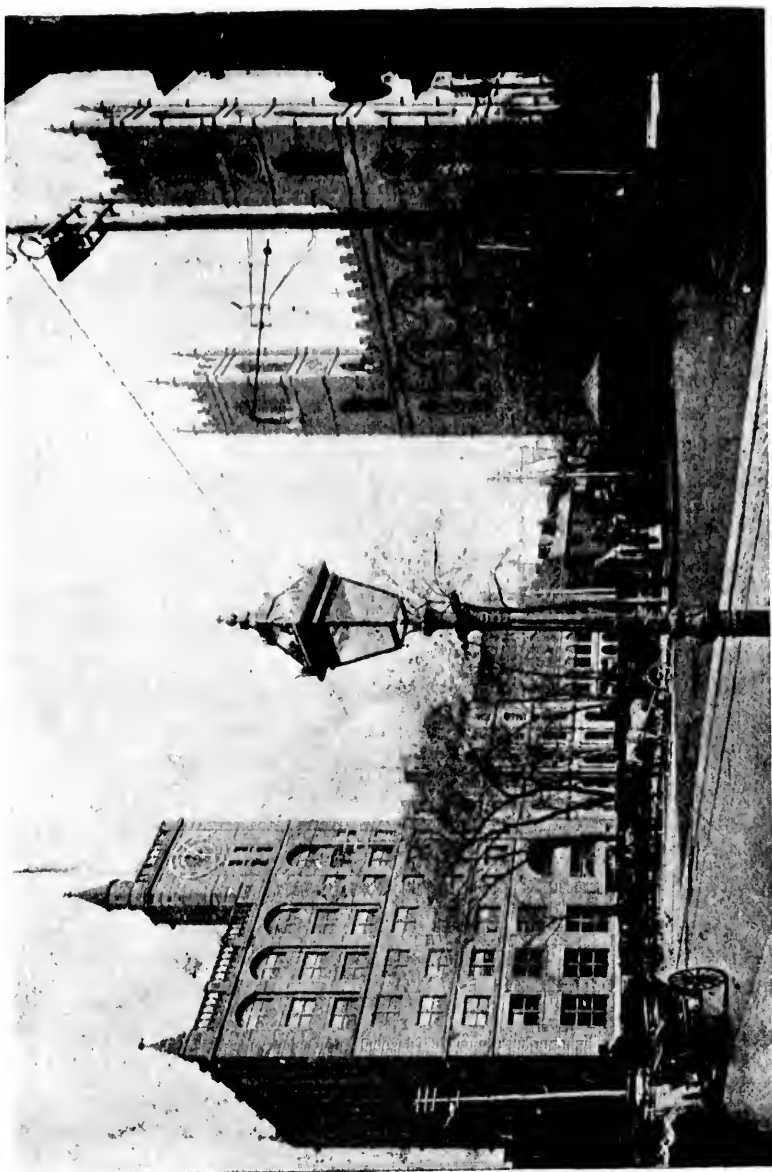


MONTREAL AND VICINITY.



AS THE commercial metropolis of the Dominion of Canada, it will readily be seen that Montreal takes rank as the chief city of British North America. While this fact contributes largely to its interest and attractiveness to the tourist, its beautiful location, its charming surroundings, and the delightful contrasts of ancient and modern art and architecture presented to the observer, all conspire to render a visit to the place an event of rare interest.

The approach by the river presents a picture surpassingly beautiful. The solid stone piers and massive warehouses in the foreground, the bright-roofed buildings and glistening church spires in the middle distance, with the noble Mount Royal in the background, delight the artistic sense, and inspire emotions of the keenest pleasure. Viewed from the mountain itself, the picture, while totally different, is none the less attractive. The field of view is greatly extended, and the eye takes in a grand panorama of river and mountain scenery, with the city below in near perspective. Almost at your feet, and excavated from the solid rock in the side of the mountain, is the storage reservoir of the city water works. Farther down, and sloping away from the foot of the mountain, the streets of the city intersect each other, adorned with public and private buildings, and beautifully shaded with trees and foliage. As far as the vision extends to the right and left, the sparkling waters of the St. Lawrence are to be seen, a throbbing artery of inland commerce, dotted with shipping, while the distant background is made up of mountain ranges, some of which are in Canada, while dimly outlined on the horizon are the peaks of the Green Mountains of Vermont.

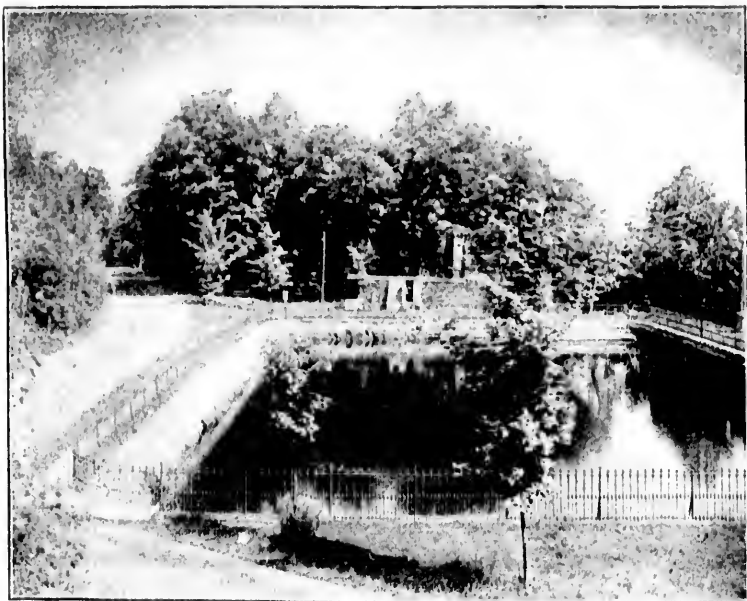


PLACE D'ARMES, MONTREAL.

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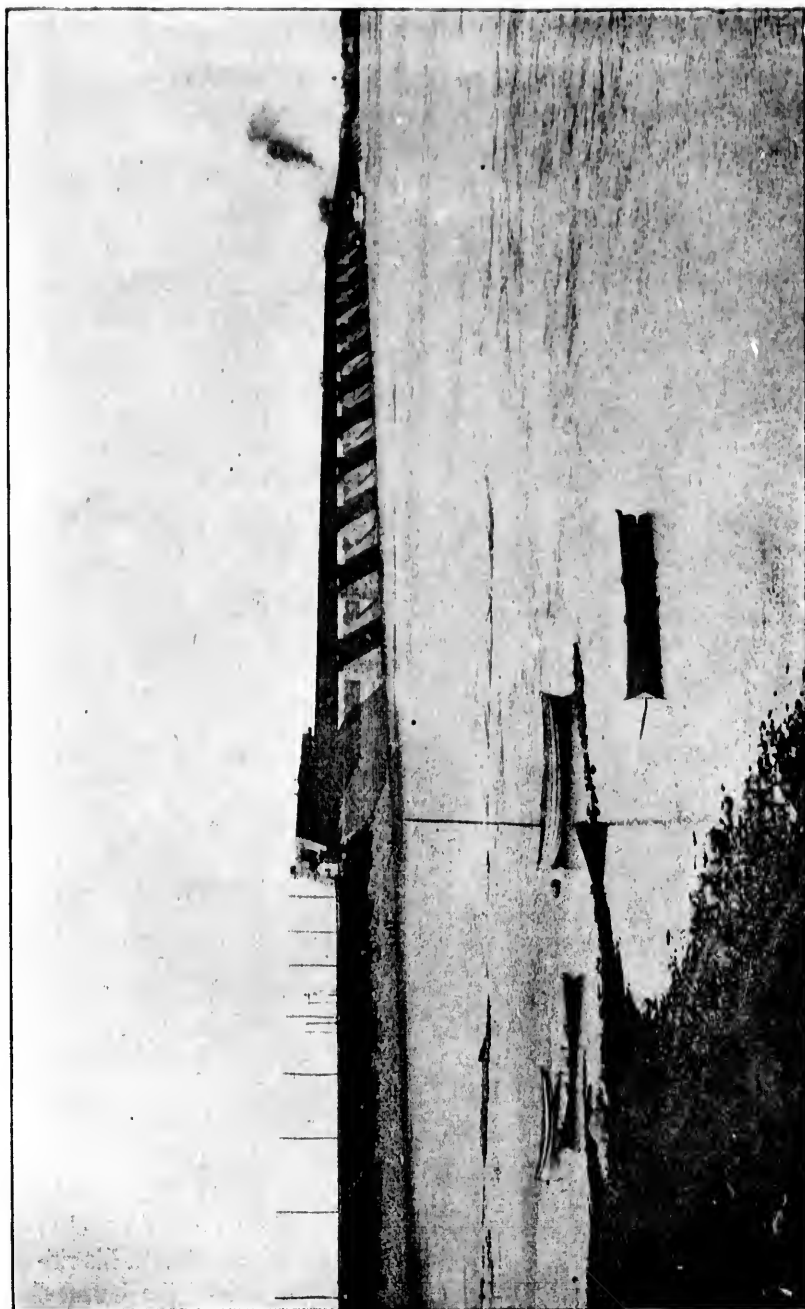
A brief sketch of the city, in this connection, will be of interest to the general reader. It is situated on an island of the same name, about thirty miles long and ten miles wide, formed by a branch of the Ottawa on the north, and the St. Lawrence on the south. It is at the head of ocean navigation, and its port may be said to form the connecting link between this branch of commerce and that of the great lakes and rivers. Its commercial importance will thus be apparent at a glance. It occupies the site of an Indian village, named Hochelaga,



PESIRVOIR, MT. ROYAL PARK.

which was visited by Jacques Cartier, in 1535, and seven years later Europeans began to settle here. A century later the place was duly consecrated, and commended to the "Queen of the Angels," and named *Ville-Marie*. Cartier had given to the mountain the name of Mount Royal, from which the present title of the city is derived.

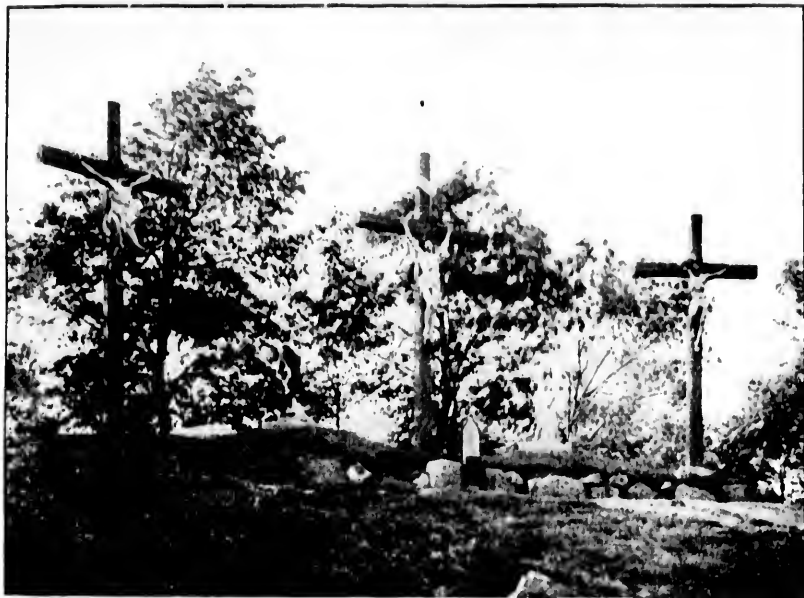
To see the city at its best, the services of a "carter" should be secured. These hackmen are to be found in all quarters of the city, and as their tariff is regulated by law, the traveler can govern his riding by his inclination, with no contentions at the end of the journey.



VICTORIA BRIDGE

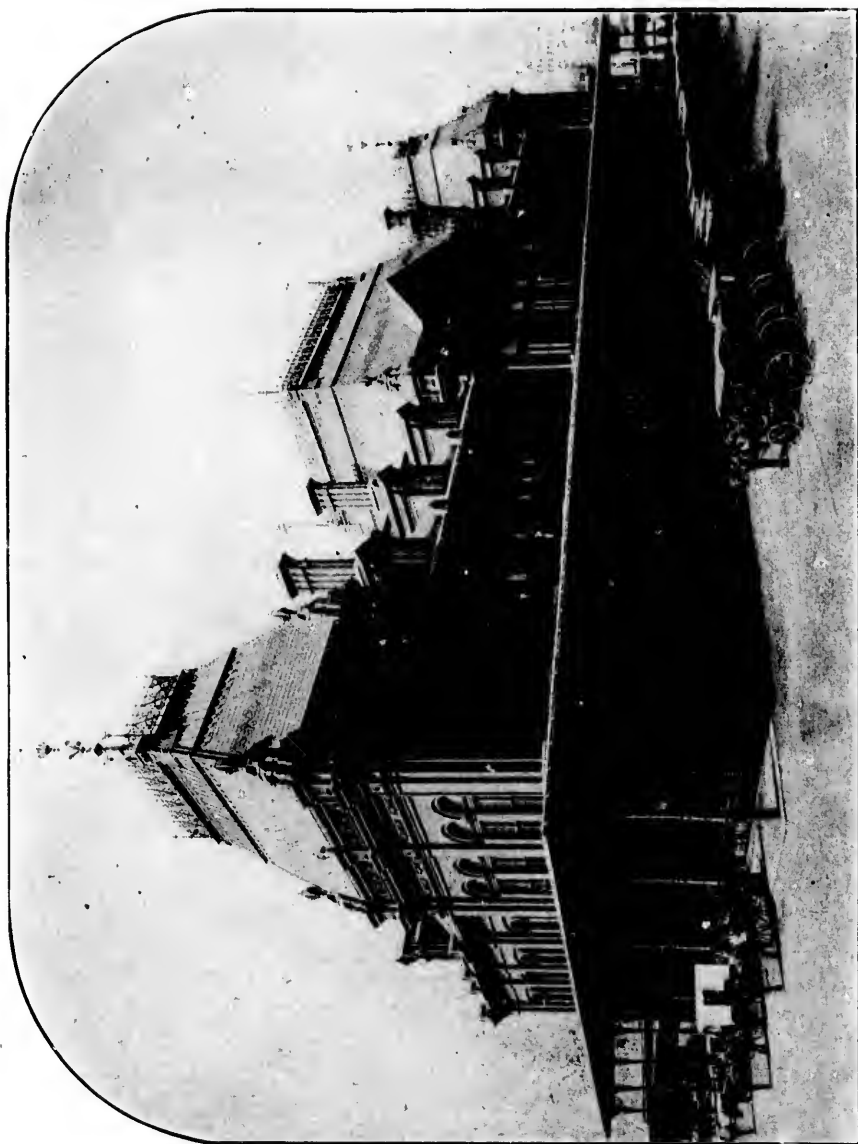
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The drives in and about the city are charming. The roads are macadamized for miles in every direction, and as the island is remarkable for its fertility, the suburban trips are made amidst the "garden of Canada." The ride around the mountain, and to its summit by the easy grade of its carriage road, brings to view some beautiful scenery, the climax of which is the glorious prospect from the top, to which allusion has already been made.



VIEW IN MT. CALVARY CEMETERY.

The public buildings of the city, notably its churches, are of more than ordinary interest. Notre Dame, with its twin towers 220 feet high, one of which contains a chime of bells, the other the monster "Gros Bourdon," will well repay a visit, and the climb to the tower will be rewarded with a grand view. Other churches present rich interiors, adorned with fine paintings and statuary, while numerous hospitals, market buildings and business edifices will attract attention in the ride through the city. The water works, with its reservoir on the mountain side, and the public parks and parade grounds, are also worthy of notice. But among all the objects of interest, conspicuous



BONAVENTURE STATION, MONTREAL.

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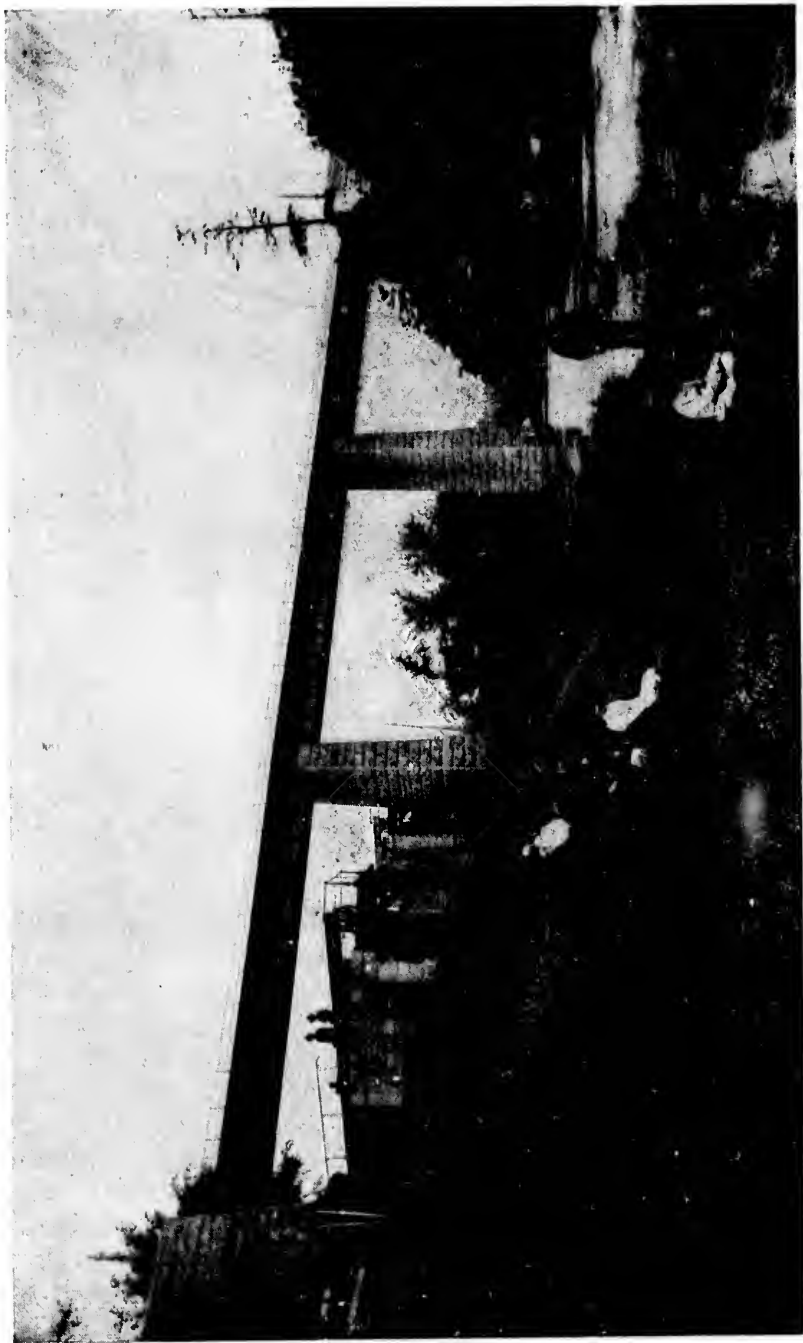
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both as a feature of the landscape and for the magnitude of its conception, is the famous tubular VICTORIA BRIDGE, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, besides the abutments. The center span is 330 feet wide, and the center tube is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly serves. The new railway station of the same company, shown on preceding page, is a model of convenience, and an ornament to the city. Its comfortable waiting rooms, for both first and second-class passengers, are spacious and convenient. An elegant dining hall, serving meals and lunches at all hours, is kept in connection.

Aside from the charming scenery in and about Montreal, several delightful side trips furnish attractions to the tourist with time at his disposal. If his approach to the city has not been made by way of the rapids, a pleasing trip will be by rail to Lachine, returning thence through the rapids, in the market steamer, which makes its daily morning trips to the city. St. Helen's Island, directly opposite the city, is a beautiful resort, and a portion of it has been set apart as a public park. It is easily reached by ferry, and is therefore the favorite resort of the masses on holidays. Athletic games and sports, picnics and various society celebrations, serve to render it a lively place during the summer season, and the visitor will seldom fail to find opportunities of enjoyment at any time. Swimming baths, belonging to the Montreal Swimming Club, are located on its southeastern shore, and the remnants of departed military glory in the shape of a dismantled battery, some ancient block houses and barracks, and a graveyard, are reminders of the fact that it was once occupied as a point of considerable importance, commanding the approach to Montreal harbor.

One of the most attractive summer resorts in the vicinity of Montreal, and one which is rapidly growing in popularity, is the beautiful and elevated plateau known as Belœil Mountains. It is reached by the trains of the Grand Trunk Railway to St. Hilaire, and the frequent service on the Portland and Quebec line makes it very accessible, there being five daily trains each way between Montreal and St. Hilaire.



ON THE RIDEAU RIVER, NEAR KINGSTON.

THE RIVER ST. LAWRENCE.



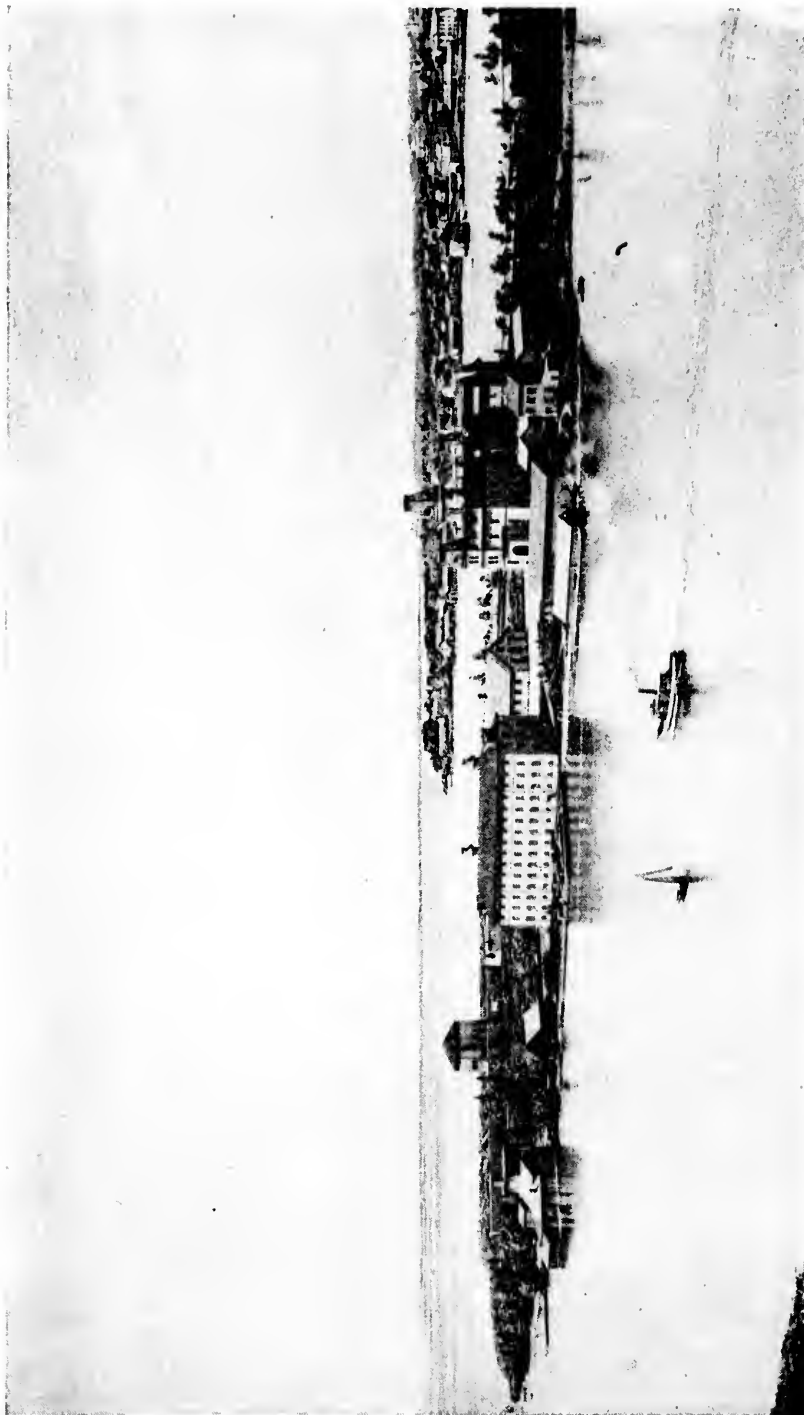
ON THE RIDEAU RIVER, NEAR KINGSTON.

NOT so wide as the Amazon, nor as long as the Mississippi, not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither nor all of them. As the channel through which all the

waters of the great lakes find their way to the ocean, it could not be otherwise than majestic, and being navigable its entire length, it presents unusual attractions and delightful contrasts to the voyager who takes a daylight trip among its charming scenery.

Leaving Niagara Falls in the early evening, the tourist arrives at Kingston Wharf in the morning, where the boats of the Richelieu & Ontario Navigation Company are in waiting to receive such of the passengers as may choose to continue their journey by water. On alighting from the train, the broad expanse of water, and the pleasant situation of the village of Kingston, form a most refreshing picture. Our artist has happily reproduced a charming view, as shown on the following page, which is but one of a succession of delights, as the very inception of the voyage brings us in the midst of the wonderful archipelago.

The vicinity of Kingston abounds in lovely scenery, and the onward journey by rail is scarcely less attractive than the trip by steamer. The railway crosses numerous streams, which empty into the St. Lawrence, and occasionally a charming bit of scenery is presented to the view of the observant traveler, as the train dashes through some lovely glen or skirts the shore of some quiet lake. Our artist has selected a sample view, where the railway crosses the Rideau River, on the occasion of a quiet picnic and fishing party.



KINGSTON HARBOR.

The steamers of the Richelieu & Ontario Navigation Company have been much improved for the passenger service, which is largely increased between Kingston and Montreal during the season of summer travel. The trip occupies the entire day, and from its inception at Kingston wharf to the landing at the dock in Montreal, is a succession of changing delights, embracing a panorama of shifting scenery in endless variety.



ON THE ST. LAWRENCE NEAR KINGSTON.

As the lake begins to contract to a river, it would seem as though the land disputed its onward progress, and in the struggle for supremacy the resistless current has broken the firm earth into a thousand fragments, some larger, some smaller, which vainly endeavor to entangle the waters in their downward course to the sea. A more picturesque river archipelago probably nowhere exists, and while much has been written in its praise, the attractions of the locality have



never been overdrawn, nor can they be fully described. The islands number more nearly two thousand than one, and are of every conceivable size, shape and appearance, from the merest dot on the water to an extensive tract of many acres. "At times the steamer passes so close to these islands that a pebble might be cast on their shore; while looking ahead, it appears as though further progress were effectually barred. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place."



As the journey progresses the vision is greeted, not by castles in ruins, as in a tour of the Rhine, but by the view of castellated towers in modern architecture, in a most comfortable state of repair, being the summer homes of some of America's celebrities. These may be less picturesque than crumbling ruins, but are exceedingly suggestive of ease and luxury, for which this locality is celebrated. Nor is this comfort confined to castles, as evidenced by the less pretentious summer villas, and the tiny cottages which nestle here and there along the shores, while an occasional tent gives indication that camp life here presents its attractions to those who are disposed to "rough it" for the sake of a temporary sojourn in this health-giving climate.

It will readily be seen that, aside from its popularity as a watering place, this resort has more than ordinary attractions for the

artist, who here finds abundant material in nature for summer sketching to adorn many a canvas in his winter work.

The first landing made after leaving Kingston is on the New York shore at Clayton, a flourishing town of some commercial importance, and quite a popular summer resort. Passing several large islands, on one of which is the celebrated Thousand Island Park, Alexandria Bay is reached, also on the New York shore. This is one of the most widely known of summer resorts, and has been aptly termed the "Saratoga of the St. Lawrence." Its hotels and villas are



elegant and commodious, and here in the immediate vicinity may be found some of the finest residences on the river. The islands adjacent are dotted with cottages, perched upon rocky bluffs, or nestling in some beautiful cove, springing into view as if by magic as the boat rounds a curve, or assuming shape and proportions as a nearer approach separates them from the rock of which they seem a part. Some of the islands "are bristling with firs and pines, others lie open and level like a field awaiting the husbandman's care. Some are but an arid rock, as wild and picturesque as those seen among the Faroe Islands; others have a group of trees or a solitary pine, and others bear a crown of flowers or a little hillock of verdure like a dome of malachite, among which the river slowly glides, embracing with equal

fondness the great and the small, now receding afar and now retracing its course, like the good patriarch visiting his domains, or like the god Proteus counting his snowy flocks. In the old Indian days this beautiful extent of the river was called Manatoana, or Garden of the Great Spirit, and well might the islands, when covered with thick forests, the deer swimming from wooded isle to wooded isle, and each little lily-padded bay nestling in among the hills and bluffs of the island, and teeming with water fowl, seem to the Indian in his half-



poetic mood like some beautiful region dedicated to his Supreme Deity."

The locality is also a favorite resort for sportsmen, as the hunting, fishing and boating facilities are excellent. Many fine yachts are kept by the summer residents, and with a "favoring breeze" the white-winged craft will often be seen skimming over the broad expanses of water in trials of speed.

The last of the Thousand Islands are called "The Three Sisters," from their proximity and resemblance to each other. They are nearly opposite Brockville on the Canadian shore and Morristown on the New York side, the two towns being directly opposite each other. The former was named after General Brock, and has received the title of

the "Queen City of the St. Lawrence." Its glittering towers and church spires give it an appearance of splendor, which the tourist will observe as a peculiarity of the Canadian cities to be seen in his trip, the metal with which they are covered retaining its brightness in a remarkable degree, owing to the pure and dry atmosphere.

Ogdensburg and Prescott, also on opposite shores, are passed in our trip, then Massena Landing, and we begin the approach to famous Rapids of the St. Lawrence.

While the current has, in many stages of our journey thus far, been swift, the smoothness of the water has given no suggestion of the speed which is imparted to the steamer. The first rapids, the Gallopes, and the du Plat, are comparatively unimportant, and the enthusiasm and excitement of the passengers are not fully aroused until the arrival at the Long Sault. These are nine miles in length, divided in their center by several islands, forming two channels, both of which are navigable. The scenery in the passage of these rapids is grand and beautiful. The surging waters, in their onward rush, are here and there thrown into wild commotion like the ocean in a storm, while occasionally a line of breakers reminds one of a dangerous reef at sea. The steady, onward motion of the boat, guided by the keen eye and unfaltering arm of the trusty pilot, gives exhilaration and zest to the trip, and awakens the keenest interest of the passengers. Occasionally a raft will be passed, with a crew of adventurous lumbermen struggling with the current, or singing merrily as they glide along, apparently regardless of the hardships of their voyage. Scattering logs, held by a projecting rock, or lodged along the shores, attest the fate of some raft which has preceded them, but still the precarious ventures are made, and with less fatality than would be imagined, as we see their frail craft whirled hither and thither by the seething river. The upward journey around these rapids is by means of the Cornwall canal, eleven and one-half miles in length. At the lower end of the Long Sault Rapids, the currents from the two channels unite, meeting with no little violence, forming what is called "the big pitch."

Below the Long Sault, the river expands into a lake, five and a half miles wide and twenty-five miles long, known as Lake St. Francis. The ride over its placid surface, past its many little islands, forms a notable contrast with the previous descent of the rapids, and

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serves to prepare for the next tumultuous rush through the eleven miles of Coteau, Cedars and Cascades, three sections thus named, of almost continuous descent. The Cedars are also called Split Rock, from a prominent feature in the channel. The Cascades are thus named from their resemblance to a series of short, leaping falls. Passing the Cascades, the river again expands, forming Lake St. Louis, which receives the waters of the Ottawa River, and is twelve miles long by six miles wide. We here get a glimpse of Mount Royal, twenty-seven miles distant, and the ride through the lake is another



R. & O. STEAMER SHOOTING LACHINE RAPIDS.

stretch of tranquil sailing, a fitting preparation for the tumultuous passage of the Lachine Rapids. On the way we pass Nun's Island, a high mound of peculiar shape, near the mouth of Chateaugay River, belonging to the Grey Nunnery, in Montreal. Other islands are also to be seen, diversifying the view, and rendering the scenery attractively picturesque.

As the banks of the lake again approach each other, the quickening current indicates the proximity of the famous Lachine Rapids. Eager expectation dispels any indifference begotten of the quietness of the previous hour, and the passengers seek available positions for observation. Just ahead, the waters of the river are lashed into foam, and here and there the spray is thrown high in air, as the current

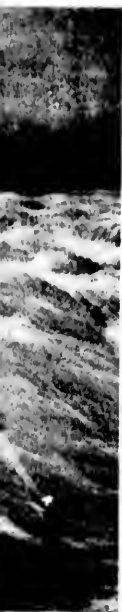
dashes against a rock, and eddies and circles in miniature whirlpools, or leaps over the obstruction as if in angry defiance of the attempt to check its mad career. The boat settles as she glides over the rapids, only to settle again at the next descent, instead of riding on the crest of the wave, being in this respect unlike the motion of a vessel at sea. The sensation is a novel one, and when experienced for the first time, the passenger is likely to hold his breath involuntarily until accu-



SHOOTING THE LACHINE RAPIDS IN A ROWBOAT.

tomed to the motion. Steam is shut off, and the boat is propelled solely by the force of the current. The devious windings of the channel compel the closest attention of the men at the wheel; and as an additional safeguard, the tiller at the stern is manned by an adequate force, and for the supreme moment all attention is given to the course of the steamer. The more timid among the passengers glance alternately at the foaming waters and at the swarthy giants at the wheel, realizing, if never before, the all-important meaning of the term, "trusty pilot."

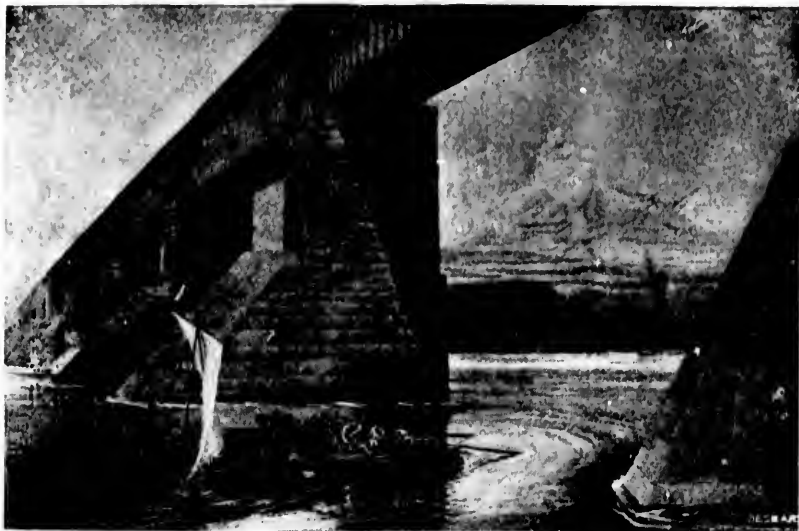
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The intrepid nerve and skill required to navigate a rowboat through this tortuous channel is well exhibited in the illustration on the preceding page. This feat was successfully accomplished by Col. Bond, of Montreal, in company with a friend, under the guidance of the intrepid Indian chief, "Big John," with two of his trusty oarsmen.

In our view on this page, showing a section of Victoria Bridge, made from an instantaneous photograph, it will be seen that a lumber raft, with all its belongings, has successfully made the perilous run of the rapids, and is still intact. To the hardy lumbermen who make



VICTORIA BRIDGE.

these trips, the work partakes more of hard labor than of novelty; but to the occasional passenger, who "tempts Providence" by venturing the passage, it affords an experience full of startling sensations, and thronged with memories not soon forgotten.

After passing the Lachine Rapids, the river widens again, and a turn in the channel reveals ahead of us the famous Victoria Bridge, under which we glide, and are soon at our wharf in Montreal, at the close of a day that has been filled with a succession of delights, unapproachable in a day's experience elsewhere on the American Continent.



AMERICAN FALL, FROM CANADA SIDE.

NIAGARA FALLS.

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VER a precipice one hundred and sixty-four feet in height, the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world. Waterfalls there are of greater height, but the immense volume of all the upper lakes, with the sheer descent in one unbroken plunge, give a sublimity to Niagara that height alone cannot impart. The rapids above the Falls, the deep gorge below through which the river flows, and the many points of observation from which the scenery may be viewed, all conspire to render this resort the most celebrated on the continent.

To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says: "At length, we alighted; and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two English officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to

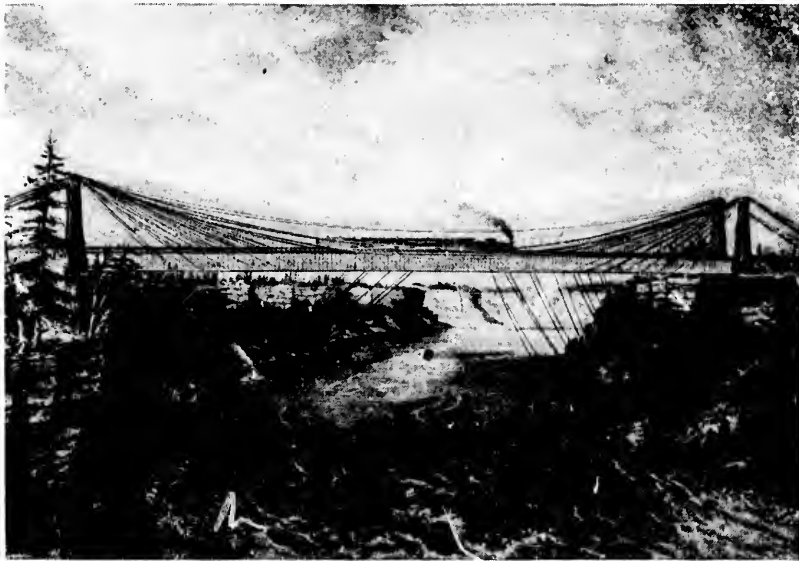
comprehend the vastness of the scene. It was not until I came on Table Rock, and looked—great Heaven, on what a fall of bright-green water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spec-



NIAGARA FALLS.—PROSPECT POINT.

tacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the

ten memorable days we passed on that enchanted ground! What voices spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made! . . . To wander to and fro all day, and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Fall, marking the



THE GRAND TRUNK RAILWAY SUSPENSION BRIDGE.

hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell

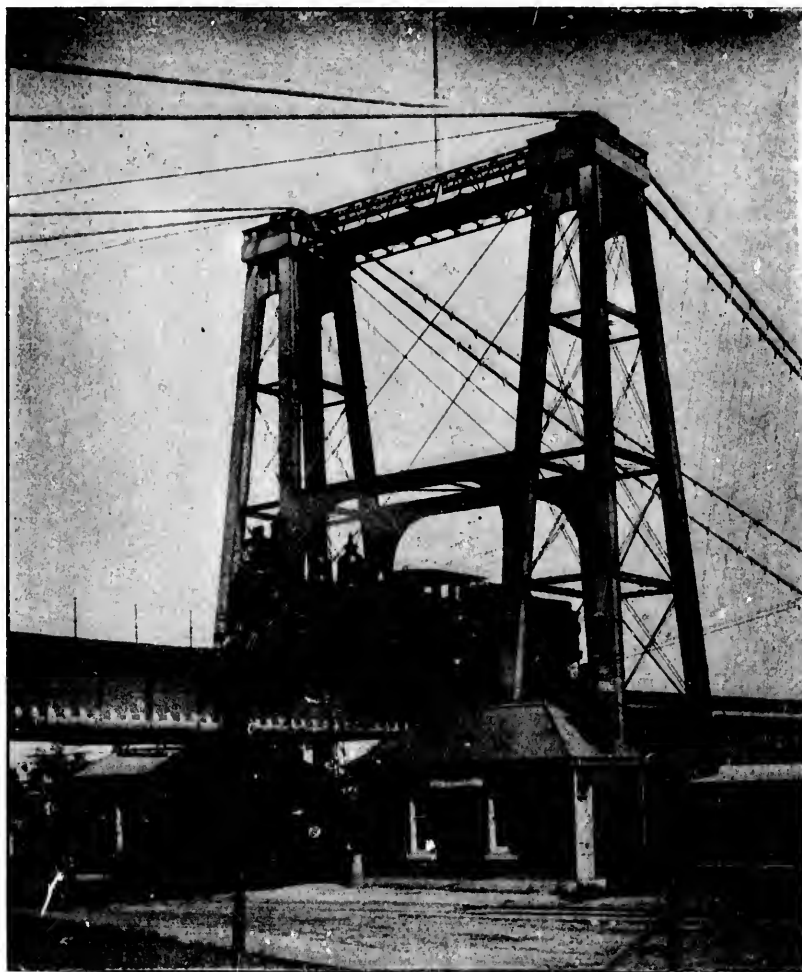
upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice; this was enough. I think in every quiet season now, still do these waters roll and leap and roar and tumble, all day long; still are the rainbows spanning them, a hundred feet below. Still, when the sun is on them, do they shine and glow like molten



SUSPENSION BRIDGE ROADWAY.

gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid;

which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—light—came rushing on creation at the word of God."



SUSPENSION BRIDGE TOWER.

Since this description was penned, the river below the Falls has been spanned with bridges, hotels have sprung up on either shore, and facilities of approach have been multiplied, affording easy access to the surging throng of visitors from all parts of the world. The gov-



QUEEN VICTORIA NIAGARA FALLS PARK.

ernments, of New York on the one side and Canada on the other, have won the gratitude of all by wresting from speculators the most desirable points of access, and creating free public parks, enabling the scenery to be enjoyed by visitors without the endless clamor for "bucksheesh" in the way of tolls, etc., such as formerly characterized this resort.

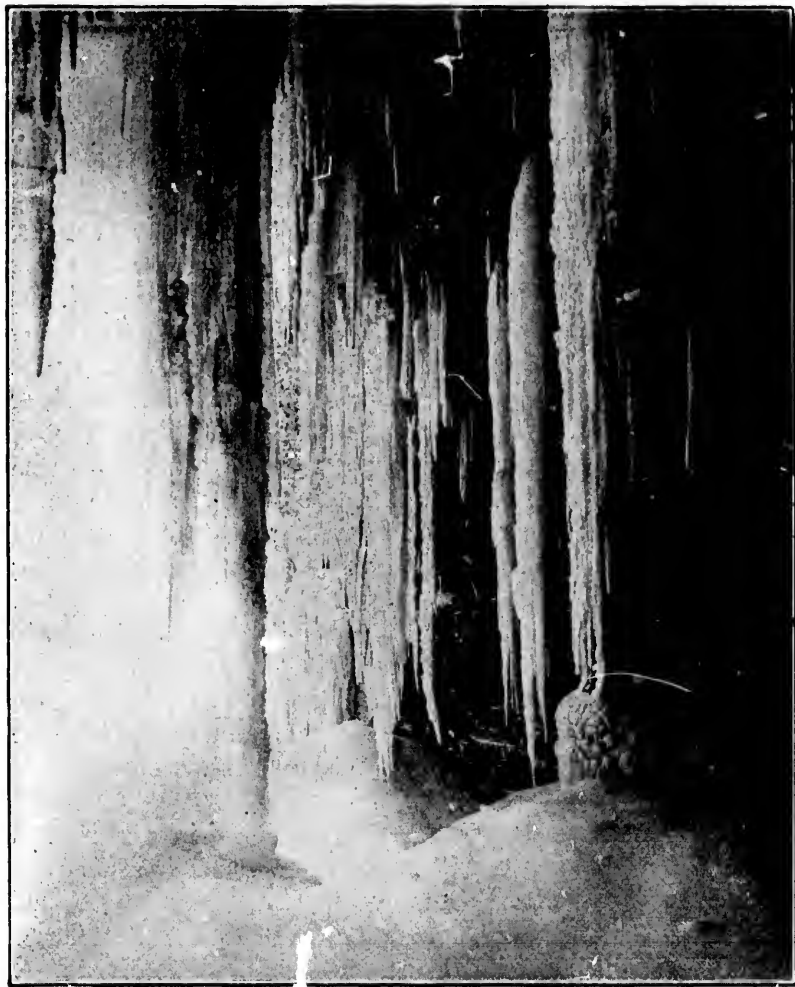
Prospect Park, on the American side, is reached from Suspension Bridge by electric street railway, landing passengers at the very gate of the Park, while on the Canadian side the finest and most complete view of the Falls and the river can be had from the cars of the NIAGARA FALLS PARK AND RIVER RAILWAY. This finely constructed electric line extends from Chippawa, above the Falls, along the Canadian bank in full view of the Horseshoe and American Falls, passing through Victoria Park and along the margin of the river past the rapids, spanning the gorge near the whirlpool, on a viaduct 500 feet long and 135 feet high, and continuing onward to Queenston, opposite Lewiston, N. Y., where the placid waters are reached, and the river commences to expand into Lake Ontario. This new line, twelve miles in length, affords opportunity to see the Falls, and what is of almost equal interest, the gorge, the rapids and the whirlpool below, heretofore unattainable except at large expense for carriage hire, and even then, in many cases, from less desirable points of observation.

Niagara Falls is admitted to be the greatest natural wonder in the world. It is the first objective point for tourist travel from the West; is 517 miles eastward from Chicago, and 182 miles from Port Huron. It is the eastern terminus of the Southern Division of the Grand Trunk Railway. The Niagara River below the Falls is spanned at this point by Suspension Bridge, justly ranked as one of the great bridges of the world. The height of the railway tracks above the water is 258 feet. The length of the bridge between towers, 822 feet.

Aside from its scenic attractions, the entire vicinity of Niagara abounds in historic lore, as well as ancient tradition less authentic. Indian legends are connected with almost every point of interest, and stories of border skirmishes, and battles more or less sanguinary, some of them of national importance, may be heard from the more intelligent carriage drivers, who combine the office of historian with

that of coachman, and often possess a fund of information worth fully as much as their fare.

The winter views of Niagara are scarcely less charming than those of summer, as the ice bridge, frozen spray, and other features peculiar to the reign of "Jack Frost," combine to render it a scene of gorgeous splendor, especially in the dazzling sunlight.



GIANT ICICLES, NIAGARA FALLS.

ANCIENT QUEBEC.



NO CITY on the American continent presents such peculiar attractions to the tourist as does the ancient walled city of Quebec. It is a locality of much historic interest, and no less pleasing for its scenic beauty. Thousands of tourists visit the city in the season of summer travel, on their way to the famous Saguenay River, or the equally famous White Mountain resorts. No tourist who has the time at his disposal should fail to make the trip, either by rail or boat, or a combination of both, facilities for which are at his command. The route from Montreal to Quebec is *via* the Grand Trunk Railway, or by the Richelieu & Ontario

Steamship Line *via* the St. Lawrence, as the tourist's inclination may lead.

The view of the city, as approached from the river, is singularly impressive, its situation and surroundings making it an object of striking interest. The fortifications, with their towers and battlements, frown upon you from the Plains of Abraham and from the lower town, and there surrounds the place an air of mediævalism at once novel and attractive. It is one of the oldest cities of America, as well as one of the most interesting. It was founded in 1608, and its history is replete with events of tremendous importance. The scene of many a battle and of untold carnage, the crowning event of all was the memorable engagement which transferred half a



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VIEW OF QUEBEC FROM LEVIS.

continent from France to Britain, and immortalized the names of both the victor and the vanquished.

The city consists of two divisions, known as the upper and lower town. The upper town includes within its limits the Citadel of Cape Diamond, which covers the entire summit of the promontory, embracing an area of more than forty acres. It rises to the height of 345 feet above the river, and from its commanding position



VIEW FROM THE FORTIFICATION.

and the strength of the fortification, has been not inaptly entitled the "Gibraltar of America."

The shape of the city is triangular, the St. Lawrence and St. Charles rivers forming the two sides, with the Plains of Abraham for the base. The river fronts are defended by a continuous wall on the very brow of the cliff, with flanking towers and bastions, loopholed for musketry and pierced for cannon. On the west side, a heavy triple wall, with trenches between, formerly guarded that approach, but much of it is now demolished.

The nationality of the inhabitants is strongly French, and a visitor from the States can easily fancy himself in a city in France, so decidedly un-American are all his surroundings. The quaint



KENT GATE, QUEBEC.

houses, the steep and tortuous streets, especially of the oldest portions of the city, and the almost universal use of the French language in the ordinary channels of trade, require no stretch of the imagination to practically transport one to the old world, and

give a glimpse, as it were, of a foreign country. This characteristic is even more marked in the suburbs of the city, being



WOLFE'S MONUMENT, QUEBEC.

emphasized by the primitive methods of agriculture, and the women in the fields. The view from the Citadel, owing to its



FABRIQUE STREET, LOOKING TOWARD BEAUPORT.



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GRAND ALLEE AND ST. LOUIS GATE.

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elevation, is surpassingly grand and comprehensive. The majestic St. Lawrence, alive with sailing craft of every kind, stretches before the vision in both directions, seeming like a band of glistening metal, beautifying the scene and giving animation to the picture. Directly below lie the crooked streets of the lower town, teeming with humanity, while its busy population, so far beneath, seem like pigmies, and you look upon the glistening roofs of the houses and down the very throats of the chimneys, into which it would seem an easy matter to toss a pebble. Looking to the eastward,



FALLS OF MONTMORENCI.

the Plains of Abraham are spread out before you, together with the bluffs scaled by Wolfe and his brave soldiers in the preparation for the assault that ended in victory, but cost the lives of both commanders. The spot where Wolfe fell is marked by a handsome monument. Directly across the river is the settlement of Point Levi, and down the stream the beautiful Isle of Orleans may be seen. This pleasant resort may be reached by ferry from the city, and it affords delightful drives, giving views of the Falls of Montmorency, the Laurentian Mountains, and other objects of interest. The Falls of Montmorency are among the most interesting

of the objects which secure the visits of tourists to Quebec, both on account of their own attractiveness and the pleasant drive by which they are reached. The "carters" of Quebec are as numerous as those of Montreal, and the roads around the city and in the country adjacent are among the finest to be found anywhere. The ride of eight miles all too quickly brings you to the River Montmorenci, and here you gaze upon historical ground, it being the scene of the battle of Montmorenci, which immediately preceded Wolfe's final victory at Quebec. Leaving your carriage, and paying a small fee for the privilege of crossing private grounds, you descend the bank of the river to look up at the fall from below. The river here pours over the cliff into the St. Lawrence, broadening at the edge to about 50 feet, and falling 250 feet, in a sheeny veil, half water, half spray, not sublime, nor even grand, but exquisitely beautiful.

The falls may also be reached by the trains of the Quebec, Montmorenci & Charlevoix Railway, the trains passing directly in front, and the round trip from Quebec being one of the features of the excursion season.

Returning to Quebec, the views of the city are enlivened by the peculiar feature of glistening towers and roofs, so noticeable in connection with many Canadian cities. The sunlight, glancing from the metal-covered roofs, spires, and dormer windows, which owing to the tortuous windings of the streets, are set at every conceivable angle, produces a sparkling effect. The road leads through quaint old hamlets, and the cottages with their picturesque dormer-windows, the thatched-roofed outbuildings, and the peasant-like appearance of the people, almost leads one to fancy that the rural districts of France or Switzerland are the scenes through which his trip is made.

THE SAGUENAY RIVER.



HIS is the largest affluent of the St. Lawrence, which it joins about 130 miles below Quebec. The scenery of the Saguenay is strikingly grand and romantic, and unlike anything else east of the Rocky Mountains. It is usually visited by boat, and the trip down the St. Lawrence to Tadousac, at the junction of the two streams, and up the Saguenay, among its wild scenery, should be made, even at the expense of slighting some other point of interest lying in the highways of fashionable travel. Leaving Quebec by the steamers of the Richelieu & Ontario Navigation Co., you pass through some remarkably fine scenery, in which the noble St. Lawrence abounds, the river being in some places thirty miles in width, and dotted with a multitude of islands, abounding in game. The Falls of St. Anne are on the river of that name, which enters the St. Lawrence off the lower end of Orleans Island, through a bold ravine. The quarantine station on Grosse Isle is passed, and is associated with sad memories of the famine in Ireland. It received twenty thousand plague-stricken emigrants, of whom six thousand now lie in a single grave, marked by a stone monument.

Ninety miles below Quebec is the fashionable watering place known as Murray Bay. The river is here twenty miles wide, and the tides have a range of twenty feet in height. On the south shore of the river, still further down, is Riviere du Loup, a place of some importance, and six miles below it is Cacouna, already quite famous as a pleasure resort, and yearly increasing in popularity. Across the river from Cacouna is Tadousac, at the mouth of the far-famed Saguenay, formerly a place of some commercial importance as a post of the Hudson Bay Company, and one of the first towns on the St. Lawrence fortified by the French. It has a good hotel, near which is a little church over 250 years old.



CAPE ETERNITY, SAGUENAY RIVER.

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The Saguenay River is remarkable, not only for its great depth, but also for the marvelous height of its banks. It seems to flow through a rift in the Laurentian Mountains, which appear to be cleft, as it were, to the very foundations, the height of the cliffs rising from the edge of the river being equaled only by the depth to which they descend below the surface. The source of the river is 130 miles from its junction with the St. Lawrence, in Lake St. John, which is fed by eleven rivers, draining an immense watershed, the great volume result-



TADOUSAC BAY, SAGUENAY RIVER.

ant pouring through this remarkable gorge, in many places unfathomable. At St. John's Bay, 27 miles above Tadousac, the water is one mile and a half in depth, and but little less at Eternity Bay, six miles beyond. At the latter place, the wonderful capes, Trinity and Eternity, like giant sentinels guard the entrance, rising 1,500 and 1,900 feet, respectively, above the water.

Ha-Ha Bay is sixty miles above Tadousac, and is nine miles long by six wide. It has also been named Grand Bay. The first-named title is said to have come from the exclamations of delight which

sprung from the lips of the navigators of the river on its discovery; and in contrast with the gloomy and forbidding aspect of the lower portions of the river, it would seem that such an outburst might be perfectly natural. The mountains around Ha-Ha Bay abound in whortleberries, or blueberries, as they are here called, and a very important industry with the natives is the gathering and shipment to market of the bountiful harvest thus kindly furnished by nature, the



HA-HA BAY, SAGUENAY RIVER.

picking season extending from the middle of July until the falling of the snow, and the supply being inexhaustible.

Chicoutimi, a few miles beyond, is at the head of navigation, the river being obstructed beyond this point by rapids and falls. Lumbering is one of its important industries, the immense forests of the vicinity being as yet almost in their virgin state, and the harbor accessible to the largest vessels, thus giving it natural facilities of great value.

The fishing in the Saguenay River and its tributaries is one of the chief attractions to the sportsman. Salmon abound, and the

quality of the fish taken from such deep, cold water can readily be inferred by the disciples of Walton. Game also abounds in the forests, some specimens being well worthy of the skill and nerve of the trained hunter. Those to whom the hunting grounds of the more densely populated sections of country have become tame and uninteresting will here find novelty, with an occasional spice of genuine excitement.

An interesting feature of Trinity Bay, inclosed as it is with frowning walls, is its wonderful echo. The whistle of the steamer or the discharge of a cannon is the usual test of its powers of repetition. On the occasion of the visit of the Prince of Wales and his suite, a heavy 68-pounder was fired from the deck, near Cape Trinity. The result is thus described by one of the party: "For the space of half a minute or so after the discharge there was a dead silence, and then, as if the report and concussion were hurled back upon the decks, the echoes came down crash upon crash. It seemed as if the rocks and crags had all sprung into life under the tremendous din, and as if each was firing 68-pounders full upon us, in sharp, crashing volleys, till at last they grew hoarser and hoarser in their anger, and retreated, bellying slowly, carrying the tale of invaded solitude from hill to hill, till all the distant mountains seemed to war and groan at the intrusion."

But we must take a regretful leave of the Saguenay, with the feeling that but faint justice can be done to its wonderful attractions. It has been tersely described by a writer as a "region of primeval grandeur, where art has done nothing and nature everything; where, at a single bound, civilization is left behind, and nature stands in unadorned majesty; where Alps on Alps arise; where, over depths unfathomable, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears." A better summing up of its peculiar features, in so few words, it would be difficult to find, and the tourist who visits the locality will have no occasion for regrets, unless it be that want of time permits only hurried glances where hours and days might be enjoyed in realizing the sublimity and grandeur of the locality.

Among the attractive trips to be made from Quebec is that to Lake St. John. The trains of the Quebec & Lake St. John Railway traverse a fertile section of the country, interspersed with wild forest scenery, and quaint hamlets and Indian settlements. The lake is 190

miles from Quebec, and is the largest in the Province. It is the source of the famous Saguenay River, and is fed by several large streams. Its waters abound in fish, comprising fresh water salmon, pickerel, pike, trout, cusk, perch, dace, etc. The village of Roberval, on the shore of the lake, is becoming famous as a summer resort, and has a commodious hotel, of excellent repute.

The scenery of the Lake of St. John region is peculiarly impressive, and when to this attraction is added the abundance of fish and



CHICOUTIMI, SAGUENAY RIVER.

game, it is not to be wondered at that the locality is every year becoming more widely known and more extensively visited by tourists, especially by those who desire to study nature in her wilder moods. This lake, and its tributary waters, are the home of the ouananiche, or fresh-water salmon, the gamiest fish that ever tested the skill of the angler. From early in June to late in September, the most exciting sport is to be had here, and the followers of Walton come from all parts of the country to match their skill against his prowess. When captured, the game is well worth the conquest, its flesh being con-

sidered superior to that of the ordinary salmon. The tributary streams abound in spotted trout, many of which are of large size, weighing from ten to fourteen pounds each. The forests afford noble sport for the huntsman, who will be able to test his marksmanship on bears and other large game. In short the region is a veritable sportsman's paradise, and well worthy a visit from the lover of the rod and gun.

A favorite sport with the more venturesome is that of shooting the rapids, which are numerous on the streams flowing into the lake. The descent to Chicoutimi by canoe, through the Belle Riviere and Lakes Kenogami and Kenogamichiche, is a grand trip, excelled only by the shooting of the wild rapids of the Grande Discharge, a distance of some forty miles, to the head of steamboat navigation on the Saguenay, interrupted by a few portages around cascades which are too perilous to be passed in boats. This trip should be made in charge of the experienced canoemen who make it a specialty and who are thoroughly acquainted with the channel, and fully competent to guide a canoe through its tortuous windings.

The New Route to the Far-Famed Saguenay. — The eastern extension of the Quebec & Lake St. John Railway from Lake Chicoutimi is a very important addition to the system, by which tourists are offered a round trip, namely: from Quebec to Lake St. John and thence to Chicoutimi by rail, and down the Saguenay and back to Quebec by water, by the well-known steamers of the Richelieu & Ontario Navigation Co. It is no exaggeration to say that this trip, for grandeur of scenery, is unequaled in America.

Passengers leave Quebec at 8.30 A. M., daily, except Sunday, arriving at Roberval, Lake St. John (190 miles), at 4.50 P. M. The train runs to the door of the new and magnificent Hotel Roberval, which has accommodations for 300 guests, and is equipped with luxurious furniture, hot and cold water baths, electric light, and every convenience of a first-class city hotel. Here the traveler can enjoy an excellent dinner, and if he does not desire to make a longer stay, he may take the train the same evening for Chicoutimi. The run to that town (64 miles) will be made in two hours and a half, over a well-finished, well-ballasted road, built in the most substantial manner, and thoroughly equipped.



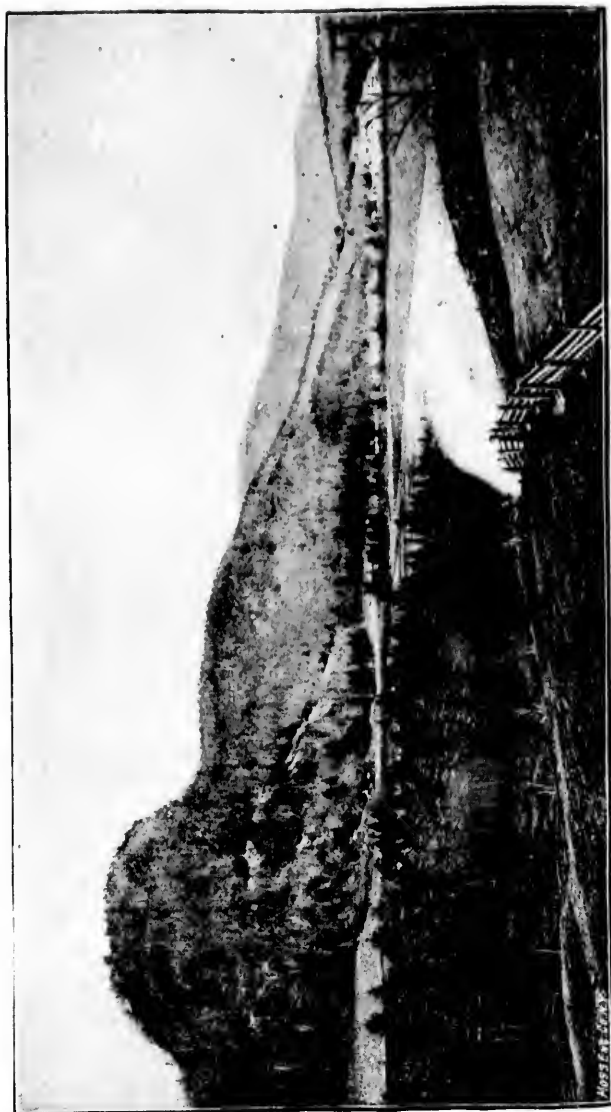
Trains will run to the steamboat wharf at Chicoutimi, connecting there on Tuesday, Wednesday, Friday and Saturday with the magnificent Saguenay steamers of the Richelieu & Ontario Navigation Co., until September 16th, and on Tuesday and Friday thereafter. The run down the Saguenay will be made by daylight, the steamer reaching Riviere du Loup at about five in the afternoon, where passengers may either drive to the Cacouna Hotel, or take trains for points on the Intercolonial Railway, or go on by steamer to Murray Bay and Quebec.

The Hotel Roberval is run in connection, and is in daily communication, by steamer, with the "Island House," a new and commodious hotel built on an island of the Grande Discharge of Lake St. John, in the center of "Ouaniche" (fresh-water salmon) fishing grounds. These hotels control the fishing rights of Lake St. John and tributaries, all of which are free to their guests.

The climate at Lake St. John is beautiful, and has been pronounced by leading physicians to be very beneficial for invalids. A substantial, elegantly equipped steel-framed steamer, the "Mistassini," with a capacity for 400 passengers, runs on Lake St. John, especially for the service between Hotel Roberval and the fishing grounds of the Grande Discharge. Besides this most popular resort at the northern end of the road, there are numerous other places on the line, such as Lake St. Joseph, St. Raymond and Lake Edward (the latter famous for the finest trout fishing in America), which are fully described in the railway folder, in a beautifully illustrated guide book, and in the several books and pamphlets issued by this company, copies of which are mailed free to applicants.

Passengers preferring to return to Quebec by rail may leave Chicoutimi daily, except Sunday, in the afternoon, and Roberval daily, except Saturday, at 8.30 P. M., arriving at Quebec at 6 A. M. daily except Sunday.

All day trains are equipped with elegant parlor cars, and night trains with comfortable sleeping cars. Upwards of a million dollars have been expended in improving the main line since it was opened for traffic from Quebec to Roberval, in the way of reducing grades and curves, additional ballast, new rolling stock, and in terminals at Quebec,— and it is safe to say that the road is one of the best finished and equipped lines in Canada.



DEVIL'S SLIDE AND STARK VILLAGE.

MONTREAL TO THE MOUNTAINS AND THE SEA.



WITHIN the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the sea-shore, passing through the very heart of the White Mountains on the route; but the day thus occupied must live long in the memory of those who have enjoyed its majestic beauties.

“ . . . On every side
The fields swell upwards to the hills beyond,
Above the hills, in the blue distance, rise
The mountain columns with which earth props heaven.”

Nowhere in the space of a day's ride on the American continent, can there be found crowded into the short space of “from sun to sun” a more diversified collection of beautiful landscape scenery than that spread out in grand panorama before the occupants of a parlor car on the route about to be briefly described.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River for some distance, affording views of the rich and stately city on the opposite shore. Passing the Boucherville Mountains on the left, it soon crosses the Richelieu River, under the very shadows of Belœil Mountain (mention of which has been made in a preceding chapter), with the high ridges of Rougemont farther distant. For some distance on, the route is over a rich and level country, inhabited by an industrious French peasantry, and affords continuous views of the Yamaska Mountains, until the populous French town of St. Hyacinthe is reached, its quaint appearance and the great Roman Catholic colleges attracting attention. After crossing the Yamaska River, a considerable expanse of open and comparatively level country is traversed, with quaint little hamlets seen now and then on either side. From here on, for the space of an hour, the route lies through a thinly populated forest country, until descending into the valley of the St. Francis the line crosses that river

on a bridge 320 feet in length, and the charmingly picturesque village of Richmond is reached, this being the junction of the Quebec branch of the Grand Trunk Railway.

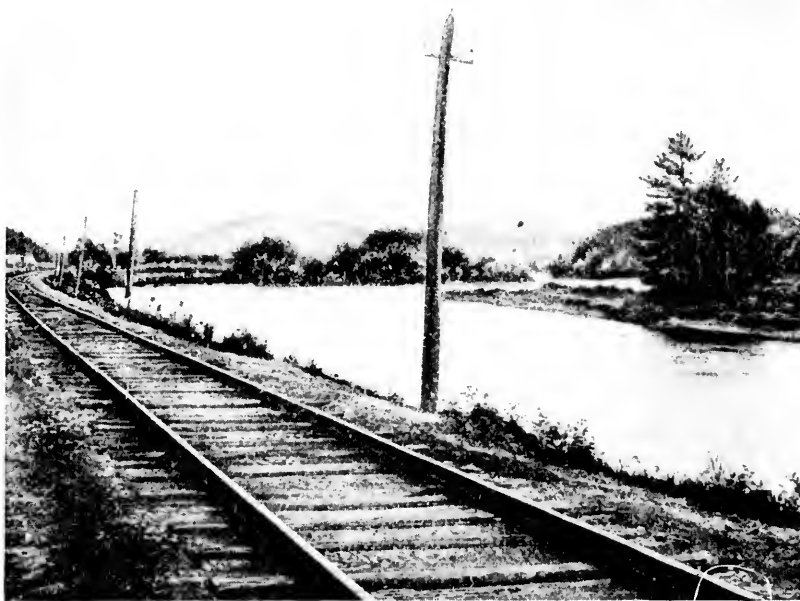


RAPIDS OF THE MAGOG, SHERBROOKE, QUE.

The banks of the beautiful stream of the St. Francis are followed after leaving Richmond for twenty-seven miles. Seldom does the eye rest on a more lovely combination of rich valley scenery, especially if viewed with the glimmer of the early morning sun upon it. Passing the romantic island-strewn rapids of Big Brompton Falls, and trav-

ersing many an extensive cutting and costly embankment, the line reaches the prosperous and busy town of Sherbrooke, situated at the junction of the Magog and St. Francis Rivers, amidst a beautiful surrounding country. Near the village are the long Rapids of the Magog.

The next point of interest on the route is Lennoxville, at the confluence of the St. Francis and Massawippi Rivers. This is the seat of Bishops' College, an institution of high repute, under the care of the Episcopal church, with preparatory schools attached. It has



ON THE CONNECTICUT RIVER, NEAR NORTH STRATFORD, N. H.

been called "the Eton and Oxford of young Canada." Copper mines are worked in the vicinity, while not far distant is the beautiful Lake Massawippi, nine miles long by about one and one-half miles broad, swarming with many kinds of fish, among them trout, pike and bass.

A little beyond, the line enters the valley of the Coaticoke, which it ascends to the United States frontier. The foot-hills of the Green Mountains are seen on the right, Norton and Middle Points being passed on the west. Ascending the pretty valley, the train soon



ON THE ANDROSCOGGIN RIVER, NEAR GORHAM, N. H.



BERLIN FALLS, ON THE ANDROSCOGGIN RIVER.

reaches Island Pond, Vt., the frontier station, with its well-appointed summer hotels and railway dining-rooms. The traveler having passed from the dominion of Her Majesty, sees again the "broad stripes and bright stars," under whose protection the remainder of the journey to the mountains and the sea will be accomplished. The waters of Island Pond are about two miles in length, surrounded by a hard beach of white quartz sand. The views from Bonnybeag and other adjacent hills are of much interest and extreme beauty. Many of the drives in the vicinity are famous. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.

The route now follows a natural terrace, past Spectacle Pond, down the long Nulhegan valley, thence through a vast forest, whose ridges rise in rapid succession. Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Upper Coos Railroad, for Colebrook and Dixville Notch. The line follows the Connecticut valley for about twelve miles, passing beautiful meadows, prolific with vegetation, and bordered by mountains on either side. The scenery is a combination of the beautiful and the frowning, and of high interest to the traveler. The whitened summits of Percy Peaks soon appear to the left, and remain in sight for about eight miles as the road slowly rounds them. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plain of Lancaster beyond, and we reach Groveton Junction, where the Grand Trunk meets the Concord & Montreal Railroad (White Mountains Division), and passengers for Lancaster, Bethlehem, Fabyans, and the Franconia Mountains change cars, Fabyans being only forty miles distant, and close connections being made with all trains. There is some remarkable scenery in the vicinity of Groveton. Coming from the south toward the village, the Percy Peaks will attract the attention of the most indifferent observer, on account both of their symmetrical form and color. The village itself is surrounded by mountains. Cape Horn, three miles from Groveton (elevation 2735 feet), can be ascended without difficulty.

Soon after starting from Groveton Junction, the train crosses the Ammonoosuc River, with Cape Horn and Mt. Bellamy on the right,



MT. JEFFERSON.

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and the Percy Peaks and Bowback Mountains on the left and front. Portions also of the Stratford and Sugar-loaf Mountains are seen to the north, and on the other side the Pilot Mountains soon swing into view. As the train speeds to the east, the south peak of the Percies advances over the higher north peak, and finally eclipses it. The line leaves the river for about four miles and runs under the Pilot Mountains, then crosses the river and stops at Stark, with the precipice of the Devil's Slide on the left and Mill Mountain close at hand on the right. The former is a sheer cliff 600 feet high, and bears evidence of ancient natural convulsions. Mill Mountain is 2000 feet high, and is sometimes ascended from Stark by a walk of one and one-half miles through the wood. Beyond Stark water-station fine views are given on the right and in retrospective, including the Pilot and Crescent Ranges, the Percy Peaks, Green's Ledge (sharply cut off on the south). The summits are seen to good advantage across wide and apparently level plains, and present a specially fine prospect. Just before and after leaving the station at West Milan, the traveler who looks forward from the right side of the train gains a beautiful, distinct view of the Presidential Range, arranged in stately order. The view down the river from Milan is very beautiful, including the vast forms of Mounts Washington, Adams and Madison. The line now leaves the banks of the rapid Ammonoosuc, and follows the course of a Dead river. At the lonely water-station of Milan, the track is 1080 feet above the sea. Head Pond is soon passed on the right, and the traveler gains frequent glimpses of the White Mountains. The train soon crosses to the course of another dead river, passes a small pond, and approaches Berlin Falls. On the left, over the diverging track of the Berlin Lumber Company, the far-away blue peak of Goose Eye is seen; and the train soon passes the fine cliffs of Mount Forist, and stops at Berlin Falls.

At Berlin Falls station we are only six miles from Gorham. It is the site of the great mills of the Berlin Lumber Company. The falls are within a few rods of the station, and are reached by a foot-bridge over the gorge. Just before descending to this point, the path crosses a ledge from which a fine view of the Presidential Range is to be had. It was much lauded by Rev. Thos. Starr King. The following words are from his pen:—



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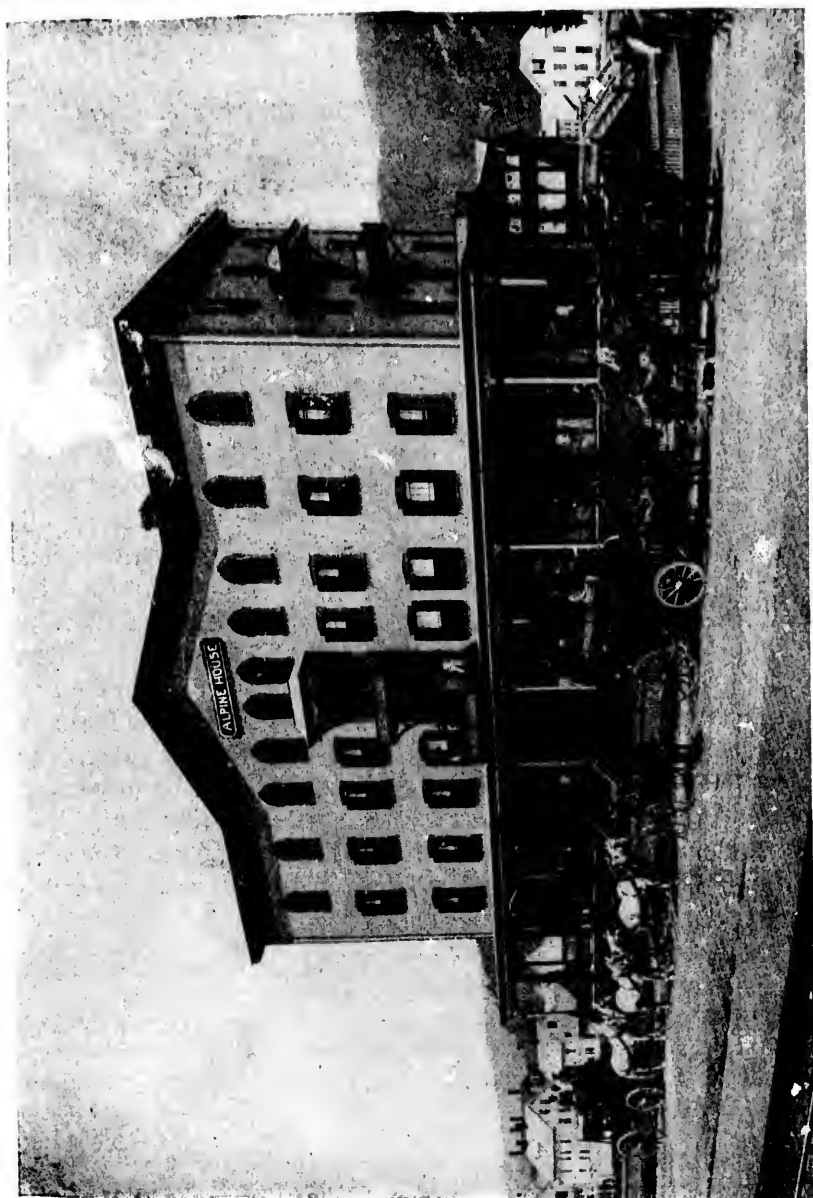
VILLAGE OF GORHAM, N. H.

"We do not think that in New England there is any passage of river passion that will compare with the Berlin Falls . . . Here we have a strong river that shrinks but very little in long droughts, and that is led by the Umbagog (Rangeley) chain of lakes, pouring a clean and powerful tide through a narrow granite pass, and descending nearly 200 feet in the course of a mile."

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake. Leaving Berlin Falls, the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we can look at in New England from any point within a few miles of its base. Indeed it is the highest point of land overlooking a station near the base, that can be seen east of the Rocky Mountains. The peak of Mount Adams (5794 feet high) is seven miles distant from the point of observation, whose elevation is 868 feet, above which it towers nearly 5000 feet. From the same point is also enjoyed a magnificent view of Mount Moriah, 3785 feet above the valley. We are in the heart of the mountains. Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as in name, "the Gateway to the White Mountains." Not only as an objective point from which to attack the mountains, but also as a summer tourist resort, it affords unsurpassed advantages — an ideal mountain village. The Rev. Thos. Starr King spent several seasons here, writing his most charming book, "The White Hills." Listen to his glowing tribute to this beautiful village and its surroundings: —

"No point in the mountains offers views to be gained by walks of a mile or two that are more noble and memorable. . . . For river scenery, in connection with impressive mountain forms, the immediate vicinity of Gorham surpasses all the other districts from which the highest peaks are visible. The Androscoggin sweeps through the village with a broader bed, and in larger volume, than the Connecticut shows at Lancaster or Littleton. As a general thing, Gorham is the place to see the more rugged sculpturing and the Titanic brawn of the hills."

The village is 812 feet above the sea, the air dry, bracing, invigorating and healthful. The nearness of the great peaks of Washington, Madison, Jefferson and Adams gives rare grandeur to the views



of the environs. The drives and excursions almost without number in close proximity to Gorham, have had much to do with its great popularity. Add to these many attractions a first-class, home-like and well-kept hotel (the Alpine House, under the management of Mr. G. D. Stratton), and what more can be desired?

Space will permit of but very brief mention of a few of the many attractive features "in and about Gorham." One of the delightful drives in the vicinity of Gorham is known as the Milan Road, which follows the Androscoggin through Berlin Falls to Milan Corner, the distance being about fourteen miles. Starr King laments that so few tourists have yet taken this ride and enjoyed its superb prospect. Another one of the most notable carriage drives in America is that from Gorham through Shelburne to the Gilead Bridge on the south bank of the Androscoggin and back to Lead Mine Bridge on the north bank. "No drive of equal length among the mountains offers more varied interest in the beauty of the scenery."

Near the point where the Lead Mine Bridge road diverges from the Shelburne road, is a hill whence is obtained a magnificent view of Mount Madison, with a charming foreground of velvety meadow.

The Lead Mine Bridge is about midway between Gorham and Shelburne village. From its center a noble view is obtained of Mount Madison with Adams and Washington, the river forming a beautiful foreground. The best time to make the visit is between five and seven of the afternoon. Then the lights are softest and the shadows richest on the foliage of the river, and on the lower mountain sides. And then the gigantic gray pyramid of Madison with its pointed apex, back of which peers the ragged crest of Adams, shows to the best advantage.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere, is secured from the right and rear. Its chief features are the noble prospect of Mounts Moriah, Madison and Adams. Just before reaching Shelburne, what splendid symmetry bursts upon the view when the whole mass of Madison is seen throned over the valley, itself o'er-topped by the ragged pinnacle of Adams. For many leagues the route traverses a region of remarkable beauty and picturesqueness. The effects of cultivation are apparent in the rich mead-

ows which border the gracefully winding stream of the beautiful Androscoggin, making constant and pleasing contrast with the wild grandeur of the adjacent mountains. As the fertile intervalles of Bethel are reached, Lock Mountain rises on the left, while on the right are the ledges of Sparrow Hawk.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1000 feet above the sea). On account of its elevation above the intervalles, it is sometimes called Bethel Hill. The richness and fertile beauty of these intervalles add greatly to the charming scenery in the vicinity, and are a striking contrast to the bold mountains on the north. The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the eastern slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is the point of departure for Lakeside, Cambridge and Rangeley Lakes.

Leaving the Androscoggin valley at Bethel, the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The "Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance. Bryant's Pond is the point of departure for Andover and South Arm on Rangeley Lakes. Rumford Falls, reached by stage from Bryant's Pond, is said to be the grandest waterfall in New England.

Leaving Bryant's Pond, we soon discover that we are leaving the mountains behind us, and approaching the lower levels of that stretch of country leading to the sea-coast.

South Paris, the next point, is the railway station for Paris Hill, a pleasant hamlet situated on a hill 831 feet high. Mount Mica is near Paris Hill on the east, and is claimed to be "the most interesting locality for rare minerals in the State of Maine." Here are found plates of mica six to ten inches square; green beryls; limpid, smoky and rose quartz; black, green, blue and red tourmaline; feldspar; garnets and other minerals.

Tudor says that Paris is "a place as little resembling its European original as a cottage does a palace. At the same time it may be said, that to the extent in which it falls short of its great prototype as to architectural beauty, does it exceed it in the beauties of nature, being

surrounded by a circle of mountains of the most imposing and romantic features."

Leaving South Paris we approach Danville Junction, twenty-seven miles from Portland, the point of departure for Poland Springs, South Poland, Me. It is situated about five miles from Danville Junction, at an elevation of something over 800 feet above the sea. Its high altitude and invigorating atmosphere, in connection with the far-famed Poland Springs water, render the resort one of the most charming spots for tourists traveling for pleasure or in search of health. A fine line of six-horse coaches meet the Grand Trunk trains on



BRYANT'S POND, ME.

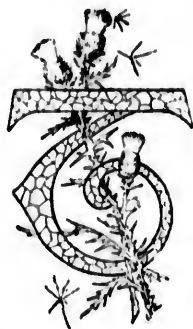
arrival, conveying the tourist over a good road, through beautiful rural scenery, making a rise of about 300 feet from the track to the hotel.

Leaving Danville Junction, the train passes through the maritime towns of Yarmouth, Cumberland and Falmouth, and about three miles from Portland crosses the Presumpscott River on a bridge 300 feet in length, and for the first time a glimpse of the salt water is obtained, and a moment later, on the left, is spread out the first view of the beautiful Casco Bay, with its three hundred and odd islands, Cushing's Island with its fashionable hotel and summer cottages, Peak's and Diamond Islands, with their numerous hotels, cottages, and boarding houses, and the innumerable other islands, stretching away in the distance, surrounded by the blue waters of the Atlantic. We have reached Longfellow's "City by the Sea," Portland, Maine.



NORTHERN PEAKS FROM THE GLEN.

THE WHITE MOUNTAINS.



THE distinguishing peculiarities which render the White Mountains more attractive to summer tourists than any other range or group of mountains on the American continent are their ease of access, and the wonderful diversity of scenery they afford under varying conditions and from different points of view. Within a few hours' ride from Montreal, Quebec or Portland, they are rendered accessible by the conveniences of modern railway travel, with none of the hardships characteristic of former years. With almost inexhaustible resources of entertainment for the visitor, they attract old friends and new in larger numbers with each recurring season.

The point of approach, conceded by all the most ardent admirers of the mountains to be the most impressive and charming, is by way of Gorham and the Glen. That delightful book from the pen of Rev. T. Starr King, "The White Hills," which has become a standard authority on the mountains, was largely inspired and written during the author's sojourn in this vicinity. The village of Gorham has long and pre-eminently enjoyed the distinction of being the "gateway to the mountains." It is the nearest village to Mount Washington, and is pronounced by Drake, another eminent mountain authority, as occupying a "position with respect to the highest summits more advantageous than that of any other town lying on the skirts of the mountains, and accessible by railway." Passing allusions have been made to the points of interest in and about Gorham in a previous chapter, and our limits forbid even a mention of the many delightful drives and walks which may occupy the visitor's attention during an entire season's sojourn. The grand panoramic view of the presidential range, however, must not be omitted. This is had from Mount Hayes, the "guardian of the village, erecting its rocky rampart over it, like the precipices of Cape Diamond over Quebec."

As a point from which to view Mount Washington, Starr King entitles it —

"The chair set by the Creator at the proper distance and angle to appreciate and enjoy his kingly prominence. All the lower summits are hidden, and you have the great advantage of not looking along a chain, but of seeing the monarch himself soar alone, back of Madison and Adams, and seemingly disconnected with them, standing just enough to the south to allow an unobstructed



EMERALD POOL.

view of the ridges that climb from the Pinkham road up over Tuckerman's Ravine, to a crest moulded and poised with indescribable stateliness and grace. It completely dimmed the glory of Mount Adams. The eye clung, ever fascinated and still hungry, upon those noble proportions and that haughty peace. . . . It was satisfactory, artistic mountain-eminence and majesty that we were gazing upon."

The approach to the mountains from Gorham is by way of the Glen, and the ride by carriage is one of the few remaining vestiges of "mountain staging." Six-in-hand tally-ho coaches meet the trains of the Grand Trunk Railway at Gorham, for the Glen Site and the

summit of Mount Washington. The road lies along the course of the Peabody River, which flows into the Androscoggin at Gorham, having its sources far up among the mountains.

The road to the Glen is in a southwesterly direction, and frequent glimpses are given of the noble mountains as the journey progresses. The views from the Glen, the site of the Glen House, recently destroyed by fire, are grand and impressive. The five greatest peaks of the White Mountain group are here visible, and at one sweep the eye takes in Washington, Clay, Jefferson, Adams and Madison, the second being partially obscured by a spur of Washington, but more fully revealed by a slight change of the point of view. These five peaks are visible from the Glen in greater sublimity and grandeur than from any other point of observation. Their massive proportions, from base to summit, are clearly revealed, without the peculiar "fore-shortening" effect of intervening foot-hills, so noticeable elsewhere. In a clear morning, shortly after sunrise, they stand out in bold relief against the sky, while their rocky summits, ragged ravines, and scarred sides, with the wooded slopes in the foreground of the picture, fascinate the beholder and command the admiration of even the most extensive European travelers. In the afternoon, their sharp outlines against the illuminated sunset sky present a picture no less attractive, though differently lighted. And when the Storm King sweeps over their summits, crowning them with clouds or wrapping them in fleecy vesture, embroidered with the gold and tinsel of the lightning's flash, and anon, touched with the fleeting rays of broken sunlight, still another majestic and gorgeous scene is presented. So that, with all the varying moods of mountain atmosphere, the changing scenes, and the new groupings presented from different localities, coupled with the many attractions to be found in the immediate vicinity, the Glen is a most delightful spot.

A walk or ride of about a mile from the Glen brings us to the Emerald Pool, a view of which we present, and which cannot be improved upon by a description. It is a most restful place, the river itself here seeming to pause in its madly merry race toward the ocean, as if resting for the long, long journey to the broad Atlantic. Another mile, and a guide-board is reached, which points the way, by a diverging path, to Thompson's Falls. A short walk up the lower slope of



Wildcat Mountain, and we reach a brook which rushes down the mountain side on its way to Peabody River. Over ledges of granite it comes plunging in a series of cascades, to which the name of Thompson's Falls has been given. From the upper height of the falls a view is afforded of Tuckerman's Ravine, while high above, the summit of Mount Washington looks frowningly down. The view thus afforded is declared by experienced tourists to be one of the best in the mountains, and it has been reproduced in "Picturesque America." The wildness of the scene amid the seclusion of the forest, the glistening of the cascade in its journey among the leafy surroundings, with its musical cadences falling softly on the ear, all conspire to render the spot most exquisitely charming to the lover of nature, and the visitor feels well repaid for the trip.

Returning to the road, another mile brings us to the path which leads to the Crystal Cascade, said to "divide with Glen Ellis the honor of being the most beautiful waterfall of the White Mountains." The path extends through the woods a distance of some three-eighths of a mile.

Glen Ellis Falls are about four miles south of the Glen Site, on the Ellis River, at the base of Wildcat Mountain. Their old name of Pitcher Falls, given from their shape, has now fully given way to the more poetic but less suggestive title of Glen Ellis, bestowed by a party of visitors in 1852. A graceful writer thus describes a visit to the spot:—

"Descending by slippery stairs to the pool beneath it, I saw, eighty feet above me, the whole stream force its way through a narrow cleft and stand in one unbroken column, superbly erect, upon the level surface of the pool. The sheet was as white as marble, the pool as green as malachite. As it stunned by the fall, it turns slowly round, then recovering, precipitates itself down the rocky gorge with greater passion than ever. On its upper edge, the curling sheet of the fall was shot with sunlight, and shone with enchanting brilliancy. All below was one white feathery mass, gliding downward with the swift and noiseless movement of an avalanche of fresh snow."

In addition to the cascades and waterfalls which have been already mentioned, there are numerous charming spots all along the mountain streams, and among the leafy glens, many of which have delighted the eye of the artist, and not a few of them have been transferred to canvas as a permanent reminder of the delights of a summer at the



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CRYSTAL CASCADE.

Glen. To the lover of the rod the mountain brooks furnish the added attraction of being the home of the speckled trout, and many a famous "catch" has delighted the follower of Walton, and tempted the appetite of the epicure.

The mountain views in the direction opposite the great Presidential Range are scarcely less imposing than those already described. The Carter Range lies to the east of the Glen, and the peaks of Carter Dome, Mount Carter, Imp Mountain, Mount Moriah and Wildcat, are prominent features of the landscape. Imp mountain is so named from the grotesque profile which is visible from the road above the Glen House. From the summit of Wildcat a fine view of the Presidential Range can be had as a reward for an hour's climb.

But by far the most wonderful mountain gorge in the entire vicinity is the chasm in the east side of Mount Washington, known as Tuckerman's Ravine. This is best reached from the carriage road to the summit of Mount Washington. About two miles from the Glen Site, the path diverges from the carriage road, and follows the old Thompson bridle path to Hermit Lake, thence following the bed of the stream into the very depths of the Ravine. One remarkable feature of this gorge, to be seen nearly the entire season, is the snow arch. As the rays of the sun are excluded from the Ravine except during a short portion of each day, the winter's accumulation of ice and snow often remains until autumn. The mountain streams gradually melt out the under side of this deposit, forming an arch, often of great beauty. The walls of the ravine are called the Mountain Coliseum. Starr King says:—

"No other word expresses it and that comes spontaneously to the lips. The eye needs some hours of gazing and comparative measurement to fit itself for an appreciation of its scale and sublimity. . . . It seems as though Titanic geometry and trowels must have come in to perfect a primitive volcanic sketch. One might easily fancy it the Stonehenge of a pre-adamite race,—the unrooted ruins of a temple reared by ancient Anas long before the birth of man, for which the dome of Mount Washington was piled up as the western tower. There have been landslides and rock-avalanches as terrible in that ravine as at Dixville Notch,—the teeth of the frosts have been as pitiless, the desolation of the cliffs is as complete, but the spirit of the place is not as gloomy as at Dixville,—is sublime rather than awful or dispiriting. . . . In Tuckerman's Ravine there is a grand battle of granite against storm and frost, a Roman resistance, as though it could hold out for ages yet before the siege of winter and all the batteries of the air."

The Mount Washington carriage road, from the Glen to the summit, furnishes opportunity for a delightful drive, and no visitor should miss the exhilarating trip. The roadway itself is a fine piece of highway construction, the ascent being accomplished by a winding course, with easy grades, not exceeding one foot in eight on the average. The



GLEN ELLIS FALLS.

carriages are strongly built mountain wagons, each drawn by six sturdy roadsters, driven by experienced "knights of the whip," who know every turn of the road. The traveler will note the changes in vegetation as the altitude increases, the heavy forests giving way to stunted shrubs, and these in turn to mosses and lichens, while at the summit the bare and desolate rock gives an idea of arctic climate, which indeed does prevail the larger part of the year.

The Summit House furnishes shelter to the visitor, whether his stay be for a few hours only, or for days or weeks. The view from the summit is indescribable. Its immensity is at first overwhelming. The line of vision bounds a circle nearly a thousand miles in circumference; and within that circle are lakes, rivers, mountains, valleys, dark forests, smiling villages, and in fact an almost endless variety of scenery, ever changing as the gaze is directed to the different points of the compass. In a clear day, the distant glimmer of the Atlantic may be seen, off Portland harbor, to the southeast. In the opposite direction, the horizon is broken by the Green Mountains of Vermont, with a glimpse of the remote Adirondacks in New York. All around are lakes, mountains, rivers and villages. The view is greeted with a new picture at every turn, and as the eye learns to distinguish distances it gradually dawns upon you that you stand over a mile and a third above the level of the sea, at the highest altitude attainable in New England without the aid of a balloon.

The following description of a sunrise on Mount Washington is from the pen of the author of "The Switzerland of America:"—

"The grand, culminating view from this lofty point of observation is to be had at the rising of the sun. . . . At early dawn the inmates of the house are roused, and such as choose to do so arise and dress, and take their position on the platform east of the building, to watch for the first appearance of the 'golden orb of day.' Beneath you the valleys are still in slumber, and a deep gloom is spread over all, in sharp contrast with the light of dawn which already illumines the mountain peaks around you. Banks of mist here and there indicate the location of bodies of water, and possibly overhanging clouds may partially hide some of the mountain summits from view. All eyes are turned expectantly toward the east, which is beginning to show a faint rosy tinge, deepening every moment till it reaches a crimson or perhaps a golden hue, a fitting couch from which the brilliant day-king is about to spring forth upon his glorious reign. Suddenly one point in the eastern horizon grows more intensely bright than all the rest, and the disc of the sun is then discernible, quickly increasing in proportions until the broad face of the great luminary so dazzles the eye as to compel a withdrawal of the gaze. Looking then into the valleys below, the effect is transcendently beautiful. While the spectator is bathed in the full golden sunshine, the somber shadows are just beginning to flit away, presenting in the strongest possible manner the contrasts of light and shade; and not until some minutes have elapsed does the new-born day reach down into the deepest valleys to drive forth the lingering remnants of night."

Leaving the summit, the visitor may return to the Glen by stage, or may descend the other side of the mountain by the Mount Washington Railway, illustrated and described on the following page. This



PROFILE. [80]

MOUNT WASHINGTON RAILWAY AND SUMMIT HOUSE.

CRYSTAL CASCADE

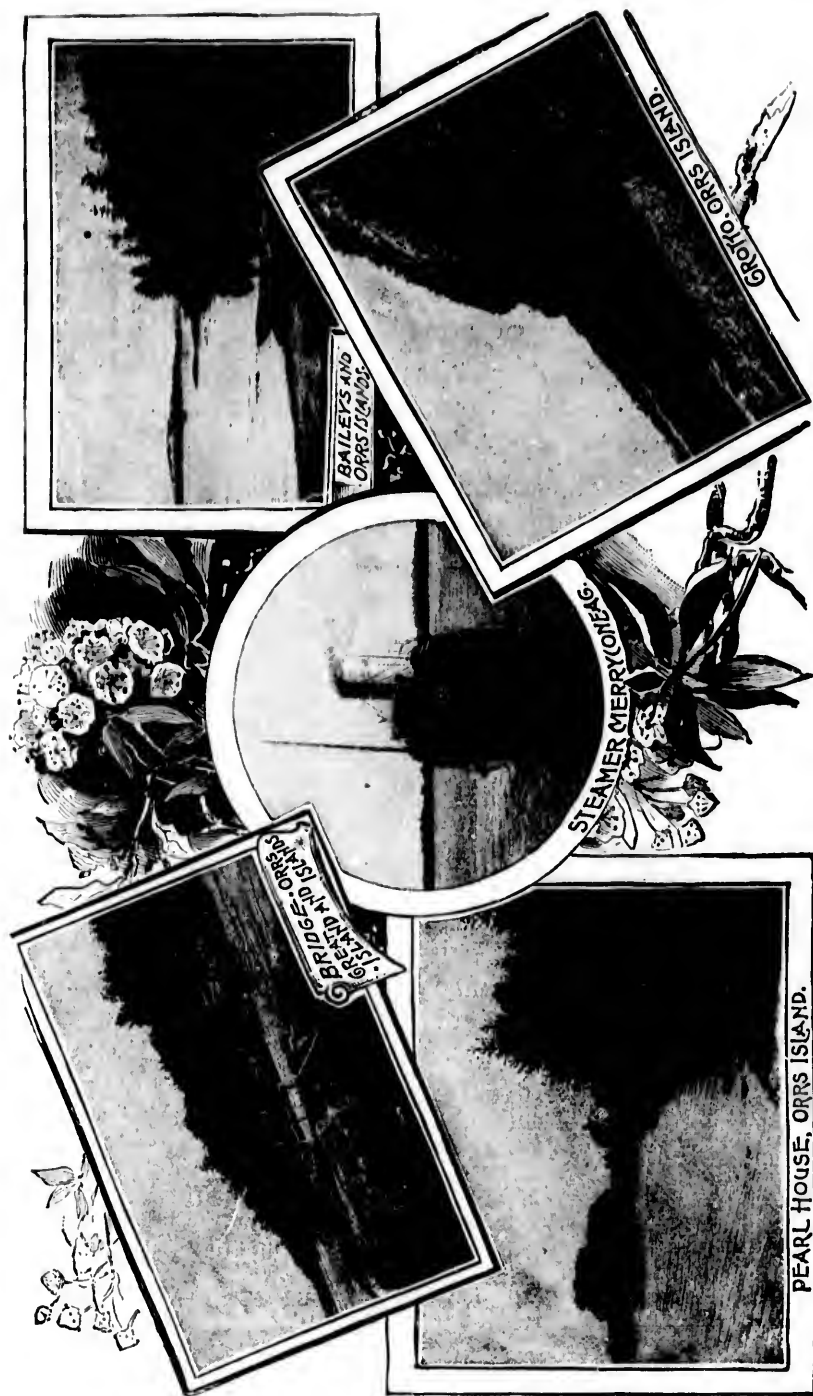
railway connects at the base of the mountain with the CONCORD & MONTREAL RAILROAD, one of the great highways of mountain travel, reaching nearly all the celebrated resorts of this region. Six miles from the base is the famous hostelry of Fabyans, where connection is made with the MAINE CENTRAL for Crawfords, the White Mountain Notch, and Conway, while beyond, on the Concord & Montreal line, are the Twin Mountain House, Bethlehem, and the Jefferson Meadows. At Bethlehem Junction connection is made for Franconia Notch and the Profile House, this line also being operated by the Concord & Montreal.

Mount Washington Railway.— This remarkable triumph of engineering skill, extending from the base to the summit of Mount Washington, now renders a trip to the summit accessible to everybody, and the fatigues attendant upon mountain climbing are here a thing of the past.

The novel road is constructed with an extra or center toothed rail, into which the cog wheel of the engine "meshes," and the train is thus enabled to climb the grade, as no ordinary engine could possibly do. The trip occupies about an hour and a half, and it is needless to say that the views afforded from the train are surpassingly grand. Each train consists of one engine and a single car, the engine being always below the car, to push in the upward journey and to hold it back in the descent. The safety appliances on the train are such that an accident is well-nigh impossible, and not a passenger has ever been injured in all the years the road has been in operation.

Tourists from the west may make connection with the trains of the Concord & Montreal at Groveton Junction, direct for Fabyans, or at Berlin or Gorham, by way of Jefferson. A favorite "tour of the mountains" with many travelers who approach them from the north, is by way of Gorham and the Glen, including the stage ride to the summit, descending by the railway to Fabyans, from which place side trips may be made to all the points of interest, thence returning to the Grand Trunk Railway via Groveton Junction, Gorham, or Berlin. Or this trip may be reversed, the tourist leaving the Grand Trunk at Groveton, thence to Fabyans, and over the mountain, by rail and stage, to Gorham.

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BEAUTIFUL VIEWS ON HARPSWELL LINE.

THE SEASHORE.

PORTLAND, MAINE, AND THE BEAUTIFUL CASCO BAY.



THE coast of Maine is abundantly rich in all that goes to make a complete summer resort. Speaking of Casco Bay, of which the harbor of the City of Portland, the eastern terminus of the Grand Trunk Railway, forms a part, the following extract from the pen of Edward H. Elwell, in his admirably written work entitled "Portland and Vicinity," will be found

truthful and concise, and convey as well as words can, some conception of this beautiful resort by the sea:

"Here is a little bay, extending from Cape Elizabeth to Cape Small Point, a distance of about eighteen miles, with a depth of about twelve miles, more thickly studded with islands than any water of like extent on the coast of the United States, there being something over 300 islands in Casco Bay. Unlike the low sandy islands of the Massachusetts coast, these are of the most picturesque forms, while bold headlands and peninsulas jut far out into the waters. There is the greatest possible variety in the form and grouping of these islands. Some lie in clusters, some are coupled together by connecting sand-bars, bare at low water, while others are solitary and alone. Nearly all of them are indented with beautiful coves, and crowned with a mingled growth of maple, oak, beech, pine and fir, extending often to the water's edge, and reflected in many a deep inlet and winding channel. In the thick covert of the firs and spruces are many green, sunny spots, as sheltered and remote as if far inland, while beneath the wide-spreading oaks and beeches are pleasant walks and open glades.

"For the most part they rise like mounds of verdure from the sea, forest-crowned, and from their summits one may behold on the



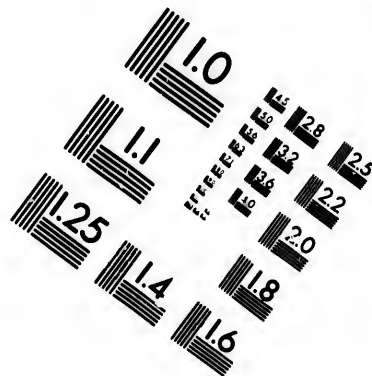
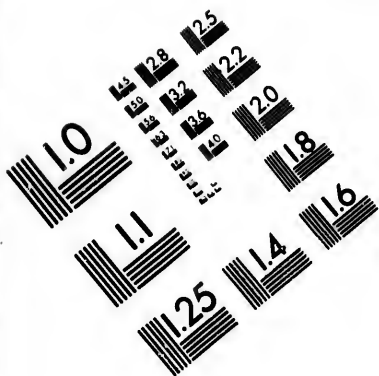
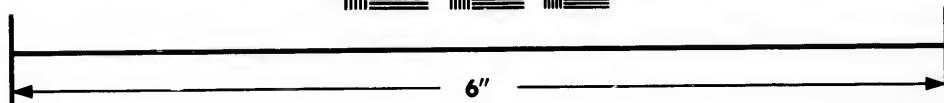
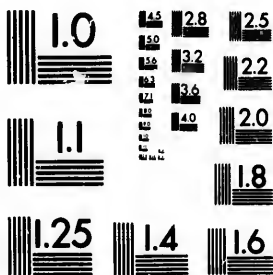


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one hand the waves of the Atlantic, breaking almost at his feet, and on the other, the placid waters of the bay, spangled by multitudinous gems of emerald, while in the dim distance he discerns, on the horizon, the sublime peaks of the White Mountains. It is impossible to conceive of any combination of scenery more charming, more romantic, more captivating to the eye, or more suggestive to the imagination."

All the varieties of fish that frequent the New England coasts are to be caught in abundance in season, either directly from the rocky portions of the shores or in its immediate vicinities.

Portland, Maine, is, undoubtedly, the loveliest city on the Atlantic coast. It stands on a high peninsula some three or four miles in length. At its outer, or north-eastern projection, the peninsula swells into the bold height of Munjoy's Hill, crowned with a light-house and an observation tower, from which the grand panorama of Casco Bay stretches out in the foreground, while in the other direction the magnificent range of the White Mountains closes up the vista.

Much has been written, in poetry and prose, of the beauties of Casco Bay, of which the harbor of Portland forms a part, Longfellow and Whittier being most remembered. The house in which Longfellow was born still stands at the corner of Fore and Hancock streets, Portland, while next door to the Preble House stands the ancestral Wadsworth mansion, Longfellow's later residence and still the abiding place of the Longfellow family. A magnificent statue of the famous poet occupies one of the delightful squares for which this beautiful city is so noted.

The drives around Portland probably offer as delightful and varied attractions as can be found anywhere in this country. Among the most interesting may be mentioned the one leading by East Deering and the United States Marine Hospital to Falmouth Foreside, some eight or ten miles, with magnificent views stretching over Casco Bay, and its many islands; or over the shell road to Deering's Oaks and Woodford's; or to the beautiful Evergreen Cemetery with its many monuments. Again, to Pride's Bridge on the Presumpscot River. There is also a delightful drive leading down the coast by the great dry-docks and the ship-building hamlet of Knightville to the ancient and favorably known summer resort, called Cape Cottage, while just beyond is the tail lighthouse on Portland Head. The shores on this

side of the Bay are remarkably bold and rocky, and after a hard blow a tremendous surf rolls in upon the unyielding cliffs with a dash of spray, and a roar heard for miles.

Further down on this rocky coast stands the Ocean House, and not far away the lighthouses, known as the "Two Lights." Scarborough Beach lies still beyond.

One of the delightful excursions by boat from Portland is to Harpswell, to which several round trips are made daily.

Among the favorite island resorts of Casco Bay are Cushing's Island, Peak's Island, with its hotels and cottages, Big and Little Diamond Islands, Little Chebeague, one of the most attractive islands in the Bay, and upon which stands the well-kept Waldo House, a comfortable hotel for summer guests. Great Chebeague covers 2000 acres, and has a considerable population of farmers and fishermen, schools and churches, good roads and several summer hotels; Long Island, with hotels, boarding houses and cottages; Hope Island, with its quiet little hotel. Further on, numberless islands gem the blue waters, crowned with tall trees and sheltering many a lovely cove and sandy beach. Those who come hither for a summer vacation should not fail to bring Mrs. Stowe's romance, "The Pearl of Orr's Island," whose scenes were laid here among the quiet fisher folks, who for centuries have dwelt among these sequestered coves.

Orr's Island lies close to Harpswell, and is joined to it by a highway bridge. Off in the Bay, five miles, is Ragged Island, with its ancient houses, the scene of Elijah Kellogg's "Elm Island" stories; nor should be forgotten Whittier's beautiful ballad, "The Dead Ship of Harpswell," preserving an old legend of these romantic shores.

On a great many of the islands, and also upon the main land on both sides of the Bay, are numerous cottages and summer resorts. It is not an exaggeration to say that many thousands of summer tourists can be provided for in this delightful vicinity.

Cushing's Island, in the beautiful Casco Bay, is two and one-half miles from the city of Portland, Maine, eastern terminus of the Grand Trunk Railway. It contains about 250 acres of land. The Ottawa House, one of the finest hotels on the coast of Maine, is situated on the island, on an eminence of over 100 feet above the sea, commanding from its broad veranda unrivaled views of the ocean,

islands, main-land, harbor and city, with far to the westward the peaks of the White Mountains in the horizon. The hotel accommodates 300 guests; there are also a large number of cottages on the Island, many of which are in connection with the hotel. The average temperature during the summer months is sixty-six degrees, and because of its altitude and the invigorating sea breezes which continually fan its shores, and the balsamic odors from its fir and spruce groves, the



OTTAWA HOUSE.

Island has long been famed for its renovating and health giving powers.

Portland may properly be considered the objective point of tourist travel, as from it all the resorts of New England and the New England coast are easily accessible, most of them with but a few minutes' or a few hours' ride, those better known and in the closest proximity being: Old Orchard Beach, Pine Point, Scarborough Beach, Isle of Shoals, Portsmouth, Hampton, Rye Beach and other resorts almost numberless.



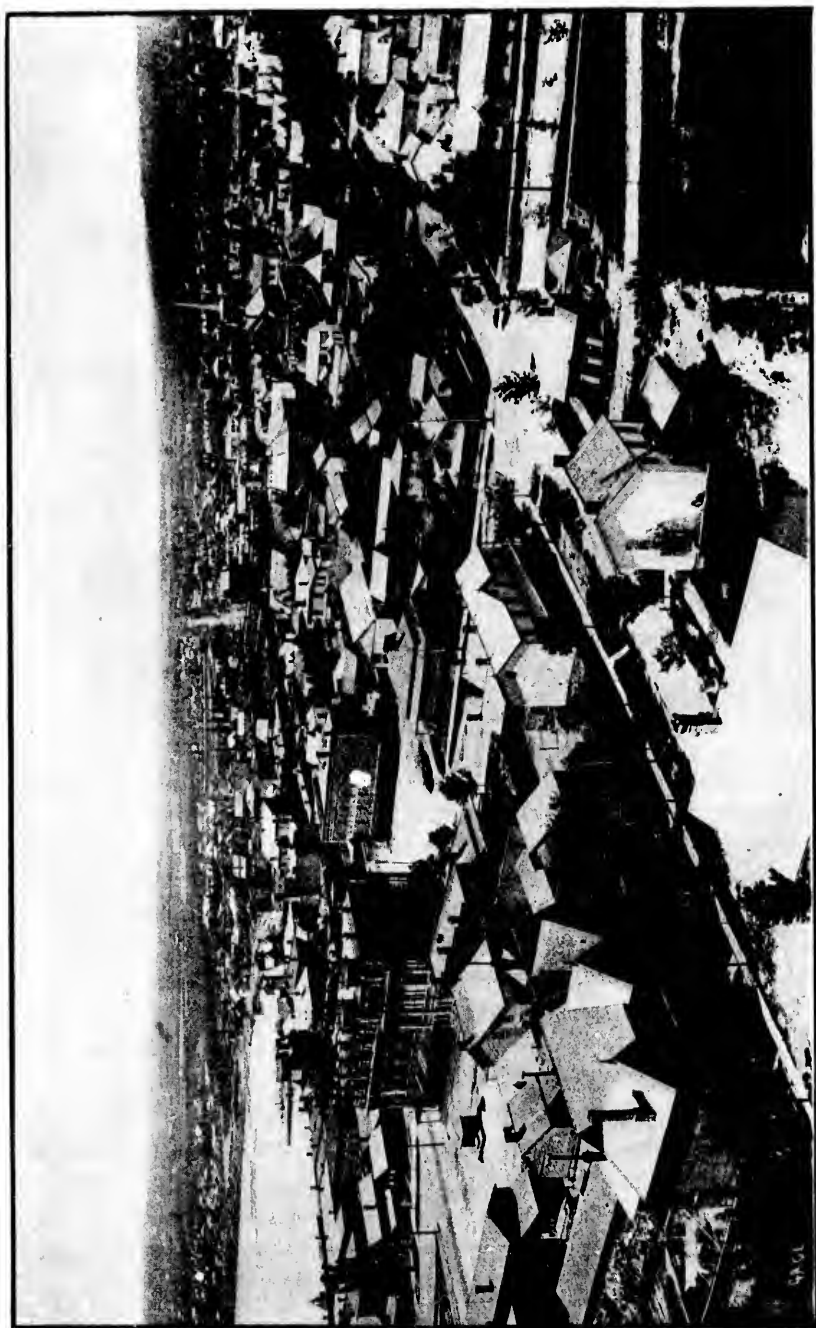
THE MUSKOKA LAKE COUNTRY.



LOOKING upon the map of Ontario, at the section of country lying north of Toronto and Hamilton, you are struck with the curious commingling of land and water. Islands of every size, and almost without number, dot the larger bodies of water, while lakes, big and little, diversify the surface of the land. It suggests the idea of some pre-historic upheaval on the great deep, resulting in a nearly equal division of the surface, for many hundreds of square miles, into land and water.

It may readily be inferred that such a section of country must present many attractions to the tourist in search of scenery or sport, and the reader will not be surprised to learn that this region is constantly gaining in popularity as its advantages become more widely known. Ready access to this section is had by the trains of the Midland, and Northern & Northwestern Divisions of the Grand Trunk Railway, and the summer schedule is arranged to accommodate the traveling public, with special reference to making close connection with the steamers of the Muskoka and Georgian Bay Navigation Company, which ply upon the Muskoka Lakes and Georgian Bay.

The Muskoka district, known as "the Highlands of Ontario," has some eight hundred lakes, varying in size from a mere pond to twenty or thirty miles in length, the largest being Muskoka, Rosseau and St. Joseph. Their elevation is seven hundred and fifty feet above Lake Ontario, and the healthfulness of the region is proverbial, while the hunting and fishing are not surpassed anywhere.



BARRIE, ONTARIO.

The chief port for the Muskoka steamers is Gravenhurst, at the southern extremity of Lake Muskoka. Here the tourist may embark for a most delightful water trip through the chain of lakes. The route to Bracebridge comprises ten miles of lake and six miles up Muskoka River. At Bracebridge are to be seen the High Falls and the Great South Falls, both notable attractions. The trip to Bala, the outlet of the lake via Musquash River, comprises twenty-one miles.



CLIFF ISLAND, LAKE JOSEPH.

At Bala, the water makes an abrupt descent of some twenty feet, forming an attractive waterfall.

Port Carling is twenty-one miles from Gravenhurst, and on the way you may tarry at Bracebridge, beautifully situated on Tondern Island, with splendid bathing and fishing facilities in the vicinity. Reaching Port Carling, by way of the Indian River, the passage into Lake Rosseau is made through the locks; and here comes in the title of "Interlaken." Rosseau is at the upper extremity of the lake, and Maplehurst is near by, and from here there are daily stages to Parry Sound, on Georgian Bay.

At Port Sandfield, Lakes Rosseau and Joseph are connected by a short canal. Passing into the latter lake, the journey is continued, amid charming scenery, to Stanley Bay, twelve miles from Port Sandfield, while five miles more brings us to Port Cockburn, at the head of the lake. Besides the three principal lakes thus particularized, there are numberless smaller ones, scarcely less attractive, which may be reached overland, or by canoes up the streams which connect them with the larger lakes; and as many of these lakes and streams abound in fish, the angler will find himself well repaid for the trip.



ON THE MAGNETAWAN.

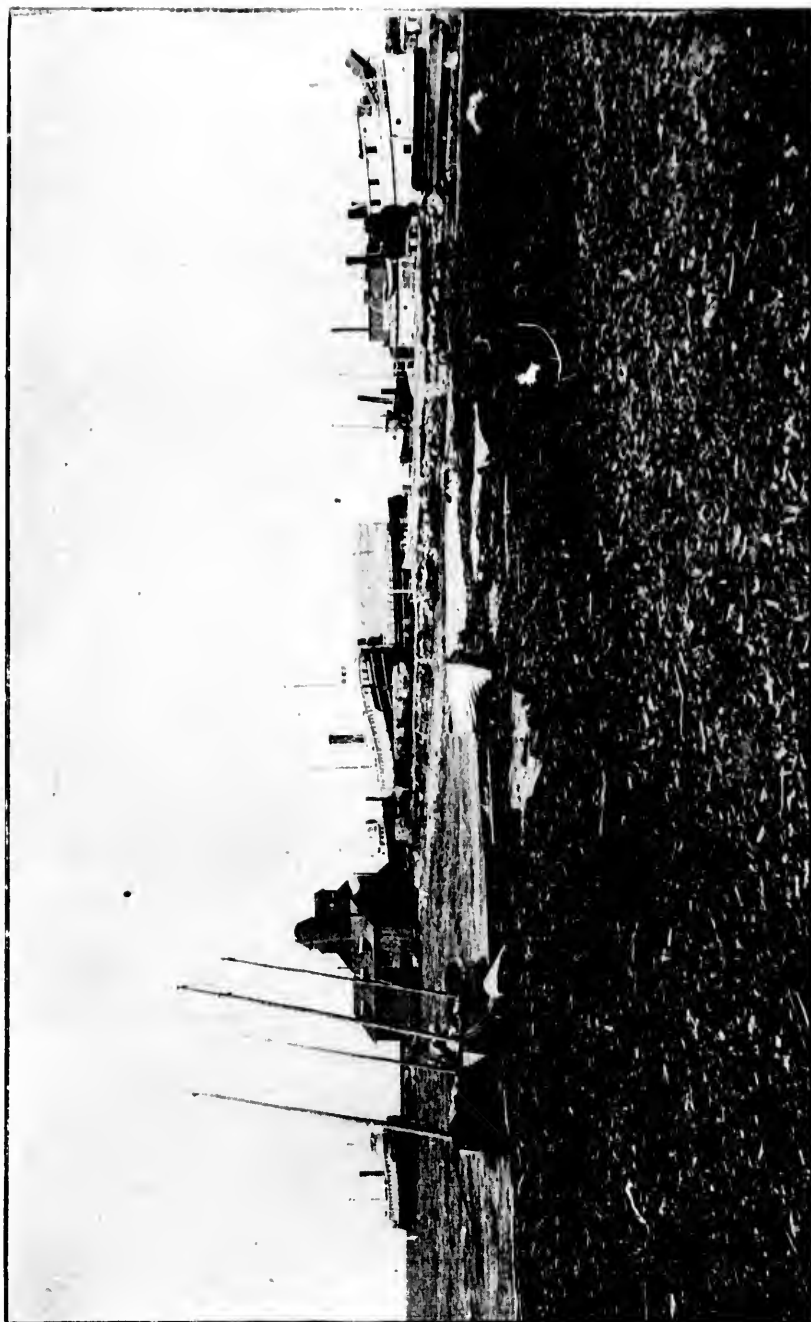
North from Muskoka lies what is known as the Magnetawan district, comprising the river bearing the name, with the chain of lakes which it connects. This region is reached by rail at Burk's Falls, where connection is made with a steamer for a run down the river, through Cecebe Lake, thence into Ah-mic Lake. The trip covers something like forty miles, and the river itself is as crooked as the proverbial "ram's horn." The region is comparatively new, but its beauties have been discovered by explorers, and keen-eyed sportsmen have found it to be a pleasurable and profitable resort.

GEORGIAN BAY.—This great arm of Lake Huron, almost rivaling the lake itself in extent, is a wildly romantic body of water. Its northern and eastern shores are particularly attractive, the waters here being thickly studded with islands, while numerous coves, bays and inlets contribute to the tortuous windings of the channels in this wondrous archipelago, and to the picturesqueness of the scenery. The islands in the bay are not less than 25,000 in number, and range in



ON SHADOW RIVER.

size from the merest dot on the water to the Great Manitoulin, many miles in extent. They also present a picturesque variety, as to their general appearance. Some are bare and rocky; others are clothed with verdure to the very water's edge. Here, one rises abruptly in castellated pinnacles, and anon another is densely wooded, with inviting shades, offering delightful shelter to the camper.



HARBOR OF COLLINGWOOD, ONTARIO.

The steamers of the Muskoka and Georgian Bay Navigation Company afford a delightful trip among this charming scenery, connecting with the Grand Trunk trains at Midland and Penetanguishene for Parry Sound, passing through Indian Harbor, David's Bay, Moose Bay, Starvation Bay, and several narrows. From here, the journey may be extended to Point aux Baril, Byng Inlet and French River, returning thence to starting point, or to Collingwood, where direct connection may be made for Toronto and Hamilton, by rail.



CHAUDIERE RAPIDS, FRENCH RIVER.

The wildness of the scenery, and the peculiar attractions afforded by the opportunities for hunting and fishing, render a season of camping in the Muskoka region a delightful feature of a vacation trip. There are also numerous inexpensive hotels and boarding houses, both in the villages and among the lakes, at which the tourist may tarry, for a longer or shorter time, as his inclination may lead. Guides may be had at most of these houses, whose knowledge of places to hunt and fish will be of great service.



INDIAN GRAVE, FRENCH RIVER.



INDIAN FALLS, NEAR OWEN SOUND.

If a longer journey by water is desired, the trip along the north shore to Sault St. Marie and Mackinac Island, is one worthy of high commendation. This is accomplished by the steamers of the North Shore Navigation Company, and of the Great Northern Transit Company, both of which lines are finely equipped for this service.



STREET IN OWEN SOUND.

The boats touch at the principal ports along the north shore and on the large islands, and the passengers find frequent opportunities of enlivening the trip by a run on shore, or a flying visit to some of the many points of interest to be found on the journey. The Indian villages are objects of no little curiosity, and their inhabitants turn out *en masse* when the boat comes in, some of the women with their

basket and bead work to offer the passengers, while the men and children have freshly-caught fish, and berries of various kinds, from which the boat's stores are sometimes replenished.

The round trip from Collingwood, Meaford, or Wiarton, occupies about six days, and as the ticket includes meals and berths, the appetizing influence of the lake breezes and the excellence of the



LUMBER CHUTE, GEORGIAN BAY.

cuisine conspire to make the journey one of both health and pleasure, as well as inexpensiveness.

The lumbering interests of the Georgian Bay district are of large importance, and are in the hands of enterprising firms, who conduct the business on an extensive scale. The method of getting the logs over difficult places by means of "chutes" is given in the accompanying illustration. The lakes and streams are often the scene of much activity, as the rafts are guided from place to place.

TORONTO, THE QUEEN CITY.



BEAUTIFULLY situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the sub-title of "The City of Churches."

The town was founded by Governor Simcoe, in 1794, and was given the name of York, by which title it was known until its incorporation as a city in 1834, when it received the Iroquois name it now bears. At that date it had a population of less than ten thousand, but gave promise of rapid growth, which has been fully realized, inasmuch as competent judges estimate the present population at little if any less than two hundred and twenty thousand.

This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all new-comers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and social point of view.

As a summer resort, Toronto has many attractions. Its climate, tempered by the lake breezes, is salubrious and delightful. Its beautiful bay, protected by the island from high winds or heavy currents from the lake, affords abundant facilities for aquatic sports, and regattas, carnivals, yachting trips and water excursions of every sort. Multitudes of steamers and ferry boats ply between the city and the pleasant parks and groves in the vicinity, and the pleasure-loving inhabitants and visitors give them abundant patronage. Hanlan's Point is the resort of the masses, and on pleasant days throughout the summer its avenues and walks are thronged with picnic parties and casual visitors. Lorne Park is about fourteen miles west from



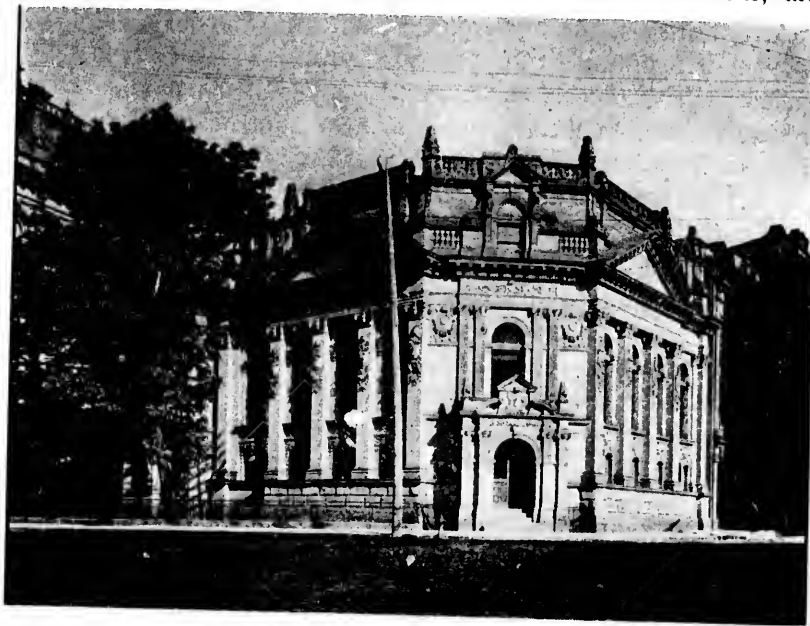
ROSEDALE, TORONTO.



ON THE HUMBER.

the city, and is a delightful piece of woodland, beautifully laid out, and free to all. Steamers make frequent trips to this resort, as also to Long Branch, Victoria Park and the Humber River.

The city itself is more than ordinarily attractive. Many of its streets are broad and beautifully shaded, adorned with elegant residences and stately church edifices. Within its limits are many beautiful parks, and its outlying suburbs, in several directions, are



BANK OF MONTREAL, TORONTO.

magnificent tracts of woodland, laid out in fine drives and broad avenues. High Park, at the western terminus of the Queen Street car line, is a beautiful tract of two hundred acres, with undulating surface and wooded heights. Rosedale, at the northeast, is adorned with fine residences, while Queen's Park, the Horticultural Gardens, and other charming resorts are found in the heart of the city.

The suggestive title of the "City of Churches" will strike the visitor as exceedingly appropriate, in view of the multiplicity of church structures, representing all denominational interests, and in an endless diversity of architecture. The St. James Cathedral, on King

street, is conspicuous by reason of its spire, said to be the highest in America, while a multitude of other costly and imposing edifices greet the eye on every hand.

Toronto is the centre of the public system of education for Ontario, and in its successful workings the people take commendable pride. Educational affairs are placed in charge of a department of the Government, presided over by a Minister of the Crown, responsible to the Legislature. The public schools in Toronto are an index of popular sentiment on this paramount question of education. The buildings are thoroughly modern, the teachers efficient, and the system the embodiment of the best suggestions. At this writing there are in Toronto 52 public schools, with 475 rooms, accommodating 27,000 pupils. The separate schools carried on under public authority by the Roman Catholics are large and efficient institutions. There are three collegiate institutes, a Normal School for the training of teachers, and the great University of Toronto, the keystone of the educational arch. The beautiful and historic building of the University was destroyed by fire in February, 1890, but through the assistance of the Provincial Government, the City Council, and many liberal friends throughout the country, it has been restored to its former greatness, and now the work is being carried on in a building even better adapted to its needs than ever before. Among the other institutions of learning in the city, maintained by the public, are the Model School and Upper Canada College, the latter an institution of historic interest, and the *alma mater* of some of the most distinguished men Ontario has ever produced. Toronto is also the seat of Trinity University, McMaster University, Victoria University, as well as of a number of great colleges affiliated with the University of Toronto. There are besides, two Medical Schools, a College of Pharmacy, a Veterinary College, a School of Practical Science, two great Colleges of Music, and many other institutions of learning. The Public Library is in truth a public library maintained wholly and directly by public funds, and open freely to all classes. It is accommodated in a spacious and elegant building, well arranged for the purpose, and has on its shelves, at the present time, something over seventy-five thousand volumes.

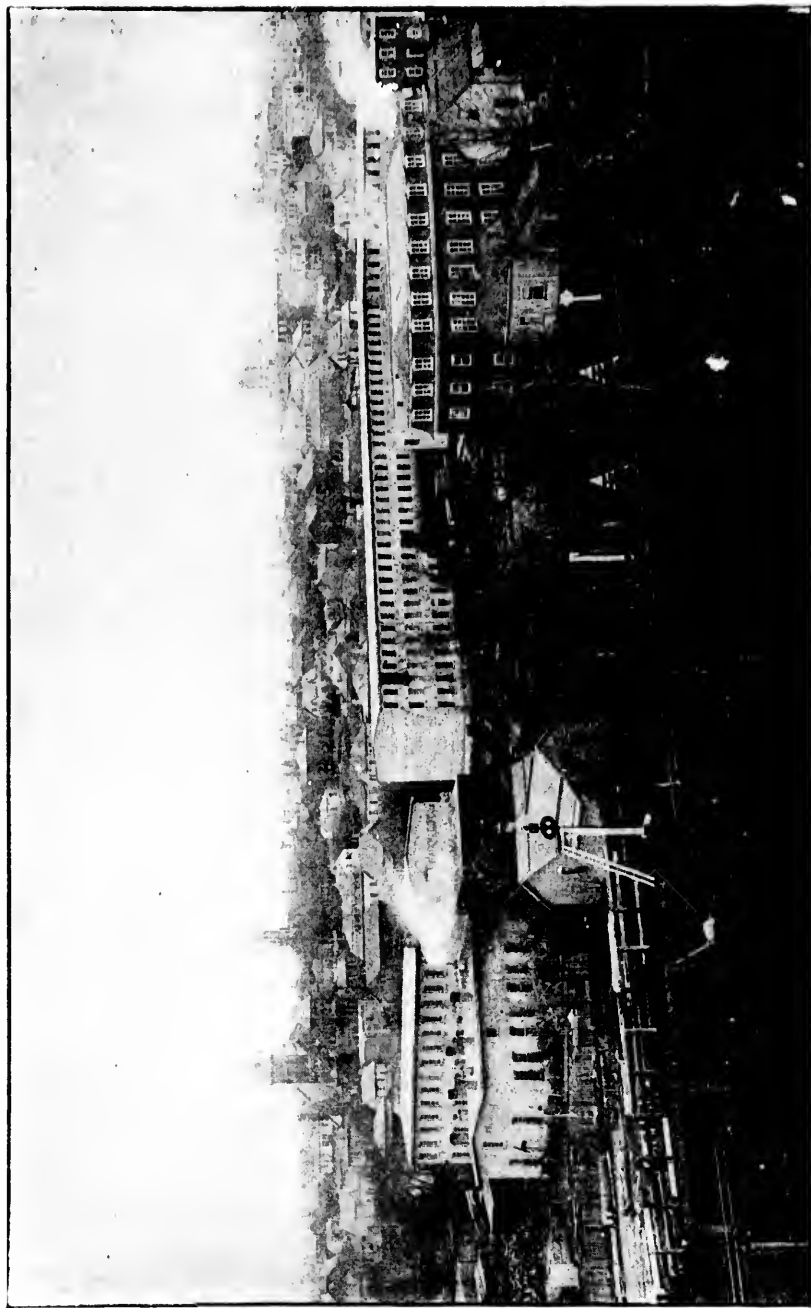
The Board of Trade Building, elegant in its architecture, is a fitting illustration of the city's commercial enterprise. This element

of Toronto's prosperity is well set forth in the remark of a Chicago business man who was asked his impressions of Toronto, to which he replied, in words more forcible than elegant, "Well, she is business from the word go."

In addition to being the leading business and educational centre in Canada, Toronto is also the seat of government for the Province of Ontario, and the new Parliament Building, in the Queen's Park, opened April, 1893, for the first time, is abundant evidence of the prosperity of the Province and the importance of the city. This building is the most interesting feature in a city already more than usually attractive, and it is claimed that it is one of the finest structures in Canada, and is excelled by few on this continent. About \$1,500,000 have been expended in its erection, and it has been some five years in building. Although everything connected with it is the best obtainable and the Legislative Chamber and Members' Library are perfect models of richness and beauty, experts say it is the cheapest building of its kind ever erected in America. Its erection has evidently been free from the corruption and "jobbery" which so frequently attend the construction of public buildings.

The new Union Station, now rapidly approaching completion, will be one of the finest in the Dominion, and equaled by few passenger stations in America. A more complete description, with an illustration, will be found in later pages of this work, to which the reader is referred.

Toronto is also a favorite point for excursions and summer tours. The trip across Lake Ontario by steamer, and thence by rail to Niagara Falls, is one which meets with much favor among summer visitors, and is comparatively inexpensive. The Richelieu & Ontario Navigation Co. also make this the starting point for the St. Lawrence River trip to Montreal, Quebec and the Saguenay River, complete illustrated descriptions of which localities will be found elsewhere in this publication, with their attractions specifically set forth.



WOODSTOCK, ONTARIO.

SOME CANADIAN CITIES.

THEIR ATTRACTIONS FOR SUMMER TOURISTS FROM THE STATES OR ELSEWHERE.



THE visitor to Canada from the States will find much to interest him in the thriving cities of the Dominion. In some of these he will find a marked contrast with the cities over the border; in others, equally marked similarity; in still others, a striking contrast in different sections of the same city. The latter is particularly true of some of the older cities, in which the march of progress is being felt, and there seems to be a struggle for supremacy between the ancient and the modern.

Hamilton.—At the extreme western end of Lake Ontario, on its high terraced shores, stands the city of Hamilton. The approach from the lake presents a striking picture, while the view of the city from the railway trains, in either direction, is almost equally picturesque. The surrounding country is quite elevated, and from the higher portions of the city the streets slope gradually to the water's edge, while across from the city lies the broad expanse of Burlington Beach, five miles in length, and from 600 to 1,000 feet wide. Still beyond, meeting the sky in the dim distance, are the blue waters of Ontario. Burlington Bay, protected by the long beach, forms the quiet harbor of Hamilton, adding much to the commercial importance of the city, which is also highly favored with railroad facilities, heavy manufacturing enterprises, and valuable surrounding agricultural resources.

The scenery in the vicinity of Hamilton, as viewed from the railway trains, is especially attractive. The view on the following page is one among the many which delight the eye of the lover of the beautiful, and the visitor will find the drives in all directions from the city to be very attractive. Dundas Valley, a few miles west of

Hamilton, is one of the most picturesque spots in Canada, and a comprehensive view of its charms may be had from the trains of the Southern Division, as they wind around the mountain side. The road-bed is cut in the side of the mountain, which towers up far above the track on the one hand, while on the other side lies the charming valley, with the town nestling among the trees. As the train winds its way around the side of the mountain, glimpses of the valley are given here and there, and at the "summit" the whole scene is spread



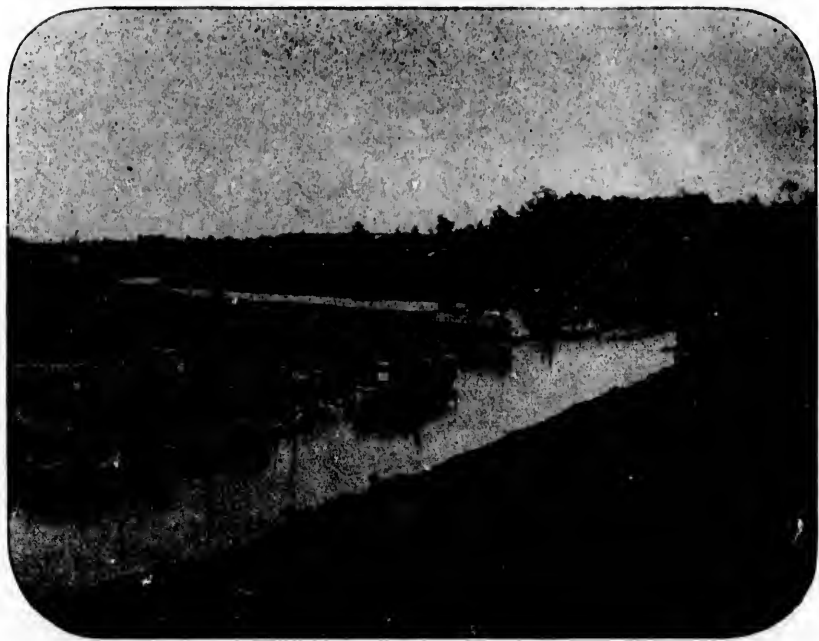
VALLEY INN, BURLINGTON BAY, GRAND TRUNK RAILWAY.

out in panoramic beauty, affording a picture of surpassing loveliness.

St. Catharines.—Twelve miles from Niagara Falls, pleasantly situated on the Welland Canal, is the thriving city of St. Catharines. A mineral well of large capacity, and recognized remedial value, has given the place a wide reputation and the title of "the Saratoga of British North America." It has fine hotels, and the surrounding country is more than ordinarily attractive from a scenic point, and visitors are thus entertained while "taking their medicine" from the mineral well.



FALLS NORTH OF HAMILTON, NEAR WATERDOWN.



PORT DOVER AND VICINITY.

London.—Western Ontario has for its chief city an aspiring imitator of its great namesake, having a River Thames, a Hyde Park, a St. Paul's church, and other interesting names borrowed from over the Atlantic. It is a progressive city of some forty thousand people, and with several quite extensive manufacturing interests.

Ottawa.—The political capital of the Dominion is a point of interest, both from its importance as a city and from the beauty of the scenery which surrounds it. Some of the most picturesque landscapes in Canada are to be found in its vicinity, and the drives about the city and its suburbs are more than ordinarily attractive. The government buildings are magnificent, occupying a site of four acres, on the river bank, and are built in the Italian gothic style. The view they present from the river is picturesquely beautiful.

Manufacturing Cities.—The Grand Trunk Railway Company has pursued a settled policy in the encouragement of manufacturing industries, resulting in the development and healthy growth of towns and villages along its line, by reason of good facilities, water-power, natural products, shipping advantages, etc., and the sections of country traversed by this road have become the most prosperous and flourishing in the Dominion. Among these towns are: Sarnia, Stratford, Guelph, Georgetown, Galt, Brantford, Harrisburg, Simcoe, St. Thomas, Glencoe, Chatham, St. Mary's, and numerous others equally worthy of mention.

ATTRACTIVE TOWNS AND VILLAGES.

In addition to the resorts which have already acquired fame and reputation, there are, on the line of the Grand Trunk, a large number of localities which are growing in interest year by year, as their attractions become more widely known, and facilities increase for the accommodation of guests. This is especially true of the lake-port towns, some of which offer special inducements to visitors in the way of fishing, bathing, boating, salubrious climate, etc. Among these we may mention Goderich, Kincardine, Port Elgin and Southampton, on Lake Huron, with the ports on the shores of Georgian Bay, already mentioned; Ports Stanley, Rowan, Dover and Colborne, on Lake Erie; and Whitby, Port Hope, Cobourg, Trenton, Belleville and Gan-

anoque, on Lake Ontario. In fact, there seems to be scarcely a limit to the number and variety of resorts, already attractive or capable of development, reached by this great railroad system, which permeates the scenic and health-resort sections of the Dominion, and offers to its patrons liberal rates and excellent facilities for travel.

The Bay of Quinte.—This delightful resort, in the immediate vicinity of the Thousand Islands, is deservedly becoming more widely



PORT COLBORNE, ONTARIO.

known as its numerous attractions present themselves to the yearly increasing throngs of visitors. A tourist who has enjoyed a visit to this famous resort, thus describes the trip:—

The steamer leaves Kingston every week day for the head of the Bay at 3.30 p. m., and returns next morning in time to connect with diverging railroad and steamboat lines for all points. Leaving Kingston, we pass close to the shore, and obtain views of the new government dry dock, the Provincial Penitentiary, and Rockwood Asylum for the Insane, Canada's largest institutions of their kind. Seven miles from our starting point we pass three small islands, known as "The Brothers," among which bass abound.

The first call is made at the village of Stella, then at the village of Bath, where was built the first steamboat that plied the waters of Lake Ontario. Following the main shore west, we come to Fredericksburg, opposite which is

Prinyer's Cove, a famous fishing-ground, while three miles northward, across country, brings us to Hay Bay, where some of the best muskalonge and bass fishing, as well as duck shooting, can be had.

From this point west the shores become bolder and the channel narrower, offering the greatest variety of scenery the most artistic eye could desire, the well-wooded dells, the high and rocky bluffs throwing their deep shadows over the placid waters of the Bay as our vessel glides swiftly on. Rounding two small islands, called the "Twin Sisters," a call is made at Adolphustown. This



FIVE MILES BELOW GANANOQUE.

spot is interesting as being the landing place of the United Empire Loyalists who, at the close of the war separating the American Colonies from Great Britain, settled in this portion of Canada, naming the townships about them after the members of the reigning family of George IV, viz., Marysburg, Sophiasburg, Ameliasburg, Fredericksburg, Adolphustown and Ernestown. A monument and two memorial churches have been erected to the memory of those brave people.

Four miles further on, on the south shore, is Glenora, at the foot of a high mountain, on top of which is found a charming little lake, not more than a stone's throw from the edge of the cliff, with no apparent inlet or outlet, the theory being that, as it is on the same level as Lake Erie, it is fed by subterranean

streams. Turning northward, the visitor is astonished with the delightful panorama of nature which is exposed to view. Not only can he see the channel of the Bay he has just passed through, but four others spreading out like the thumb and fingers of an open hand; and it is from this natural formation that the Bay derives its name, "Quinte." Directly opposite Glenora is Davy's Island, the vicinity of which is celebrated for its muskalonge.

Following the thumb of this watery "hand," we come to the town of Picton, a description of which can be given in one word, picturesque. A short drive of ten miles, almost the entire distance through an avenue, brings the tourist to the Sand Banks, a great natural curiosity, being mounds of the finest white sand, driven in by the wind and waves of Lake Ontario.

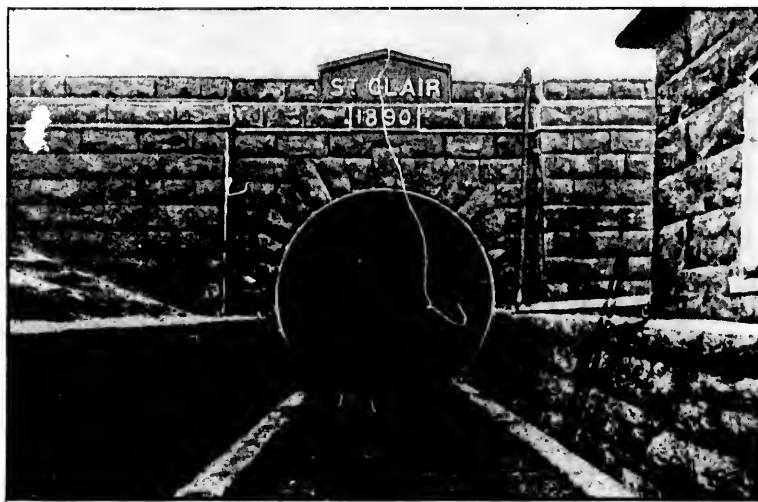
To proceed with our trip from Picton, the steamer is obliged to turn completely around, and retrace her course down the thumb and up the forefinger of the open hand, so to speak, passing through the "Long Reach," a narrow channel whose high and precipitous banks resemble very closely the palisades of the Hudson River, until Deseronto is reached, a thrifty and prosperous town, having large manufacturing and shipping interests. This place was formerly called "Indian Woods," it being the reservation of the Mohawk Indians. Here an abrupt turn in the Bay to the west is made, the steamer passing many points of interest, and soon Sanguin Bay stretches to the left a little further on, and affords excellent fishing, being situated in close proximity to Massasaga Park, where good hotel accommodations are always afforded. A few miles further on we find ourselves entering the harbor of Belleville, "The City of the Bay," a city of magnificent churches, shady streets, and handsome residences. Here the steamer ties up for the night, to await her return voyage the following morning.

Parties can here take the Steamer North King, a splendid lake vessel of the same ownership, which traverses the few remaining miles of the Bay, passing Trenton, a lumbering town, and proceeding on through the Murray Canal, connecting the waters of the Bay with Lake Ontario. Fifty miles of rapid steaming across this inland sea brings the vessel to Charlotte, port of Rochester, N. Y. The trip just completed by the Steamer North King is a weekly occurrence. Leaving Charlotte every Saturday at 4 P. M., she crosses Lake Ontario, through the Bay of Quinte, to Kingston, arriving 10 A. M. Sunday morning, from which place during July and August her cruise is continued among the Thousand Islands, taking in both the Canadian and American channels, remaining at Alexandria Bay several hours, and returning by the same route to Rochester, arriving there Monday morning.

Possibly no more comprehensive view of the special attractions of this locality could be crowded into a brief space of time than that afforded by the trip above described. It will be found a pleasing side trip from Kingston, and the tourist may yield to the temptation to make a longer sojourn in this delightful region, and visit other points of equal interest.

THE ST. CLAIR TUNNEL.

The problem of crossing a navigable stream, alive with commerce in the summer and often blocked with ice in the winter, has been happily solved in the construction of this monument of engineering skill. For many years the railway ferry between Sarnia, Ont., and Port Huron, Mich., has been the reliance for transporting the railway trains between these points. The difficulties attendant upon this method of transfer are now a thing of the past, and the tunnel under the St. Clair River has become the channel of communication between the shores, and is aptly styled "the link that binds two great nations."



PORTAL OF ST. CLAIR TUNNEL.

The length of the tunnel proper is 6,025 feet, and of the portals or approaches, 5,603 feet additional, or more than two miles in all—the longest submarine tunnel in the world. It is a continuous iron tube, about twenty feet in diameter, put together in sections as the work of boring proceeded, and firmly bolted together, the total weight of iron aggregating 56,000,000 pounds. Throughout its entire length it perforates a bed of blue clay. The cost of this tunnel was \$2,700,000.

The Adirondacks are reached by several routes. Dealing first with the route of the Delaware & Hudson Railroad, the inception of the journey is by way of Montreal; thence by trains of the D. & H., starting from the Bonaventure station of the Grand Trunk Railway, Montreal, by way of Rouse's Point and Plattsburg. This line also reaches the Catskill Mountain region, and forms a link in the route between Montreal and New York.

There is also to be considered the route of the Central Vermont Railroad, whose trains also start from the Bonaventure station of the Grand Trunk Railway, Montreal, the route being by St. Albans and Burlington, or Fort Ticonderoga.

Then, again, there is the route of the Ogdensburg & Lake Champlain Division of the Central Vermont line, which connects with the trains of the Grand Trunk Railway, and the steamers of the Richelieu & Ontario Navigation Company, at Ogdensburg, N. Y. (opposite Prescott, Ontario), and whose route to and through the Adirondacks lies by way of Norwood (Massena Springs branch of the Rome, Watertown & Ogdensburg Railway). Leaving the line at Norwood, we come to Moira, twenty-two miles east, which is the junction of the Northern Adirondack Railway for Paul Smith's; thence on through Malone and Chateaugay to Rouse's Point and St. Albans, where the route joins the main line from Montreal for Burlington, Fort Ticonderoga, etc.

Eastward from the Adirondack System, and mostly within the State of Vermont, is some very beautiful and attractive summer-resort country, known usually as the Green Mountains, and which is reached by the Central Vermont Railroad System.

The Rangeley Lake region, and the country adjacent, offer unusual attractions to the summer tourist in the way of prolific hunting and fishing grounds, a delightful summer climate, and good hotel and boarding-house accommodations. The sportsman will find this a veritable paradise.

The routes by which these various resorts are reached will be found described in the pages following, to which the reader is referred for rates, etc. For time schedules, consult the current folders and time cards of the Company. For information not here given, apply to agents of the Company, at stations or city ticket offices.

GENERAL INFORMATION.

THE Tourist Fares shown on the following pages cover only the principal resorts reached by the lines of this Company and its connections. If trips from or to other points or additional routes are required, fares will be furnished on application at any ticket office of the Company.

The Tourist Tickets by routes given herein are on sale at the City Ticket Offices of the Grand Trunk Railway Company at the following places:—

Detroit	Mich.	Peterboro.....	Ont.
London	Ont.	Belleville.....	"
St. Thomas.....	"	Kingston.....	"
Woodstock.....	"	Brockville.....	"
Brantford	"	Prescott.....	"
Guelph	"	Ottawa	"
Hamilton	"	Ogdensburg	N. Y.
Buffalo	N. Y.	Montreal	Que.
Niagara Falls.....	"	Sherbrooke.....	"
Niagara Falls.....	Ont.	Quebec	"
New York.....	N. Y.	St. John.....	N. B.
Alexandria Bay.....	"	Boston.....	Mass.
Toronto	Ont.	Halifax.....	N. S.
St. Catharines.....	"		

Only routes marked ‡ are on sale at principal station ticket offices of the Company, but any of the tickets can be obtained by giving the station ticket agent (or the city ticket agent at places not named above) a few days' notice.

Where the letters "R. W." appear against Round Trip Tours, going one way and returning the other, it is to be understood that they can be reversed at the time of purchase, if more convenient to the Tourist.

The figures and letters appearing under heading of "Form," as for example, T 32, Ex 74, are for the information and guidance of agents only.

Tourist tickets are on sale from June 1st to September 30th, except to certain points which are specially marked, and, unless otherwise specified, are available for travel until November 1st of the year in which issued.

* Stop-over privileges will be allowed as follows:—

Adirondack Railway.

(See D. & H. R. R.)

Bay of Quinte Railway & Navigation Co.

Stop-over allowed on notice to conductor.

Bennington & Rutland R. R.

Stop-over checks good for thirty days issued upon application to conductor.

Boston & Albany R. R.

Stop-over allowed for ten days on notice to conductor.

* NOTE.—It should be understood that the stop-over privileges extended by the several lines (as noted above) require passengers to take such trains or boats as make stops regularly at the desired stopping places. These stop-over privileges do not apply on tickets limited to continuous passage.

Boston & Maine R. R.

Stop-over for ten days allowed at any station (except between Ware, Concord, Wilmington, Stoneham, Salem, Marblehead, or Reading and Boston) on notice to conductor.

Canada Atlantic Railway.

Stop-over allowed on notice to conductor.

Canadian Pacific Railway.

Stop-over allowed on notice to conductor.

Central Vermont R. R.

Stop-over allowed at any station on notice to conductor.

Champlain Transportation Co. (Steamer on Lake Champlain).

Stop-over allowed on notice to purser.

Chateaugay R. R.

Stop-over allowed on notice to conductor.

Citizen's S. B. Co.

Steamers make no intermediate landings.

Concord & Montreal R. R.

Stop-over allowed at any station on notice to conductor.

Day Line Steamers (on Hudson River).

Stop-over allowed on notice to purser.

Delaware & Hudson R. R.

Stop-over allowed at any station on notice to conductor, only on summer tickets bearing final limit of October 31, 1895.

Delaware, Lackawanna & Western R. R.

Stop-over allowed on notice to conductor.

Deseronto Navigation Co.

Stop-over allowed on notice to purser.

Detroit & Cleveland Steam Nav. Co.

Stop-over allowed at Oakland Hotel, Alpena and Mackinac, on up trip only, on notice to purser.

Fall River Line (Old Colony S. B. Line).

Stop-over allowed at Newport, R. I., in either direction on notice to purser.

Fitchburg R. R.

Stop-over allowed on notice to conductor.

Grand Trunk Railway.

Stop-over allowed at any station on notice to conductor.

Great Northern Transit Co's Steamers.

Stop-over allowed on notice to purser.

Hudson River Day Line.

Stop-over allowed on notice to purser.

Intercolonial Railway.

Stop-over allowed at any station on notice to conductor.

International Steamship Line.

Stop-over allowed at any landing.

Lake George Steamboat Co.

Stop-over allowed on notice to purser.

Lake Michigan & Lake Superior Transportation Co.

Stop-over allowed at all points except Milwaukee.

Lehigh Valley R. R.

Stop-over allowed at any station on notice to conductor.

Maine Central R. R.

Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.

Michigan Central R. R.

On summer tourist tickets, to eastern resorts, bearing final return limit of Oct. 31, 1895, stop-over of fifteen days will be allowed at any intermediate station on M. C. R. R. on the eastbound journey. No stop-over will be allowed on round trip or tourist tickets limited to thirty days from date of sale.

Montpelier & Wells River R. R.

Stop-over allowed at any station on notice to conductor.

Mt. Washington R. R.

No intermediate stops.

Muskoka Navigation Co.

Stop-over allowed.

New Bedford, Martha's Vineyard & Nantucket S. B. Line.

Stop-over allowed for ten days on notice to purser.

New London Division Central Vermont R. R.

Stop-over allowed at any station on notice to conductor.

New York Central & Hudson River R. R.

Stop-over allowed at any station on notice to conductor, only on summer tickets bearing final limit of October 31st, 1895.

New York, Lake Erie & Western R. R.

Stop-over allowed on notice to conductor.

New York & New England R. R.

Stop-over allowed on notice to conductor.

New York, New Haven & Hartford R. R.

One stop-over on each division allowed on notice to conductor.

Niagara Falls Line Steamers.

No intermediate stops.

Niagara Navigation Co.

Stop-over allowed on notice to purser.

Northern Adirondack R. R.

Stop-over allowed at any station on notice to conductor.

North Shore Nav. Co.

Stop-over allowed on notice to purser.

North-West Transportation Co.'s Steamers.

Stop-over allowed on notice to purser.

Norwich Line (Norwich & N. Y. Transportation Line).

Steamers make no intermediate landings.

Old Colony R. R.

One stop-over on each division allowed on notice to conductor.

Old Colony Steamboat Line (Fall River Line).

Stop-over allowed at Newport, R. I., in either direction, on notice to purser.

Ottawa River Navigation Co.

Stop-over allowed at Carillon, Grenville and L'Orignal for Caledonia Springs—at other points on notice to purser.

People's (Night) Line Steamers (on Hudson River).

Steamers make no intermediate landing.

Philadelphia & Reading R. R.

Stop-over allowed at any station on notice to conductor.

Portland, Mt. Desert & Machias Steamboat Line.

Stop-over allowed at any landing on notice to purser, except on excursion tickets which are limited to continuous passage in each direction.

Portland Steam Packet Line.

Steamers make no intermediate landings.

Profile & Franconia Notch R. R.

Stop-over allowed at any station on notice to conductor.

Providence Line.

Steamers make no intermediate landing.

Quebec & Lake St. John Railway.

Stop-over allowed on notice to conductor.

Quebec, Montmorency & Charlevoix Railway.

Stop-over allowed on notice to conductor.

Richelieu & Ontario Navigation Co.

Stop-over allowed on notice to purser. Passengers taking R. & O. N. Co's boat at Clayton or Round Island are not allowed to stop at Alexandria Bay; those who desire to stop at Alexandria Bay should take T. I. S. B. Co's steamer.

St. Johnsbury & Lake Champlain R. R.

Stop-over of ten days allowed at any station on notice to conductor.

St. Lawrence River S. B. Co.

No stop-over allowed.

Stonington Line (Providence & Stonington S. S. Line).

Steamers make no intermediate landing.

Thousand Island Steamboat Co.

No stop-over allowed.

West Shore R. R.

Stop-over allowed at any station on notice to conductor.

Transfers:—Transfers between stations are not included in these Tourist Tickets unless specially noted. There are not many points where transfers are required, and they are mostly places at which passengers would wish to stop over.

Optional Tickets:—Tickets which read optional by G. T. Ry. or R. & O. N. Co's Steamers must be used to destination of coupon on the rail if journey is commenced on rail, or on the boat if journey is commenced on the boat. Passengers can change from boat to rail, or *vice versa*, only at points from or to which coupons read.

Tickets reading by Delaware & Hudson R. R. between Plattsburg or Hotel Champlain and Fort Ticonderoga will be honored on the Steamers of the Champlain Trans. Co. and *vice versa*. Passengers have the privilege of changing from rail to steamer, or *vice versa*, either at Plattsburg or Hotel Champlain (Bluff Point).

Exchange of Tickets:—Tickets of Grand Trunk issue reading by steamer across Lake Ontario between Niagara Falls and Toronto will be exchanged for all-rail tickets on application to the Company's Agents at Suspension Bridge, Niagara Falls or Toronto.

Coupons of tickets of Grand Trunk issue reading by Richelieu & Ontario Nav. Co's Steamers between Kingston and Alexandria Bay, Clayton, Round Island or Thousand Island Park will be honored on the steamers of the St. Lawrence River S. B. Co., or will be exchanged by Grand Trunk Railway Agent at Kingston for tickets via Gananoque and Deseronto Navigation Co. Coupons reading Richelieu & Ontario Navigation Co., Kingston to points beyond Alexandria Bay, will not be honored on the St. Lawrence River S. B. Co.'s Lines, but will be exchanged at Kingston Junction or Kingston City Ticket Office for tickets via Gananoque, on payment of \$1.00 each.

Parlor and Sleeping Car Service.— Commencing about June 24th, and continuing through the season of navigation, a Pullman Sleeping Car will leave Suspension Bridge (Niagara Falls) daily, except Sunday, at about 4.55 p. m., Toronto, daily, at 8.45 p. m., and run through to Kingston Wharf for the convenience of tourists desiring to take the Richelieu & Ontario Nav. Co's Steamer leaving at 5.15 a. m. next day for Montreal via the Thousand Islands and Rapids of the St Lawrence.

From June 24th until end of August, a parlor car will be run between Toronto and Muskoka Wharf (Gravenhurst), leaving the former place at about 10.35 a. m. daily, except Sunday, and connecting with the Muskoka Nav. Co's steamers for Muskoka Lake points.

In addition to the above, parlor and sleeping cars are run on all through trains. For particulars, see time table folders.

Attention is directed to the fact that the Central Vermont and Delaware & Hudson R. R. trains for Boston, New York, etc., etc., depart from the Grand Trunk depot at Montreal, thus saving passengers who reach Montreal by the Grand Trunk Railway from any transfer.

Many of the steamer lines, and some of the railroads in the White Mountain District, cease running or make irregular trips prior to the close of the Tourist season, Nov. 1st, and passengers should consult the advertisements of each Company and be guided accordingly.

When it is desired to make one or more of the side trips shown herein, tickets covering the transportation should be purchased at starting point, as in some cases the cost of trip will be higher when ticket is purchased at junction point.

Meals and berths are extra on all steamer lines, unless specially noted to the contrary.

Children between five and twelve years of age will be charged half fare; over twelve years, full fare.

Tickets are not transferable, and if unused in whole or part, application should be made to the General Passenger Agent Grand Trunk Railway, Montreal, for refund of value.

Stages run regularly from Bryant's Pond to Rumford Falls and Andover at 4.15 p. m. week-days. Special teams can be obtained on arrival of morning trains for which stage proprietor will make following extra charges: For one person, \$4.25; two persons, \$5.00; more than two persons, \$5.00 in addition to collection of tickets. Between Andover and South Arm special teams may be obtained for one or two passengers for \$5.00 additional.

CHOICE OF ROUTES TO TORONTO.

Purchasers of tickets to Kingston, and points east, optional rail or steamer from Toronto or Kingston to Montreal, have the choice of the following routes to Toronto:—

From DETROIT—

FORM.

1.	Grand Trunk Railway to Toronto.....	T	58
2.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ New York Central & Hudson River R. R. to Lewiston.....	T	127
	{ Niagara River Line Steamers to Toronto.....	T	10
5.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Michigan Central R. R. to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
	{ Grand Trunk Railway to Niagara Falls.....	T	58
6.	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	157

From PORT HURON—

1.	Grand Trunk Railway to Toronto.....	T	142
2.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ New York Central & Hudson River R. R. to Lewiston.....	T	127
	{ Niagara River Line Steamers to Toronto.....	T	110
5.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Michigan Central R. R. to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
	{ Grand Trunk Railway to Niagara Falls.....	T	58
6.	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	157

Purchasers of tickets from Detroit or Port Huron to Montreal ALL RAIL, must take the Grand Trunk Railway direct to Toronto.

From LONDON—

1.	Grand Trunk Railway to Toronto.....	T	143
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From NIAGARA FALLS, N. Y.—

1.	{ New York, Lake Erie & Western R. R. to Niagara Falls, Ont.....	T	1
	{ Grand Trunk Railway to Toronto.....	T	60
2.	{ New York Central & Hudson River R. R. to Suspension Bridge.....	T	2
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ New York, Lake Erie & Western R. R. to Niagara Falls, Ont.....	T	1
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ New York Central & Hudson River R. R. to Suspension Bridge.....	T	2
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
	{ New York Central & Hudson River R. R. to Suspension Bridge.....	T	2
5.	{ Michigan Central R. R. to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
	{ New York, Lake Erie & Western R. R. to Niagara Falls, Ont.....	T	1
6.	{ Michigan Central R. R. to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
	{ New York, Lake Erie & Western R. R. to Niagara Falls.....	T	21
7.	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	157

CHOICE OF ROUTES TO MONTREAL.

From Detroit and Port Huron.—On tickets sold at all-rail fares, passengers will require to use Grand Trunk Railway direct to Montreal. On tickets sold at optional fares, passengers have choice of routes to Toronto as on previous page.

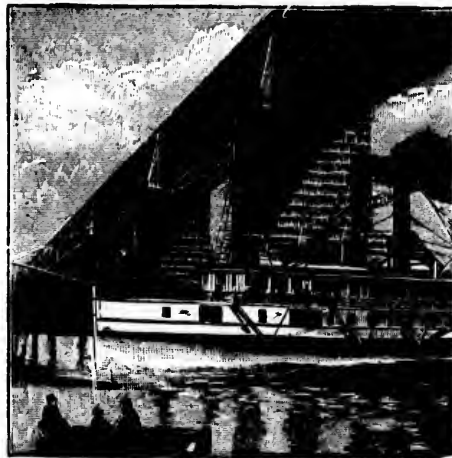
From London.—Passengers wishing to make side trip from Hamilton to Suspension Bridge (Niagara Falls) and back will require to pay \$2.35 for the privilege, in addition to the fares given in this book, except that they will not be charged more than the fares from Port Huron for optional tickets to same destination.

From Niagara Falls.—Passengers have the choice of routes to Toronto as on page 118.

Routes from Toronto to Montreal are as follows:—

	Form.
1. Grand Trunk Railway to Montreal	T 143
2. { Grand Trunk Railway to Brockville	T 143
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Montreal	T 140
3. { Grand Trunk Railway to Prescott	T 143
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Montreal	T 56
4. { Grand Trunk Railway to Kingston	T 143
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Prescott	T 55
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Montreal	T 56
5. { Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Kingston	T 5
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Prescott	T 55
{ Grand Trunk Ry. or Rich. & Ont. Nav. Co.'s Str. to Montreal	T 56

According to fare paid.



INSTRUCTIONS TO AGENTS

AS TO

Making Fares From Points Not Shown.

ONE-WAY TRIPS.—EASTBOUND.

Optional—Rail or Boat, from Toronto or Kingston to Montreal.

To Montreal.

PRINCIPAL OFFICES WEST OF TORONTO are supplied with Form X 250, reading G. T. R. to Toronto, G. T. R. or R. & O. N. Co. to Kingston, Prescott and Montreal. Fares to the latter city will be made by adding \$10.00 to local single fare to Toronto.

PRINCIPAL OFFICES BETWEEN TORONTO AND KINGSTON, viz., Whitby, Oshawa, Bowmanville, Port Hope, Cobourg, Belleville, Napanee, Orillia, Lindsay and Peterborough, are furnished with Form X 251, reading G. T. R. to Kingston, G. T. R. or R. & O. N. Co. to Prescott and Montreal. Fares will be made by adding \$5.25 to local single first-class fare to Kingston.

To Points South and East of Montreal.

When passengers desire to purchase through tickets to Boston, New York, etc., agents at other points will deduct \$11.50 from the fares from Niagara Falls, to find the basing rate from Montreal, excepting those marked as covering continuous passage only. To the basing rate from Montreal, the fare to Montreal, on the basis given above must be added. The Route No. chosen (with those of any side trips selected in addition) must be filled in on Form 2. Agents issuing Form X 250, or X 251, not in possession of the Form to destination, must issue exchange order on Montreal calling for same. Agents west of Toronto not in possession of Form X 250 must issue exchange order on Toronto calling for such forms as they require. In all cases a telegram must be sent the agent at Montreal or Toronto (as the case may be) advising him particulars, so that tickets may be ready for passengers on their arrival.

Agents between Toronto and Kingston not in possession of Form X 251 will draw exchange order Form M on Mr. T. Hanley, Kingston City, advising him particulars by wire.

BETWEEN KINGSTON AND PRESCOTT, agents will issue for the tourist routes east of Montreal, by using Form M, to be exchanged at Montreal, advising Montreal agent particulars by wire. These tickets will be all-rail to Montreal.

Care must be taken to in no case exceed the fare quoted for same trip from a point more distant on the direct line.

Round-Trip Tourist Fares to Eastern Resorts.

Agents at points from which fares are not shown will make them as follows:—

Agents between Montreal and Prescott will add fare and one-half, not exceeding \$5.00, to the Montreal fares; agents between Brockville and Kingston will add fare and one-half to Brockville fares for tickets all rail to Montreal, and ordinary return fare to Brockville for tickets optional rail or steamer to Montreal, on east-bound journey; agents west of Kingston will add fare and one-half to Kingston Jet. for tickets all rail to Montreal, and ordinary return fare to Kingston City for tickets optional rail or steamer to Montreal on east-bound journey; agents west of Toronto will add fare and one-half to Toronto for tickets all-rail to Montreal and ordinary return fare to Toronto for tickets optional rail or steamer to Montreal on east-bound journey.

In no case must the fare quoted from a point more distant on the direct line be exceeded.

Where lower through fares are given for corresponding routes in Tariff No. 66 (9), such lower fare should be used.

Agents will pay particular attention to the footnotes, giving additions which have to be made to all-rail rates quoted from Brockville, Kingston, Toronto, etc., in order to arrive at fares for optional tickets.

Round-Trip Tourist Fares to the Great Lakes, Michigan Points, Etc.

Agents at points from which fares are not shown will make them by adding ordinary return or tourist return fare (if any) to the fare shown from whichever of the principal stations will make the lowest through fare, not exceeding the fare shown from a point beyond. For fares to Ashland, Duluth, etc., going and returning by Lake Routes, agents will refer to Tariff 77 (8).



Choice of routes to Montreal (see pages 118 and 119).	Form.
Grand Trunk Railway to Bombay Jet.....	T 76
Central Vermont Railroad to Moira.....	T 12
Northern Adirondack R. R. to Tipper Lake Jet. and Tipper Lake....	T 109

Choice of Routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Loon Lake Station, Saranac Lake (according to fare paid).....	T 113

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Loon Lake Station, Saranac Lake (according to fare paid).....	T 113

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Loon Lake Station.....	T 113
Stage to Loon Lake House.....	T 79

Choice of Routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Loon Lake Station.....	T 113
Stage to Loon Lake House.....	T 79

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake Station.....	T 113
Stage to Hotel Ampersand.....	T 79

To the ADIRONDACK TOURIST RESORTS.—Concluded.

To	From				
	*	*	*	Hamilton.	Buffalo and Niagara Falls.
	Detroit.	Port Huron	London.		
Hotel Ampersand.....	\$17.60	\$17.60	\$17.60	\$15.60	\$15.90
Lake Placid.....	18.10	18.10	18.10	16.10	16.40
Loon Lake House.....	17.15	17.15	17.15	15.15	15.45
Loon Lake Station.....	16.40	16.40	16.40	14.40	14.70
Saranac Lake.....	17.10	17.10	17.10	15.10	15.40
Tupper Lake.....	17.45	17.45	17.45	15.45	15.75
Tupper Lake Jet.....	17.45	17.45	17.45	15.45	15.75
Tupper Lake House.....	Ticket	to Tupper	Lake Jet.	.....	.....

To	From				
	Toronto.	Kingston.	Brockville.	Montreal.	Quebec.
Hotel Ampersand.....	\$14.40	\$ 9.65	\$8.15	\$4.40	\$7.90
Lake Placid.....	14.90	10.15	8.65	4.90	8.40
Loon Lake House.....	13.95	9.20	7.70	3.95	7.45
Loon Lake Station.....	13.20	8.45	6.95	3.20	6.70
Saranac Lake.....	13.90	9.15	7.65	3.90	7.40
Tupper Lake.....	14.25	9.50	8.00	4.25	7.65
Tupper Lake Jet.....	14.25	9.50	8.00	4.25	7.65
Tupper Lake House....	Ticket	to Tupper	Lake Jet.	.....	.....

Route S 7—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 77

Route S 8—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 77

Route S 9—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake.....	T 113
Stage to Hotel Ampersand.....	T 79

* All rail to Montreal. For tickets optional rail or steamer, Kingston, Brockville or Prescott to Montreal, add 50c. from Detroit, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, add \$1.30 from Detroit, 20c. from Port Huron, and 20c. from London.

To BANGOR, Me.**Route S 10—**

Choice of routes to Montreal (see pages 118 and 119). FORM.
 Grand Trunk Railway to Portland.....T 32
 Maine Central Railroad to Bangor.....T 52

Fares:—

Detroit.....*	\$24.45	Toronto.....	\$21.25
Port Huron.....*	24.45	Kingston.....	16.50
London.....*	24.45	Brockville.....	15.00
Hamilton.....	22.45	Ottawa.....	14.75
Niagara Falls.....	22.75	Montreal.....	11.25
Buffalo.....	22.75	Quebec.....†	12.25

To BAR HARBOR, Me.**Route S 11—**

Same as route S 10 to Portland.
 Maine Central Railroad to Bar Harbor.....T 52

Fares:—

Detroit.....*	\$25.70	Toronto.....	\$23.25	‡\$22.50
Pt. Huron.....*	25.70	Kingston.....	18.50	‡ 17.75
London.....*	25.70	Brockville.....	17.00	‡ 16.25
Hamilton.....	24.45	‡\$23.70	Ottawa.....	16.75
Niagara Falls.....	24.75	‡ 24.00	Montreal.....	13.25
Buffalo.....	24.75	‡ 24.00	Quebec.....†	14.25

Route S 12—

Same as route S 10 to Portland.
 Maine Central Railroad to Rockland.....T 52
 Portland, Mt. Desert & Machias Steamboat Co. to Bar Harbor.....T 107

Fares:—

Detroit.....*	\$24.20	Toronto.....	\$21.00
Pt. Huron.....*	24.20	Kingston.....	16.25
London.....*	24.20	Brockville.....	14.75
Hamilton.....	22.20	Ottawa.....	14.50
Niagara Falls.....	22.50	Montreal.....	11.00
Buffalo.....	22.50	Quebec.....†	12.00

To BOSTON, Mass.**† Route S 13—**

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway to Portland.....T 32 } or
 Boston & Maine Railroad to Boston.....T 50 { X 15

Fares:—

Detroit.....*	\$22.20	‡\$17.45	Toronto.....	\$19.00	‡\$13.00
Pt. Huron.....*	22.20	‡ 16.30	Kingston.....	14.25	‡ 11.00
London.....*	22.20	‡ 14.35	Brockville.....	12.40	‡ 10.40
Hamilton.....	20.20	‡ 13.00	Ottawa.....	12.00	‡ 11.70
Niagara Falls.....	20.50	‡ 14.40	Montreal.....	9.00	
Buffalo.....	20.50	‡ 14.95	Quebec.....†	11.00	

† Route S 14—

Choice of Routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway or R. & O. N. Co.'s steamers to Quebec.....T 36 } or
 Grand Trunk Railway to Gorham and Portland.....T 37 and T 27 { X 11
 Boston & Maine Railroad to Boston.....T 50 {

Fares:—

Detroit.....*	\$26.20	Toronto.....	\$23.00
Pt. Huron.....*	26.20	Kingston.....	18.25
London.....*	26.20	Brockville.....	16.75
Hamilton.....	24.20	Ottawa.....	15.50
Niagara Falls.....	24.50	Montreal.....	13.00
Buffalo.....	24.50	Quebec.....†	11.00

* See foot note on page 124.

† Via Grand Trunk direct, not coming into Montreal.

‡ Limited to continuous passage east of Portland.

|| All rail, limited to continuous passage.

To BOSTON, Mass.—Continued.

‡ Route S 15—

Choice of routes to Montreal (see pages 118 and 119).			Form.
Grand Trunk Railway to St. Johns.....	T 11	} or X 16	
Central Vermont Railroad to St. Albans and White River Jct....	T 84		
Boston & Maine Railroad to Concord.....	T 35		
Concord & Montreal Railroad to Nashua Junction.....	T 34		
Boston & Maine Railroad to Boston.....	T 29		

Fares same as Route S 13.

‡ Route S 16—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to St. Johns.....	T 11	} X 465	or
Central Vermont Railroad to St. Albans, Burlington and Bel-			
lows Falls.....	T 131		
Fitchburg Railroad to Boston.....	T 132		

Fares same as Route S 13.

Route S 17—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to Rouse's Point.....	T 16		
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17		
Champlain Transportation Company's Steamer to Burlington.....	T 18		
Central Vermont Railroad to Bellows Falls.....	T 12		
Fitchburg Railroad to Boston.....	T 132		

Fares:—

Detroit.....	*\$22.70	Toronto.....	\$19.50
Pt. Huron.....	* 22.70	Kingston.....	14.75
London.....	* 22.70	Brockville.....	13.25
Hamilton.....	20.70	Ottawa.....	12.15
Niagara Falls.....	21.00	Montreal.....	9.50
Buffalo.....	21.00	Quebec.....	12.50

Route S 18—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to Rouse's Point.....	T 16		
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17		
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19		
Delaware & Hudson Railroad to Saratoga.....	T 20		
Delaware & Hudson Railroad to Rutland.....	T 21		
Central Vermont Railroad to Bellows Falls.....	T 12		
Fitchburg Railroad to Boston.....	T 132		

Fares:—

Detroit.....	*\$24.85	Toronto.....	\$21.65
Pt. Huron.....	* 24.85	Kingston.....	16.90
London.....	* 24.85	Brockville.....	15.40
Hamilton.....	22.85	Ottawa.....	14.15
Niagara Falls.....	23.15	Montreal.....	11.65
Buffalo.....	23.15	Quebec.....	13.65

Route S 19—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to Rouse's Point.....	T 16		
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17		
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19		
Delaware & Hudson Railroad to Baldwin.....	T 20		
Lake George Steamboat Co. to Caldwell.....	T 22		
Delaware & Hudson Railroad to Saratoga.....	T 21		
Same as Route S 18 to Boston.			

Fares:—

Detroit.....	*\$26.35	Toronto.....	\$23.15
Pt. Huron.....	* 26.35	Kingston.....	18.40
London.....	* 26.35	Brockville.....	16.90
Hamilton.....	24.35	Ottawa.....	15.65
Niagara Falls.....	24.65	Montreal.....	13.15
Buffalo.....	24.65	Quebec.....	15.15

* See foot note on page 124.

To BOSTON, Mass.—Continued.**Route S 20—**

Same as Route S 18 to Caldwell.	Form.
Delaware & Hudson Railroad to Saratoga, Troy.....	T 21
Fitchburg Railroad to Boston.....	T 15

Fares same as Route S 19.

Route S 21—

Same as Route S 18 to Fort Ticonderoga.	
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20
Boston & Albany Railroad to Boston.....	T 23

Fares same as Route S 18.

Route S 22—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Transportation Co. to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Troy.....	T 21
Fitchburg Railroad to Boston.....	T 15

Fares same as Route S 19.

Route S 23—

Same as Route S 19 to Caldwell.	
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
Boston and Albany Railroad to Boston.....	T 23

Fares same as Route S 19.

Route S 24—

Choice of Routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
People's Line Steamer to New York.....	T 71
Sound Line Steamer to Boston.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$27.65	Toronto.....	\$24.45
Pt. Huron.....	* 27.65	Kingston.....	19.70
London.....	* 27.65	Brockville.....	18.20
Hamilton.....	25.65	Ottawa.....	16.95
Niagara Falls.....	25.95	Montreal.....	14.45
Buffalo.....	25.95	Quebec.....	13.45

Route S 25—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
Day Line Steamer to New York.....	T 72
Sound Line Steamer to Boston.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$22.30	Toronto.....	\$25.10
Pt. Huron.....	* 22.30	Kingston.....	20.35
London.....	* 22.30	Brockville.....	18.85
Hamilton.....	26.30	Ottawa.....	17.60
Niagara Falls.....	26.60	Montreal.....	15.10
Buffalo.....	26.60	Quebec.....	17.10

* See foot note on page 124.

To BOSTON, Mass.—Continued.**‡ Route S 26—**

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Bethlehem Jct.....	T 25
Profile & Franconia Notch Railroad to Profile House.....	T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T 26
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central Railroad to Crawford House.....	T 28
Maine Central Railroad to Fabyans.....	T 28
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

Fares:—

Detroit.....	*\$25.70	Toronto.....	\$22.50
Pt. Huron.....	* 25.70	Kingston.....	17.75
London.....	* 25.70	Brockville.....	16.25
Hamilton.....	23.70	Ottawa.....	15.00
Niagara Falls.....	24.00	Montreal.....	13.80
Buffalo.....	24.00	Quebec.....	14.50

Route S 27—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montpelier Railroad to Fabyans.....	T 136
Maine Central R. R. to North Conway (or Portland, as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30

Fares:—

Detroit.....	*\$22.20	Toronto.....	\$19.00
Pt. Huron.....	* 22.20	Kingston.....	14.05
London.....	* 22.20	Brockville.....	12.40
Hamilton.....	20.20	Ottawa.....	12.00
Niagara Falls.....	20.50	Montreal.....	10.30
Buffalo.....	20.50	Quebec.....	† 11.00

‡ Route S 28—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central Railroad to North Conway.....	T 28
Boston & Maine Railroad to Boston.....	T 30

or
X 280

Fares same as Route S 27.**Route S 29—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railroad to North Conway (or Portland, as desired).....	T 130
Boston & Maine Railroad to Boston.....	T 31

Fares same as Route S 27.**Route S 30—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Fabyans.....	T 136
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

Fares same as Route S 27.

* See foot note on page 124.

† Direct via Grand Trunk Railway, not coming into Montreal. Use T 27 from Lewis.

To BOSTON, Mass.—Continued.

Route S 31—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to St. Albans, Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Concord & Montreal Railroad to Bethlehem Jet.....	T	25
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Jet.....	T	26
Concord & Montreal Railroad to Fabyans and Base.....	T	25
Mount Washington Railway to Summit.....	T	41
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to Portland.....	T	74
Boston & Maine Railroad to Boston.....	T	50

Fares:—

Detroit.....	*\$35.55	Toronto.....	\$32.35
Pt. Huron.....	* 35.55	Kingston.....	27.60
London.....	* 35.55	Brockville.....	26.10
Hamilton.....	33.55	Ottawa.....	24.85
Niagara Falls.....	33.85	Montreal.....	22.35
Buffalo.....	33.85	Quebec.....	25.35

Route S 32—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Sherbrooke.....	T	32
Boston & Maine Railroad to Newport and Wells River.....	T	33
Concord & Montreal Railroad to Nashua Jet.....	T	25
Boston & Maine Railroad to Boston.....	T	29

Fares same as Route S 13 (omitting limited fares).

Route S 33—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Grand Trunk Railway to Sherbrooke.....	T	27
Boston & Maine Railroad to Newport and Wells River.....	T	33
Concord & Montreal Railroad to Nashua Jet.....	T	25
Boston & Maine Railroad to Boston.....	T	29

Fares same as Route S 14.

Route S 34—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Grand Trunk Railway to Sherbrooke.....	T	27
Boston & Maine Railroad to Lunenburg.....	T	33
Maine Central Railroad to Zealand Jet.....	T	28
Profile & Franconia Notch Railroad to Profile House.....	T	139
Profile & Franconia Notch Railroad to Zealand Jet.....	T	139
Maine Central Railroad to Crawford House.....	T	28
Maine Central Railroad to Fabyans.....	T	28
Concord & Montreal Railroad to Base.....	T	25
Mount Washington Railway to Summit.....	T	41
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to Portland.....	T	74
Boston & Maine Railroad to Boston.....	T	50

Fares:—

Detroit.....	*\$40.45	Toronto.....	\$37.25
Pt. Huron.....	* 40.45	Kingston.....	32.50
London.....	* 40.45	Brockville.....	31.00
Hamilton.....	38.45	Ottawa.....	29.75
Niagara Falls.....	38.75	Montreal.....	27.25
Buffalo.....	38.75	Quebec.....	24.25

* See foot note on page 124.

† Via Sherbrooke direct, not coming into Montreal.

To BOSTON, Mass.—Continued.

Route S 35—

Choice of routes to Montreal (see pages 118 and 119).	Form.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 37
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Intervale.....	T 28
Boston & Maine Railroad to Boston.....	T 30

Fares same as Route S 14.

Route S 36—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Nashua Jct.....	T 136
Boston & Maine Railroad to Boston.....	T 29

Fares same as Route S 13 (omitting limited fares).

Route S 37—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Groveton.....	T 37
Concord & Montreal Railroad to Nashua Jct.....	T 136
Boston & Maine Railroad to Boston.....	T 29

Fares same as Route S 14.

Route S 38—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Bethlehem Jct.....	T 136
Profile & Franconia Notch Railroad to Profile House.....	T 26
Stage to North Woodstock.....	T 79
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

Fares:—

Detroit.....	*\$25.10	Toronto.....	\$21.90
Port Huron.....	* 25.10	Kingston.....	17.15
London.....	* 25.10	Brockville.....	15.65
Hamilton.....	23.10	Ottawa.....	14.40
Niagara Falls.....	23.40	Montreal.....	11.90
Buffalo.....	23.40	Quebec.....	† 13.90

Route S 39—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

Fares same as Route S 13.

Route S 40—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Fabyans and Bethlehem Jct.....	T 25
Profile & Franconia Notch Railroad to Profile House.....	T 26
Stage to North Woodstock.....	T 79
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

* See foot note on page 124.

† Via Sherbrooke direct, not coming into Montreal.

To BOSTON, Mass.—Continued.

Fares:—

Detroit.....	*\$35.95	Toronto.....	\$32.75
Pt. Huron.....	* 35.95	Kingston.....	28.00
London.....	* 35.95	Brockville.....	26.50
Hamilton.....	33.95	Ottawa.....	25.25
Niagara Falls.....	34.25	Montreal.....	22.75
Buffalo.....	34.25	Quebec.....†	23.85

Route S 41—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Intercolonial Railway to St. John.....	T 46
International Steamship Co. to Boston.....	T 144

Fares:—

Detroit.....	\$39.00	\$37.70	Toronto.....	\$34.50	\$33.15
Pt. Huron.....	37.90	37.70	Kingston.....	31.25	
London.....	37.90	35.45	Brockville.....	29.75	
Hamilton.....	36.00	33.15	Prescott.....	29.35	
Niagara Falls.....	36.00	33.15	Ottawa.....	29.50	
Buffalo.....	36.00	33.15	Montreal.....	26.00	

Route S 42—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Dominion Atlantic Railway to Annapolis.....	T 47
Bay of Fundy Steamship Co. to St. John.....	T 48
International Steamship Co. to Boston.....	T 144

Fares same as Route S 41.

Route S 43—

Same as Route S 41 to Halifax.	
xCanada Atlantic & Plant S. S. Co. to Boston.....	T 78

Fares:—

Detroit.....	\$38.50	\$35.20	Toronto.....	\$32.00	\$33.50
Pt. Huron.....	35.40	35.20	Kingston.....	28.75	
London.....	35.40	32.95	Brockville.....	27.25	
Hamilton.....	33.50	30.65	Prescott.....	26.85	
Niagara Falls.....	33.50	30.65	Ottawa.....	27.00	
Buffalo.....	33.50	30.65	Montreal.....	23.50	

Route S 44—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Pointe du Chene.....	T 42
Charlottetown Steam Navigation Co. to Summerside.....	T 43
Prince Edwards Island Railway to Charlottetown.....	T 44
Charlottetown Steam Navigation Co. to Pictou.....	T 45
Intercolonial Railway to Halifax.....	T 46
Dominion Atlantic Railway to Annapolis.....	T 47
Bay of Fundy Steamship Co.'s Steamer to St. John.....	T 48
International Steamship Co.'s Steamer to Boston.....	T 144

Fares:—

Detroit.....	*\$42.60	Toronto.....	\$39.40
Pt. Huron.....	* 42.60	Kingston.....	34.65
London.....	* 42.60	Brockville.....	33.15
Hamilton.....	40.60	Prescott.....	32.75
Niagara Falls.....	40.90	Ottawa.....	32.65
Buffalo.....	40.90	Montreal.....	30.15

* See foot note on page 124.

† Via Sherbrooke direct, not coming into Montreal.

§ All rail.

|| Optional rail or steamer, Toronto to Kingston, Kingston to Prescott, Prescott to Montreal, and Montreal to Quebec.

x Cabin berth included. Meals and staterooms extra.

To BOSTON, Mass.—Concluded.**Route S 45—**

Same as Route S 44 to Annapolis.
 Dominion Atlantic Railway to Yarmouth.....T 77
 Yarmouth S. S. Co. to Boston.....T 78

Fares:—

Detroit.....	*\$41.10	Toronto.....	\$37.90
Pt. Huron.....	* 41.10	Kingston.....	33.15
London.....	* 41.10	Brockville.....	31.65
Hamilton.....	39.10	Prescott.....	31.25
Niagara Falls.....	39.40	Ottawa.....	31.15
Buffalo.....	39.40	Montreal.....	28.65

Route S 46—

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway or R. & O. N. Co.'s steamer to Quebec.....T 36
 Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....T 53
 Intercolonial Railway to Halifax.....T 46
 Intercolonial Railway to St. John.....T 46
 International Steamship Co. to Boston.....T 144

Fares:—

Detroit.....	*\$39.10	Toronto.....	\$35.90
Pt. Huron.....	* 39.10	Kingston.....	31.15
London.....	* 39.10	Brockville.....	29.65
Hamilton.....	37.10	Prescott.....	29.25
Niagara Falls.....	37.40	Ottawa.....	28.40
Buffalo.....	37.40	Montreal.....	25.90

Route S 47—

Same as route S 46 to Halifax.
 Dominion Atlantic Railway to Annapolis.....T 47
 Bay of Fundy Steamship Co. to St. John.....T 48
 International Steamship Co. to Boston.....T 144

Fares same as Route S 46.**Route S 48—**

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway to Gorham and Portland.....T 32
 Portland Steam Packet Co. to Boston.....T 81

Fares:—

Detroit.....	*\$21.70	Toronto.....	\$18.50
Pt. Huron.....	* 21.70	Kingston.....	13.75
London.....	* 21.70	Brockville.....	12.25
Hamilton.....	19.70	Ottawa.....	12.00
Niagara Falls.....	20.00	Montreal.....	8.50
Buffalo.....	20.00	Quebec.....	9.50

Route S 49—

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....T 36
 Ferry to Levis.....T 37
 Grand Trunk Railway to Gorham and Portland.....T 27
 Portland Steam Packet Co. to Boston.....T 81

Fares:—

Detroit.....	*\$25.70	Toronto.....	\$22.50
Port Huron.....	* 25.70	Kingston.....	17.75
London.....	* 25.70	Brockville.....	16.25
Hamilton.....	23.70	Ottawa.....	15.00
Niagara Falls.....	24.00	Montreal.....	12.50
Buffalo.....	24.00		

* See foot note on page 124.

To GORHAM, N. H.**Route S 50—**

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Gorham.....T 32 **FORM.****Fares:—**

Detroit	*\$19.45	Toronto	\$16.25
Port Huron	* 19.45	Kingston	11.50
London	* 19.45	Brockville	10.00
Hamilton	17.45	Ottawa	9.30
Niagara Falls	17.75	Montreal	6.25
Buffalo	17.75	Quebec	† 7.35

To HALIFAX, N. S.**Route S 51—**

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....T 36

Ferry to Levis.....T 37

Intercolonial Railway to Halifax.....T 42

Fares:—

Detroit	\$29.50	\$28.20	Toronto	\$25.00	\$23.65
Port Huron	28.40	28.20	Kingston	21.75	
London	28.40	25.95	Brockville	20.25	
Hamilton	26.50	23.65	Prescott	19.85	
Niagara Falls	26.50	23.65	Ottawa	20.00	
Buffalo	26.50	23.65	Montreal	16.50	

Route S 52—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....T 36

Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....T 53

Intercolonial Railway to Halifax.....T 46

Fares:—

Detroit	*\$29.60	Toronto	\$26.40
Port Huron	* 29.60	Kingston	21.65
London	* 29.60	Brockville	20.15
Hamilton	27.60	Prescott	19.75
Niagara Falls	27.90	Ottawa	19.90
Buffalo	27.90	Montreal	16.40

Route S 53—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland.....T 32

International S. S. Co. to St. John.....T 49

Intercolonial Railway to Halifax.....T 46

Fares:—

Detroit	*\$29.70	Toronto	\$26.50
Port Huron	* 29.70	Kingston	21.75
London	* 29.70	Brockville	20.25
Hamilton	27.70	Ottawa	20.00
Niagara Falls	28.00	Montreal	16.50
Buffalo	28.00	Quebec	† 17.50

Route S 54—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland.....T 32

International S. S. Co. to St. John.....T 49

Bay of Fundy S. S. Co. to Annapolis.....T 48

Dominion Atlantic Railway to Halifax.....T 47

Fares same as Route S 53.

* See foot note on page 124.

† Via Grand Trunk direct, not coming into Montreal. Form T 27 to be used from Levis.

‡ All rail.

§ Optional rail or steamer, Toronto to Kingston, Kingston to Prescott, Prescott to Montreal, and Montreal to Quebec.

To KINGSTON, Ont.

Route S 55—

Choice of routes to Toronto (see pages 118 and 119). FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to KingstonT 5

Fares:—

Detroit.....	\$11.60	Hamilton.....	\$6.20
Port Huron.....	10.10	Niagara Falls.....	6.35
London.....	8.40	Buffalo.....	6.90

To MONTREAL, Que.

Route S 56—

Grand Trunk Railway to Montreal.

Fares:—

Detroit.....	\$15.00	Buffalo.....	\$11.50
Port Huron.....	14.90	Toronto.....	10.00
London.....	13.40	Kingston.....	5.25
Hamilton.....	11.20	Brockville.....	3.75
Niagara Falls.....	11.50	Quebec.....	3.50

Route S 57—

Choice of routes to Toronto (see pages 118 and 119).
Grand Trunk Railway to Brockville.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 140

Fares:—

Detroit.....	\$15.50	Niagara Falls.....	\$11.50
Port Huron.....	15.10	Buffalo.....	11.50
London.....	13.40	Toronto.....	10.00
Hamilton.....	11.20	Kingston.....	5.25

Route S 58—

Choice of routes to Toronto (see pages 118 and 119).
Grand Trunk Railway to Prescott.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56

Fares same as Route S 57.

Route S 59.

Choice of routes to Toronto (see pages 118 and 119).
Grand Trunk Railway to Kingston.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....T 55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56

Fares same as Route S 57.

Route S 60.

Choice of routes to Toronto (see pages 118 and 119):
Grand Trunk Railway to Thousand Islands Junction.....T 143
Thousand Islands Railway to Gananoque.....T 7
Deseronto Navigation Co.'s Steamer to Clayton, Round Island, Thousand Island Park, Alexandria Bay.....T 8
§Richellen & Ontario Navigation Co.'s Steamer to Montreal.....T 6

Fares same as Route S 57.

Route S 61—

Choice of routes to Toronto (see pages 118 and 119).
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....T 55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56

Fares:—

Detroit.....	\$16.30	Hamilton.....	\$11.20
Pt. Huron.....	15.10	Niagara Falls.....	11.50
London.....	13.40	Buffalo.....	11.50

§ Passengers can, if they desire it, change this for ticket back to Gananoque and thence to Montreal by rail, on application to the Captain of Deseronto Navigation Co.'s Steamer

To NEW YORK.

‡ Route S 62—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Rouse's Point.....	T 16	FORM.
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co.'s Str. to Ft. Tleonderoga.....	T 19	or
Delaware & Hudson Railroad to Saratoga, Troy.....	T 20	X 21
New York Central & Hudson River R. R. to New York.....	T 64	

Fares:—

Detroit	*\$23.20	Toronto	\$20.00
Pt. Huron.....	* 23.20	Kingston.....	15.25
London.....	* 23.20	Brockville.....	13.75
Hamilton.....	21.20	Ottawa.....	11.40
Niagara Falls.....	21.50	Montreal.....	10.00
Buffalo.....	21.50	Quebec.....	12.00

‡ Route S 63—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railroad to St. Johns.....	T 11	
Central Vermont Railroad to Rutland.....	T 61	
Bennington & Rutland Railroad to White Creek.....	T 62	or
Fitchburg Railroad to Troy.....	T 56	2752
New York Central & Hudson River Railroad to New York.....	T 64	

Fares same as Route S 62.

‡ Route S 65—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
D. & H. R. R. or Champ. Trans. Co. to Fort Tleonderoga.....	T 19
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20
West Shore Railroad to New York.....	T 66

Fares same as Route S 62.

Route S 66—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to St. Johns.....	T 11	
Can. Vermont R. R. to St. Albans, Burlington, Bellows Falls.....	T 131	
Boston & Maine Railroad to Brattleboro.....	T 31	
Central Vermont Railroad to South Vernon.....	T 12	or
Boston & Maine Railroad to Springfield.....	T 31	X 46
New York, New Haven & Hartford Railroad to Hartford, New York.....	T 134	

Fares same as Route S 62.

Route S 67—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to St. Johns.....	T 11
Central Vermont R. R. to St. Albans, White River Junction, Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 31
Central Vermont Railroad to South Vernon.....	T 12
Boston & Maine Railroad to Springfield.....	T 31
New York, New Haven & Hartford Railroad to New York.....	T 134

Fares same as Route S 62.

‡ Route S 68—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Rouse's Point.....	T 16	
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co. to Fort Tleonderoga.....	T 19	or
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20	X 22
People's Line Steamers to New York.....	T 71	

Fares:—

Detroit	*\$22.15	Toronto	\$18.95
Pt. Huron.....	* 22.15	Kingston.....	14.20
London.....	* 22.15	Brockville.....	12.70
Hamilton.....	20.15	Ottawa.....	9.80
Niagara Falls.....	20.45	Montreal.....	8.95
Buffalo.....	20.45	Quebec.....	10.95

* See foot note on page 124.

To NEW YORK.—Continued.

‡ Route S 69—

Same as Route S 68 to Albany.

Day Line Steamers to New York T 72 or X 27 FORM.

Fares:—

Detroit.....	*\$22.80	Toronto.....	\$19.60
Pt. Huron.....	* 22.80	Kingston.....	14.85
London.....	* 22.80	Brockville.....	13.35
Hamilton.....	20.80	Ottawa.....	10.30
Niagara Falls.....	21.10	Montreal.....	9.60
Buffalo.....	21.10	Quebec.....	11.60

Route S 70—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Rouse's Point.....	T 16	} or X 19
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co. to Fort Ticonderoga.....	T 19	
Delaware & Hudson Railroad to Baldwin.....	T 20	
Lake George Steamboat Co. to Caldwell.....	T 22	
Delaware & Hudson Railroad to Saratoga, Troy.....	T 21	
New York Central & Hudson River Railroad to New York.....	T 64	

Fares:—

Detroit.....	*\$24.70	Toronto.....	\$21.50
Pt. Huron.....	* 24.70	Kingston.....	16.75
London.....	* 24.70	Brockville.....	15.25
Hamilton.....	22.70	Ottawa.....	12.90
Niagara Falls.....	23.00	Montreal.....	11.50
Buffalo.....	23.00	Quebec.....	13.50

‡ Route S 71—

Same as Route S 70 to Caldwell.

Delaware & Hudson Railroad to Saratoga, Albany..... T 21

West Shore Railroad to New York..... T 66

Fares same as Route S 70.

‡ Route S 72—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Rouse's Point.....	T 16	} or X 20
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co. to Fort Ticonderoga.....	T 19	
Delaware & Hudson Railroad to Baldwin.....	T 20	
Lake George Steamboat Co. to Caldwell.....	T 22	
Delaware & Hudson Railroad to Albany.....	T 21	
People's Line Steamer to New York.....	T 71	

Fares:—

Detroit.....	*\$23.65	Toronto.....	\$20.45
Port Huron.....	* 23.65	Kingston.....	15.70
London.....	* 23.65	Brockville.....	14.20
Hamilton.....	21.65	Ottawa.....	11.30
Niagara Falls.....	21.95	Montreal.....	10.45
Buffalo.....	21.95	Quebec.....	12.45

Route S 73—

Same as route S 72 to Albany.

Day Line Steamer to New York..... T 72 or X 26

Fares:—

Detroit.....	*\$24.30	Toronto.....	\$21.10
Port Huron.....	* 24.30	Kingston.....	16.35
London.....	* 24.30	Brockville.....	14.85
Hamilton.....	22.30	Ottawa.....	11.80
Niagara Falls.....	22.60	Montreal.....	11.10
Buffalo.....	22.60	Quebec.....	13.10

* See foot note on page 124.

To NEW YORK.—Continued.

Route S 74—

Choice of routes to Montreal (See pages 118 and 119).	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champl. Trans. Co.'s Steamer to Burlington.....	T 18
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Base.....	T 25
Mount Washington Railway to Summit.....	T 41
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Enbyans.....	T 25
Maine Central Railroad to North Conway (or Portland, as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Transfer.....	T 80
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$35.15	Toronto.....	\$31.95
Port Huron.....	* 35.15	Kingston.....	27.20
London.....	* 35.15	Brockville.....	25.70
Hamilton.....	33.15	Ottawa.....	24.45
Niagara Falls.....	33.45	Montreal.....	21.95
Buffalo.....	33.45	Quebec.....	24.95

Route S 75—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington, Rutland.....	T 61
Bennington & Rutland Railroad to White Creek.....	T 62
Fitchburg Railroad to Troy.....	T 63
New York Central & Hudson River Railroad to Albany.....	T 127
People's Line Steamer to New York.....	T 71

Fares same as Route S 68.

Route S 76—

Same as Route S 75 to Albany.	
Day Line Steamer to New York.....	T 72

Fares same as Route S 69.

‡ Route S 77—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20
Day Line Steamer to New York.....	T 72

Fares same as Route S 69.

‡ Route S 78—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
Day Line Steamer to New York.....	T 72

Fares same as Route S 73.

Route S 79—

Choice of routes to Toronto (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Steamer to Prescott.....	T 55
Ferry to Ogdensburg.....	T 75
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20
Day Line Steamer to New York.....	T 72

* See foot note on page 124.

To NEW YORK.—Continued.

Fares:—

Detroit	\$23.20	Hamilton	\$19.80
Port Huron	23.20	Niagara Falls	19.80
London	22.15	Buffalo	19.80

Route S 80—

Same as Route S 79 to Fort Ticonderoga.	FORM.
Delaware & Hudson Railroad to Baldwin	T 20
Lake George Steamboat Co. to Caldwell	T 22
Delaware & Hudson Railroad to Saratoga, Albany	T 21
Day Line Steamer to New York	T 72

Fares:—

Detroit	\$24.70	Hamilton	\$21.30
Port Huron	24.70	Niagara Falls	21.30
London	23.65	Buffalo	21.30

Route S 81—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to St. Albans, Burlington	T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga	T 18
Delaware & Hudson Railroad to Baldwin	T 20
Lake George Steamboat Co. to Caldwell	T 22
Delaware & Hudson Railroad to Saratoga, Albany	T 21
New York Central & Hudson River Railroad to New York	T 65

Fares same as Route S 70.

Route S 82—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns	T 1
Central Vermont Railroad to St. Albans, Montpelier	T 12
Montpelier & Wells River Railroad to Wells River	T 24
Concord & Montreal Railroad to Bethlehem Junction	T 25
Profile & Franconia Notch Railroad to Profile House	T 26
Profile & Franconia Notch Railroad to Bethlehem Junction	T 26
Concord & Montreal Railroad to Fabyans	T 25
Maine Central Railroad to Portland (or North Conway as desired)	T 28
Boston & Maine Railroad to Boston	T 31
Choice of Sound Steamer Lines to New York	T 73

Fares:—

Detroit	*\$29.20	Toronto	\$26.00
Port Huron	* 29.20	Kingston	21.25
London	* 29.20	Brockville	19.75
Hamilton	27.20	Ottawa	18.50
Niagara Falls	27.50	Montreal	16.00
Buffalo	27.50	Quebec	18.00

Route S 83—

Choice of routes to Montreal (see pages 118 and 118).	
Grand Trunk Railway to Sherbrooke	T 76
Boston & Maine Railroad to Newport, Wells River, White River Jet	T 33
Central Vermont Railroad to Windsor	T 12
Boston & Maine Railroad to Brattleboro	T 31
Central Vermont Railroad to South Vernon	T 12
Boston & Maine Railroad to Springfield	T 31
New York, New Haven & Hartford Railroad to New York	T 134

Fares same as Route S 62.

Route S 84—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T 36
Ferry to Levis	T 37
Grand Trunk Railway to Sherbrooke	T 27
Same as Route S 83 to New York.	

* See foot note on page 124.

To NEW YORK.—Continued.

Fares:—

Detroit.....	*\$28.20	Toronto.....	\$25.00
Port Huron.....	* 28.20	Kingston.....	20.25
London.....	* 28.20	Brockville.....	18.75
Hamilton.....	26.20	Ottawa.....	17.50
Niagara Falls.....	26.50	Montreal.....	15.00
Buffalo.....	26.50	Quebec.....†	12.00

Route S 85—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to White River Junction.....	T 84
Boston & Maine Railroad to Concord.....	T 35
Concord & Montreal Railroad to Nashua Junction.....	T 34
Boston & Maine Railroad to Boston.....	T 29
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$26.20	Toronto.....	\$23.00
Port Huron.....	* 26.20	Kingston.....	18.25
London.....	* 26.20	Brockville.....	16.75
Hamilton.....	24.20	Ottawa.....	15.50
Niagara Falls.....	24.50	Montreal.....	13.00
Buffalo.....	24.50	Quebec.....	15.00

Route S 86.

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 32
Grand Trunk Railway to Sherbrooke.....	T 27
Boston & Maine Railroad to Wells River.....	T 33
Concord & Montreal Railroad to Nashua Junction.....	T 25
Boston & Maine Railroad to Boston.....	T 29
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$31.20	Toronto.....	\$28.00
Port Huron.....	* 31.20	Kingston.....	23.25
London.....	* 31.20	Brockville.....	21.75
Hamilton.....	29.20	Ottawa.....	20.50
Niagara Falls.....	29.50	Montreal.....	18.00
Buffalo.....	29.50	Quebec.....†	15.00

Route S 87—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Fabyans.....	T 136
Maine Central R. R. to North Conway (or Portland as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 73

Fares same as Route S 85.

Route S 88—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railroad to North Conway (or Portland as desired).....	T 130
Boston & Maine Railroad to Boston.....	T 31
Choice of Sound Steamer Lines to New York.....	T 73

Fares same as Route S 85.

Route S 89—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham.....	T 27
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central Railroad to Crawford House.....	T 28

* See foot note on page 124.

† Via Sherbrooke direct, not coming into Montreal.

To NEW YORK.—Continued.

Route S 89—Continued.

FORM.

Maine Central Railroad to Fabyans.....	T	28
Concord & Montreal Railroad to Bethlehem Junction.....	T	25
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Junction.....	T	26
Concord & Montreal Railroad to Nashua Junction.....	T	25
Boston & Maine Railroad to Boston.....	T	29
Transfer.....	T	80
Choice of Sound Steamer Lines to New York.....	T	73

Fares:—

Detroit.....	*\$46.35	Toronto.....	\$43.15
Port Huron.....	* 46.35	Kingston.....	38.40
London.....	* 46.35	Brockville.....	36.90
Hamilton.....	44.35	Ottawa.....	35.65
Niagara Falls.....	44.65	Montreal.....	33.15
Buffalo.....	44.65	Quebec.....	† 30.15

Route S 90—

Choice of routes to Montreal (see pages 118 and 119).....	T	11
Grand Trunk Railway to St. Johns.....	T	12
Central Vermont Railroad to St. Albans, Montpelier.....	T	24
Montpelier & Wells River Railroad to Wells River.....	T	25
Concord & Montreal Railroad to Bethlehem Jet.....	T	26
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Jet.....	T	26
Concord & Montreal Railroad to Base.....	T	25
Mount Washington Railway to Summit.....	T	41
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to Portland.....	T	76
Boston & Maine Railroad to Boston.....	T	80
Transfer.....	T	80
Choice of Sound Steamer Lines to New York.....	T	73

Fares:—

Detroit.....	*\$40.45	Toronto.....	\$37.25
Port Huron.....	* 40.45	Kingston.....	32.50
London.....	* 40.45	Brockville.....	31.00
Hamilton.....	38.45	Ottawa.....	29.75
Niagara Falls.....	38.75	Montreal.....	27.25
Buffalo.....	38.75	Quebec.....	28.65

Route S 91—

Choice of routes to Montreal (see pages 118 and 119).....	T	36
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	37
Ferry to Lewis.....	T	27
Grand Trunk Railway to Sherbrooke.....	T	33
Boston & Maine Railroad to Lunenburg.....	T	28
Maine Central Railroad to Zealand Junction.....	T	139
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Junction.....	T	25
Concord & Montreal Railroad to Base.....	T	25
Same as Route S 90 to New York.....		

Fares:—

Detroit.....	*\$44.85	Toronto.....	\$41.65
Port Huron.....	* 44.85	Kingston.....	36.90
London.....	* 44.85	Brockville.....	35.40
Hamilton.....	42.85	Ottawa.....	34.15
Niagara Falls.....	43.15	Montreal.....	31.65
Buffalo.....	43.15	Quebec.....	† 28.65

Route S 92—

Same as Route S 89 to Base, Mt. Washington.....	T	25
Concord & Montreal Railroad to Fabyans.....	T	28
Maine Central Railroad to North Conway.....	T	31
Boston & Maine Railroad to Wolfboro.....	T	78
Steamer to Weirs.....	T	25
Concord & Montreal Railroad to Nashua Junction.....	T	29
Boston & Maine Railroad to Boston.....	T	80
Transfer.....	T	73
Choice of Sound Steamer Lines to New York.....	T	

* See foot note on page 124.

† Via Grand Trunk direct, not coming into Montreal.

To NEW YORK.—Continued.

Fares:—

Detroit.....	*\$45.40	Toronto.....	\$42.20
Port Huron.....	* 45.40	Kingston.....	37.45
London.....	* 45.40	Brockville.....	35.95
Hamilton.....	43.40	Ottawa.....	34.70
Niagara Falls.....	43.70	Montreal.....	32.20
Buffalo.....	43.70	Quebec.....	*29.20

Route S 93—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Grand Trunk Railway to Sherbrooke.....	T 76
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Zealand Junction.....	T 28
Profile & Franconia Notch Railroad to Profile House.....	T 139
Profile & Franconia Notch Railroad to Zealand Junction.....	T 139
Maine Central Railroad to North Conway (or Portland if desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$34.20	Toronto.....	\$31.00
Port Huron.....	* 34.20	Kingston.....	26.25
London.....	* 34.20	Brockville.....	24.75
Hamilton.....	32.20	Ottawa.....	23.50
Niagara Falls.....	32.50	Montreal.....	21.00
Buffalo.....	32.50	Quebec.....	*18.00

Route S 94—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Base.....	T 136
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Glen.....	T 130
Maine Central Railroad to Intervale.....	T 28
Boston & Maine Railroad to Boston.....	T 30
Transfer.....	T 80
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$37.05	Toronto.....	\$33.85
Port Huron.....	* 37.05	Kingston.....	29.10
London.....	* 37.05	Brockville.....	27.60
Hamilton.....	35.05	Ottawa.....	26.35
Niagara Falls.....	35.35	Montreal.....	23.85
Buffalo.....	35.35	Quebec.....	*25.25

Route S 95—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Gorham, Portland.....	T 32
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$26.20	Toronto.....	\$23.00
Port Huron.....	* 26.20	Kingston.....	18.25
London.....	* 26.20	Brockville.....	16.75
Hamilton.....	24.20	Ottawa.....	15.50
Niagara Falls.....	24.50	Montreal.....	13.00
Buffalo.....	24.50	Quebec.....	15.00

‡ Route S 96—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Grand Trunk Railway to Gorham, Portland.....	T 27
Same as Route S 95 to New York.	

* See foot note on page 124.

† Via Grand Trunk Railway direct, not coming into Montreal.

To NEW YORK.—Continued.

Fares:—

Detroit.....	*\$31.20	Toronto.....	\$23.00
Port Huron.....	* 31.20	Kingston.....	23.25
London.....	* 31.20	Brockville.....	21.75
Hamilton.....	29.20	Ottawa.....	20.50
Niagara Falls.....	29.50	Montreal.....	18.00
Buffalo.....	29.50	Quebec.....	† 15.00

Route S 97—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Bethlehem Jet.....	T 25
Profile & Franconia Notch Railroad to Profile House.....	T 26
Profile & Franconia Notch Railroad to Bethlehem Jet.....	T 26
Concord & Montreal Railroad to Nashua Jet.....	T 25
Boston & Maine Railroad to Boston.....	T 29
Transfer.....	T 80
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$41.80	Toronto.....	\$38.60
Pt. Huron.....	* 41.80	Kingston.....	33.85
London.....	* 41.80	Brockville.....	32.35
Hamilton.....	39.80	Ottawa.....	31.10
Niagara Falls.....	40.10	Montreal.....	28.60
Buffalo.....	40.10	Quebec.....	† 29.70

Route S 98—

Same as Route S 97 to Profile House.	
Stage to North Woodstock.....	T 79
Concord & Montreal Railroad to Nashua Junction.....	T 25
Boston & Maine Railroad to Boston.....	T 29
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$40.45	Toronto.....	\$37.25
Pt. Huron.....	* 40.45	Kingston.....	32.50
London.....	* 40.45	Brockville.....	31.00
Hamilton.....	38.45	Ottawa.....	29.75
Niagara Falls.....	38.75	Montreal.....	27.25
Buffalo.....	38.75	Quebec.....	† 28.35

Route S 99—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham.....	T 27
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central Railroad to Portland (or North Conway as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Transfer.....	T 80
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$42.90	Toronto.....	\$39.70
Pt. Huron.....	* 42.90	Kingston.....	34.95
London.....	* 42.90	Brockville.....	33.45
Hamilton.....	40.90	Ottawa.....	32.20
Niagara Falls.....	41.20	Montreal.....	29.70
Buffalo.....	41.20	Quebec.....	† 26.70

* See foot note on page 124.

† Via Grand Trunk direct, not coming into Montreal.

To NEW YORK.—Continued.

Route S 100—

Same as Route S 99 to Summit.	FORM.
Milliken's Stage to Glen Site	T 40
Milliken's Stage to Glen	T 160
Maine Central Railroad to Fabyans	T 28
Concord & Montreal Railroad to Wells River	T 25
Boston & Maine Railroad to White River Jet.	T 31
Central Vermont Railroad to Windsor	T 12
Boston & Maine Railroad to Brattleboro	T 31
Central Vermont Railroad to South Vernon	T 12
Boston & Maine Railroad to Springfield	T 31
New York, New Haven & Hartford Railroad to New York	T 134

Fares:—

Detroit	*\$43.15	Toronto	\$39.95
Port Huron	* 43.15	Kingston	35.20
London	* 43.15	Brockville	33.60
Hamilton	41.15	Ottawa	32.45
Niagara Falls	41.45	Montreal	29.95
Buffalo	41.45	Quebec	26.95

Route S 101—

Same as Route S 99 to Summit.	
Mount Washington Railway to Base	T 41
Concord & Montreal Railroad to Fabyans	T 25
Maine Central Railroad to Crawford House	T 28
Maine Central Railroad to Fabyans	T 28
Concord & Montreal Railroad to Bethlehem Jet.	T 25
Profile & Franconia Notch Railroad to Profile House	T 26
Profile & Franconia Notch Railroad to Bethlehem Jet.	T 26
Concord & Montreal Railroad to Wells River	T 25
Montpelier & Wells River Railroad to Montpelier	T 24
Central Vermont Railroad to Burlington	T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga	T 18
Delaware & Hudson Railroad to Baldwin	T 20
Lake George Steamboat Co. to Caldwell	T 22
Delaware & Hudson Railroad to Saratoga, Albany	T 21
Day Line Steamer to New York	T 72

Fares:—

Detroit	*\$48.80	Toronto	\$45.60
Pt. Huron	* 48.80	Kingston	40.85
London	* 48.80	Brockville	39.35
Hamilton	46.80	Ottawa	38.10
Niagara Falls	47.10	Montreal	35.60
Buffalo	47.10	Quebec	32.60

Route S 102—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T 37
Ferry to Levis	T 37
Intercolonial Railway to Halifax	T 42
Intercolonial Railway to St. John	T 46
International Steamship Co. to Boston	T 144
Choice of Sound Steamer Lines to New York	T 73

Fares:—

Detroit	*\$40.70	Toronto	\$38.50
Pt. Huron	* 40.70	Kingston	35.25
London	* 40.70	Brockville	33.75
Hamilton	39.70	Frescott	33.35
Niagara Falls	40.00	Ottawa	33.50
Buffalo	40.00	Montreal	30.00

Route S 103—

Same as Route S 102 to Halifax.	
Dominion Atlantic Railway to Annapolis	T 47
Bay of Fundy Steamship Co. to St. John	T 48
International Steamship Co. to Boston	T 144
Choice of Sound Steamer Lines to New York	T 73

Fares same as Route S 102.

* See foot note on page 124.

† Via Grand Trunk Railway direct, not coming into Montreal.

To NEW YORK.—Continued.**Route S 104—**

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 27
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Zealand Jet.....	T 28
Profile & Franconia Notch Railroad to Profile House.....	T 139
Profile & Franconia Notch Railroad to Zealand Jet.....	T 139
Maine Central Railroad to Crawford House.....	T 28
Maine Central Railroad to Fabyans.....	T 28
Concord & Montreal Railroad to Base.....	T 25
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to Portland.....	T 74
Boston & Maine Railroad to Boston.....	T 50
Transfer.....	T 80
Choice of Sound Steamer Lines to New York.....	T 73

Fares:—

Detroit.....	*\$45.00	Toronto.....	\$41.80
Port Huron.....	* 45.00	Kingston.....	37.05
London.....	* 45.00	Brockville.....	35.55
Hamilton.....	43.00	Ottawa.....	34.30
Niagara Falls.....	43.30	Montreal.....	31.80
Buffalo.....	43.30	Quebec.....	†28.80

Route S 105—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Fabyans and Base.....	T 136
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Maine Central Railroad to Fabyans.....	T 28
Concord & Montreal Railroad to Wells River.....	T 25
Boston & Maine Railroad to White River Junction.....	T 31
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 31
Central Vermont Railroad to South Vernon.....	T 12
Boston & Maine Railroad to Springfield.....	T 31
New York, New Haven & Hartford Railroad to New York.....	T 134

Fares:—

Detroit.....	*\$39.20	Toronto.....	\$36.00
Port Huron.....	* 39.20	Kingston.....	31.25
London.....	* 39.20	Brockville.....	29.75
Hamilton.....	37.20	Ottawa.....	28.50
Niagara Falls.....	37.50	Montreal.....	26.00
Buffalo.....	37.50	Quebec.....	†27.40

Route S 106—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Base.....	T 25
Same as Route S 105 to New York.	

Fares same as Route S 105 (except from † Quebec \$28.00).

Route S 107—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 74
Maine Steamship Co. to New York.....	T 172

* See foot note on page 124.

† Via Grand Trunk direct to Portland, not coming into Montreal. Use form T 27 from Levis.

To NEW YORK.—*Concluded.*

Fares:—

Detroit.....	*\$25.70	Toronto.....	\$22.50
Port Huron.....	* 25.70	Kingston.....	17.75
London.....	* 25.70	Brockville.....	16.25
Hamilton.....	23.70	Ottawa.....	16.00
Niagara Falls.....	24.00	Montreal.....	12.50
Buffalo.....	24.00	Quebec.....	13.50

To OGDENSBURG, N. Y.

Route S 108—

Choice of routes to Toronto (see pages 118 and 119).		FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T	5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55
Ferry to Ogdensburg.....	T	75

Fares:—

Detroit.....	\$13.15	Hamilton.....	\$8.10
Port Huron.....	11.65	Niagara Falls.....	8.10
London.....	10.40	Buffalo.....	8.60

To PORTLAND, Me.

‡ Route S 109—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Gorham, Portland.....	T 32

Fares:—

Detroit.....	*\$20.70	†\$17.00	Toronto.....	\$17.50	†\$15.00
Pt. Huron.....	* 20.70	† 17.00	Kingston.....	12.75	† 11.95
London.....	* 20.70	† 17.00	Brockville.....	11.25	† 10.30
Hamilton.....	18.70	† 15.00	Ottawa.....	11.00	
Niagara Falls.....	19.00	† 16.40	Montreal.....	7.50	
Buffalo.....	19.00	† 16.95	Quebec.....	† 8.50	

Route S 110—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Fabyans.....	T 136
Maine Central Railroad to Portland.....	T 52

Fares same as Route S 109.

Route S 111—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railroad to Portland.....	T 130

Fares same as Route S 109.

Route S 112—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 32
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central R. R. to Portland.....	T 52

Fares same as Route S 109

* See foot note on page 124.

† Limited to date of sale and two following days if used via Montreal. Use Form T 27 from Levis.

‡ All rail, limited to continuous passage.

To PORTLAND, Me.—Continued.**‡ Route S 113—**

Choice of Routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham and Portland.....	T 27

Fares:—

Detroit.....	*\$24.70	Toronto.....	\$21.50
Pt. Huron.....	* 24.70	Kingston.....	16.75
London.....	* 24.70	Brockville.....	15.25
Hamilton.....	22.70	Ottawa.....	14.00
Niagara Falls.....	23.00	Montreal.....	11.50
Buffalo.....	23.00		

To PRESCOTT, Ont.**Route S 114—**

Choice of routes to Toronto (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55

Fares:—

Detroit.....	\$13.15	Hamilton.....	\$7.85
Port Huron.....	11.65	Niagara Falls.....	8.10
London.....	10.15	Buffalo.....	8.60

To QUEBEC, Que.**‡ Route S 115—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36

Fares:—

Detroit.....	*\$18.00	Toronto.....	\$13.50
Port Huron.....	* 17.90	Kingston.....	8.75
London.....	16.90	Brockville.....	7.25
Niagara Falls.....	14.50	Prescott.....	6.85
Buffalo.....	14.50	Ottawa.....	7.00

To ST. ANDREWS, N. B.**Route S 116—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 32
Maine Central Railroad to St. Andrews (to be exchanged).....	T 141

Fares:—

Detroit.....	*\$23.70	Toronto.....	\$22.00	†\$20.05
Pt. Huron.....	* 23.70	Kingston.....	18.75	
London.....	* 23.70	†\$22.35	Brockville.....	17.25
Hamilton.....	23.20	† 20.05	Ottawa.....	17.00
Niagara Falls.....	23.50	† 20.05	Montreal.....	13.50
Buffalo.....	23.50	† 20.05	Quebec.....	† 13.50

Route S 117—

Same as Route S 116 to Portland.	
International Steamship Co. to St. Andrews.....	T 49

* See foot note on page 124.

† Limited to date of sale and two following days if used via Montreal. Use Form T 27 from Levis.

‡ All rail, and limited to continuous passage entire journey.

To ST. ANDREWS, N. B.—*Concluded.*

Fares:—

Detroit.....	*\$23.70	.....	Toronto.....	\$20.50	†\$20.05
Pt. Huron.....	*23.70	.....	Kingston.....	17.25	.....
London.....	*23.70	†\$22.35	Brockville.....	15.75	.....
Hamilton.....	21.70	†20.05	Ottawa.....	15.50	.....
Niagara Falls.	22.00	†20.05	Montreal.....	12.00	.....
Buffalo.....	22.00	†20.05	Quebec.....	13.00	.....

To ST. JOHN, N. B.

Route S 118—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to St. John.....	T 42

Fares:—

Detroit.....	*\$26.20	†\$23.50	Toronto.....	\$23.00	†\$20.05
Pt. Huron.....	*26.20	†23.50	Kingston.....	18.75	.....
London.....	*26.20	†22.35	Brockville.....	17.25	.....
Hamilton.....	24.20	†20.05	Prescott.....	16.85	.....
Niagara Falls.	24.50	†20.05	Ottawa.....	17.00	.....
Buffalo.....	24.50	†20.05	Montreal.....	13.50	.....

Route S 119—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 32
International S. S. Co. to St. John.....	T 49

Fares:—

Detroit.....	*\$25.20	†\$21.00	Toronto.....	\$22.00	†\$20.05
Pt. Huron.....	*25.20	†21.00	Kingston.....	17.25	.....
London.....	*25.20	†21.00	Brockville.....	15.75	.....
Hamilton.....	23.20	†20.05	Ottawa.....	15.50	.....
Niagara Falls.	23.50	†20.05	Montreal.....	12.00	.....
Buffalo.....	23.50	†20.05	Quebec.....	13.00	.....

Route S 120—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 32
Maine Central Railroad to St. John (to be exchanged).	T 141

Fares:—

Detroit.....	*\$26.20	†\$23.50	Toronto.....	\$23.00	†\$20.05
Port Huron.....	*26.20	†23.50	Kingston.....	18.75	.....
London.....	*26.20	†22.35	Brockville.....	17.25	.....
Hamilton.....	24.20	†20.05	Ottawa.....	17.00	.....
Niagara Falls.	24.50	†20.05	Montreal.....	13.50	.....
Buffalo.....	24.50	†20.05			

To SARATOGA, N. Y.

† Route S 121—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Str. or D. & H. R. R. to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Saratoga.....	T 20

* See foot note on page 124.

† All rail, and limited to continuous passage entire journey. On Route S 118, Form T 32 to be issued, reading Montreal to Levis.

§ All rail to Portland and limited to continuous passage entire journey.
|| Limited to continuous passage east of Portland.

To SARATOGA, N. Y.—Continued.

Fares:—

Detroit.....	*\$12.70	Toronto.....	\$16.50
Port Huron.....	* 19.70	Kingston.....	11.75
London.....	19.70	Brockville.....	10.25
Hamilton.....	17.70	Ottawa.....	8.30
Niagara Falls.....	18.00	Montreal.....	6.50
Buffalo.....	18.00	Quebec.....	9.80

‡ Route S 122—

Same as Route S 121 to Fort Ticonderoga.			
Delaware & Hudson Railroad to Baldwin.....	T 20	} X ^{or} 18	
Lake George Steamboat Co. to Caldwell.....	T 22		
Delaware & Hudson Railroad to Saratoga.....	T 21		

Fares:—

Detroit.....	*\$21.20	Toronto.....	\$18.00
Port Huron.....	* 21.20	Kingston.....	13.25
London.....	* 21.20	Brockville.....	11.75
Hamilton.....	19.20	Ottawa.....	9.80
Niagara Falls.....	19.50	Montreal.....	8.00
Buffalo.....	19.50	Quebec.....	10.00

‡ Route S 123—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to St. John's.....	T 11	} X ^{or} 52	
Central Vermont Railroad to St. Albans, Burlington.....	T 12		
Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18		
Delaware & Hudson Railroad to Saratoga.....	T 20		

Fares same as Route S 121.

‡ Route S 124—

Same as Route S 121 to Fort Ticonderoga.			
Delaware & Hudson Railroad to Baldwin.....	T 20	} X ^{or} 53	
Lake George Steamboat Co. to Caldwell.....	T 22		
Delaware & Hudson Railroad to Saratoga.....	T 21		

Fares same as Route S 122.

Route S 125—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to St. John's.....	T 11		
Central Vermont Railroad to St. Albans, Burlington, Rutland.....	T 61		
Delaware & Hudson Railroad to Whitehall, Saratoga.....	T 21		

Fares same as Route S 121.

Route S 126—

Choice of routes to Montreal (see pages 118 and 119).			
Grand Trunk Railway to Gorham.....	T	32	
Milliken's Stage to Glen Site.....	T	160	
Milliken's Stage to Summit.....	T	39	
Mount Washington Railway to Base.....	T	41	
Concord & Montreal Railroad to Fabyan's.....	T	25	
Maine Central Railroad to Crawford's.....	T	28	
Maine Central Railroad to Fabyan's.....	T	28	
Concord & Montreal Railroad to Bethlehem Jet.....	T	25	
Profile & Franconia Notch Railroad to Profile House.....	T	26	
Profile & Franconia Notch Railroad to Bethlehem Jet.....	T	26	
Concord & Montreal Railroad to Wells River.....	T	25	
Montpelier & Wells River Railroad to Montpelier.....	T	24	
Central Vermont Railroad to Burlington.....	T	12	
Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T	18	
Delaware & Hudson Railroad to Baldwin.....	T	20	
Lake George Steamboat Co. to Caldwell.....	T	22	
Delaware & Hudson Railroad to Saratoga.....	T	21	

* See foot note on page 124.

To SARATOGA, N. Y. Concluded.**Fares:—**

Detroit.....	*\$42.70	Toronto.....	\$39.50
Port Huron.....	* 42.70	Kingston.....	34.75
London.....	* 42.70	Brockville.....	33.25
Hamilton.....	40.70	Ottawa.....	32.00
Niagara Falls.....	41.00	Montreal.....	29.50
Buffalo.....	41.00	Quebec.....†	30.60

Route T 127—

Same as Route S 123 to Profile House.

Stage to North Woodstock.....	T 79
Concord & Montreal Railroad to Wells River.....	T 25
Montpelier & Wells River Railroad to Montpelier.....	T 24
Central Vermont Railroad to Burlington.....	T 12
Champ. Trans. Co.'s Str. to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga.....	T 21

Fares:—

Detroit.....	*\$43.65	Toronto.....	\$40.45
Port Huron.....	* 43.65	Kingston.....	35.70
London.....	* 43.65	Brockville.....	34.20
Hamilton.....	41.65	Ottawa.....	32.05
Niagara Falls.....	41.65	Montreal.....	30.45
Buffalo.....	41.65	Quebec.....†	31.55

To THOUSAND ISLAND TOURIST RESORTS.**Route S 128—**

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway to Thousand Islands Jet.....	T 143
Thousand Islands Railway to Gananoque.....	T 7
Deseronto Navigation Co.'s Steamer to destination.....	T 8

Fares:—

FROM	TO			
	Alexandria Bay.	Clayton.	Round Island Park.	Thousand Island Park.
Detroit.....	\$12.60	\$12.60	\$12.60	\$12.60
Port Huron.....	11.10	11.10	11.10	11.10
London.....	9.15	8.65	8.90	9.00
Hamilton.....	6.85	6.35	6.60	6.70
Niagara Falls.....	6.85	6.35	6.60	6.70
Buffalo.....	7.35	6.85	7.10	7.20
Toronto.....	6.00	6.00	6.00	6.00
Kingston.....	1.00	1.00	1.00	1.00

Route S 129—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway to Kingston.....	T 143
St. Lawrence River Steamboat Co.'s Steamer to destination.....	T 146

Fares same as Route S 128.

Route S 130—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Richellen & Ontario Navigation Co.'s Steamer to destination.....	T 6

Fares same as Route S 128.

* See foot note on page 124.

† Via Grand Trunk direct, not coming into Montreal. Use Form T 27 from Levis.

TO WHITE MOUNTAIN TOURIST RESORTS.

(SEE ALSO GORHAM, PAGE 133.)

Fares:—

From	To						
	Bethlehem.	Crawford House.	Fabyans.	Glen.	Intervale.	Jefferson & Jefferson Hill (Waumbek House).	Jefferson Station and Jefferson Meadows.
Detroit	*\$19.50	*\$19.40	*\$19.10	*\$20.70	*\$20.70	*\$19.00	*\$18.85
Port Huron	* 19.50	* 19.40	* 19.10	* 20.70	* 20.70	* 19.00	* 18.85
London	* 19.50	* 19.40	* 19.10	* 20.70	* 20.70	* 19.00	* 18.85
Hamilton	17.50	17.40	17.10	18.70	18.70	17.00	16.85
Niagara Falls	17.80	17.70	17.40	19.00	19.00	17.30	17.15
Buffalo	17.80	17.70	17.40	19.00	19.00	17.30	17.15
Toronto	16.30	16.20	15.00	17.50	17.50	15.80	15.65
Kingston	11.55	11.45	11 15	12.75	12.75	11.05	10.90
Brookville	10.05	9.95	9.65	11.25	11.25	9.55	9.40
Ottawa	9.35	9.25	8.95	10.70	10.85	8.85	8.70
Montreal	6.30	6.20	5.90	7.50	7.50	5.80	5.65
Quebec	+ 7.70	+ 7.60	+ 7.30	+ 8.50	+ 8.50	+ 7.00	+ 6.85

From	To							
	Lancaster.	Lisbon via Wells River.	Lisbon and Littleton.	Maplewood.	North Conway.	Profile House.	Sugar Hill.	Twin Mountain.
Detroit	*\$18.85	*\$18.75	*\$18.85	*\$19.35	*\$20.70	*\$20.50	*\$18.85	*\$19.00
Port Huron	*18.85	*18.75	*18.85	*19.35	*20.70	*20.50	*18.85	*19.00
London	*18.85	*18.75	*18.85	*19.35	*20.70	*20.50	*18.85	*19.00
Hamilton	16.85	16.75	16.85	17.35	18.70	18.50	16.85	17.00
Niagara Falls	17.15	17.05	17.15	17.65	19.00	18.80	17.15	17.30
Buffalo	17.15	17.05	17.15	17.65	19.00	18.80	17.15	17.30
Toronto	15.65	15.55	15.65	16.15	17.50	17.30	15.65	15.80
Kingston	10.90	10.80	10.90	11.40	12.75	12.55	10.90	11.05
Brookville	9.40	9.30	9.40	9.90	11.25	11.05	9.40	9.55
Ottawa	8.70	8.65	8.70	9.65	10.95	10.35	8.65	8.85
Montreal	5.65	5.55	5.65	6.15	7.50	7.30	5.65	5.80
Quebec	+6.85	+7.15	+7.15	+7.55	+8.50	+8.70	+7.15	+7.20

To Bethlehem Junction, fares are 50 cents less than to Bethlehem.

Fares from Montreal and points west for tickets via Quebec will be \$4.00 higher than shown above.

Route S 131—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Groveton.....	T 32	FORM. or X 466
Concord & Montreal R. R. to Bethlehem Jct., Fabyans, Jefferson Meadows, Jefferson (Waumbek House), Lan- caster, Lisbon, Littleton, Sugar Hill, Twin Mountain, Whitefield (according to fare paid).....	T 136	

Route S 132—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Bethlehem Jct.....	T 126
Profile & Franconia Notch R. R. to Bethlehem, Maplewood or Profile House (according to fare paid).....	T 139

* See foot note on page 124.

+ Via Grand Trunk Railway direct, not coming into Montreal.

To WHITE MOUNTAIN TOURIST RESORTS.—Continued.

Route S 133—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Groveton.....	T 32
Concord & Montreal Railroad to Fabyans.....	T 136
Maine Central Railroad to Crawford House, Glen, Intervale, Jefferson Station, or North Conway (according to fare paid).....	T 28

Route S 134—

Choice of routes to Montreal (see pages 118 and 119.)	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railroad to Crawford House, Fabyans, Glen, Intervale, Jefferson Hill (Waubek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid).....	T 130

Route S 135—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railroad to Zealand Junction.....	T 130
Profile & Franconia Notch R. R. to Bethlehem, Maplewood or Profile House (according to fare paid).....	T 139

Route S 136—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Sherbrooke.....	T 32
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Crawford House, Fabyans, Glen, Intervale, Jefferson Hill (Waubek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid).....	T 28

Route S 137—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Sherbrooke.....	T 32
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Zealand Junction.....	T 28
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T 139

Route S 138—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River R. R. to Wells River.....	T 24
Concord & Montreal R. R. to Bethlehem Junction, Fabyans, Jefferson Meadows, Jefferson (Waubek House), Lancaster, Lisbon, Littleton, Sugar Hill, Twin Mountain or Whitefield (according to fare paid).....	T 25
	X 467 or

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route S 139—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Bethlehem Junction.....	T 25
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T 130

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route S 140—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Fabyans.....	T 25
Maine Central Railroad to Crawford House, Glen, Intervale or North Conway (according to fare paid).....	T 28

Fares same as above (except from Quebec, which will be \$2.00 higher.)

ROUND-TRIP TOURS

TO POINTS IN

**Muskoka, Georgian Bay, Thousand Islands, Rangeley
Lake District, White Mountains, and Sea-Bath-
ing Resorts on Atlantic Ocean Coast and
St. Lawrence River.**

ALSO TO

**MONTREAL, NIAGARA FALLS, TORONTO,
AND QUEBEC.**

TO ALBANY, N. Y., and Return.

Route R T 1—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17
Delaware & Hudson Railroad or Champ. Trans. Co. to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
West Shore Railroad to Suspension Bridge.....	T 66
Or—N. Y. Central & Hudson River Railroad to Suspension Bridge.....	T 127
Grand Trunk Railway to starting point.....	T 60

Fares:—

Detroit.....	*\$35.45	Toronto.....	*\$25.75
Pt. Huron.....	† 32.85	Kingston.....	† 25.75
London.....	† 29.60	Brockville.....	† 25.75
Hamilton.....	† 25.75	Ottawa.....	† 25.75
Niagara Falls.....	† 25.75	Montreal.....	† 25.75
Buffalo.....	† 25.75	Quebec.....	† 30.75

TO ANDOVER, Me., and Return.

Route R T 2—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Bryant's Pond.....	T 32
Tuttle's Stage to Andover.....	T 79
Tuttle's Stage to Bryant's Pond.....	T 79
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$34.50	Toronto.....	*\$27.00
Pt. Huron.....	* 34.35	Kingston.....	* 19.90
London.....	* 32.10	Brockville.....	* 17.60
Hamilton.....	* 28.80	Ottawa.....	17.00
Niagara Falls.....	* 20.25	Montreal.....	12.00
Buffalo.....	* 30.25	Quebec.....	† 14.00

† Tickets may be made optional, rail or steamer, from Toronto to Kingston, Kingston to Brockville or Prescott, and Prescott or Brockville to Montreal, without extra charge.

* See first foot note on page 153.

† Via Grand Trunk Railway direct, not coming into Montreal. Use form T 27 from Levis.

To BAR HARBOR, Me., and Return.

Route R T 3—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland.....	T 32
Maine Central Railroad to Bar Harbor.....	T 52
Maine Central Railroad to Portland.....	T 52
Grand Trunk Railway to starting point.....	T 74

Fares:—

Detroit	*\$41.50	.....	Toronto.....	*\$36.50	*†\$34.00
Pt. Huron.....	* 41.35		Kingston.....	* 29.40	*† 26.90
London.....	* 41.35	*†\$39.10	Brockville.....	* 27.10	*† 24.60
Hamilton.....	* 38.30	*† 35.80	Ottawa.....	* 26.50	*† 24.00
Niagara Falls.....	* 38.75	*† 36.25	Montreal.....	* 21.50	*† 19.00
Buffalo.....	* 38.75	*† 36.25	Quebec.....	*† 22.50	*† 21.00

Route R T 4—

Same as Route R T 3 to Portland.

Maine Central Railroad to Rockland.....	T 52
Portland, Mt. Desert & Machias S. B. Co.'s Steamer to Bar Harbor.....	T 107
Portland, Mt. Desert & Machias S. B. Co.'s Steamer to Rockland.....	T 107
Maine Central Railroad to Portland.....	T 52
Grand Trunk Railway to starting point.....	T 74

Fares:—

Detroit.....	*\$40.00	Toronto.....	*\$32.50
Port Huron.....	* 39.85	Kingston.....	* 25.40
London.....	* 37.60	Brockville.....	* 23.10
Hamilton.....	* 34.30	Ottawa.....	* 22.50
Niagara Falls.....	* 34.75	Montreal.....	* 17.50
Buffalo.....	* 34.75	Quebec.....	*† 19.50

To BERLIN, N. H., BETHEL, Me., or BRYANT'S POND, Me., and Return.

(Gateways for Androscoggin, or Rangeley Lake Country.)

† Route R T 5—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Berlin, Bethel, or Bryant's Pond.....	T 32	} or Ex. 149
Grand Trunk Railway to starting point.....	T 76	

Fares:

Detroit.....	*\$32.00	Toronto.....	*\$24.50
Port Huron.....	* 31.85	Kingston.....	* 17.40
London.....	* 29.60	Brockville.....	* 15.10
Hamilton.....	* 26.30	Ottawa.....	* 14.50
Niagara Falls.....	* 26.75	Montreal.....	* 9.50
Buffalo.....	* 27.75	Quebec.....	*† 11.50

* All rail to Montreal. For tickets optional rail or steamer, Prescott to Montreal on eastbound journey add \$1.05 from Prescott; for tickets optional rail or steamer Brockville to Montreal on eastbound journey, add \$1.15 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add 50c. from Detroit and \$1.60 from Kingston, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$1.30 from Detroit, 20c. from Port Huron, \$2.45 from London (not exceeding Port Huron), \$2.30 from Hamilton, \$1.75 from Niagara Falls or Buffalo when the same rate is shown from both places, or \$1.75 from Niagara Falls and 75 cents from Buffalo when different rates are quoted, and \$3.00 from Toronto.

† Limited to continuous passage each way between Portland and Bar Harbor. Tickets to be endorsed accordingly.

‡ Via Grand Trunk Railway direct, not coming into Montreal. Use Form T 27 from Levis.

To BLUFF POINT (HOTEL CHAMPLAIN), N. Y., and Return.**Route R T 6—**

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Bluff Point.....	T 21
Delaware & Hudson Railroad to Rouse's Point.....	T 21
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$27.05	Toronto.....	*\$19.55
Port Huron.....	* 26.90	Kingston.....	* 12.55
London.....	* 24.65	Brockville.....	* 10.15
Hamilton.....	* 21.35	Ottawa.....	9.55
Niagara Falls.....	* 21.80	Montreal.....	4.55
Buffalo.....	* 22.80	Quebec.....	9.55

To BOBCAYGEON, or STURGEON POINT, Ont., and Return.

(STURGEON LAKE—MIDLAND DISTRICT.)

† Route R T 7—

Grand Trunk Railway to Lindsay ..	} 4374 R
Transfer to Wharf.....	
Trent Valley Navigation Co. to Bobcaygeon or Sturgeon Point	
(according to fare paid).....	
Return same route.	

Fares:—

	Bobcay- geon.	Sturgeon Point.		Bobcay- geon.	Sturgeon Point.
Detroit.....	\$14.45	\$14.45	Toronto.....	\$ 4.10	\$ 3.60
Pt. Huron....	11.95	11.95	Kingston....	7.10	6.60
London.....	9.10	9.10	Brockville...	8.95	8.45
Hamilton....	5.70	5.45	Ottawa.....	9.75	9.35
Niagara Falls	7.75	7.75	Montreal.....	14.20	14.20
Buffalo.....	8.75	8.75	Quebec.....	18.75	18.75

To BOSTON, Mass., and Return.**† Route R T 8—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to White River Junction.....	T 84
Boston & Maine Railroad to Concord.....	T 35
Concord & Montreal Railroad to Nashua Junction.....	T 34
Boston & Maine Railroad to Boston.....	T 29
Return same route to St. Johns.....	
Grand Trunk Railway to starting point.....	T 76

or
840 R**Fares:—**

Detroit.....	\$\$\$37.55	Toronto.....	\$\$\$27.65
Port Huron.....	35.30	Kingston.....	\$ 19.30
London.....	32.75	Brockville.....	\$ 17.20
Hamilton.....	29.45	Ottawa.....	18.00
Niagara Falls.....	29.90	Montreal.....	15.50
Buffalo.....	29.90	Quebec.....	18.00

* See first foot note on page 153.

‡ All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal on eastbound journey, add \$5.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add 95 cents from Detroit, \$5.70 from Kingston; and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add \$1.75 from Detroit, \$2.75 from Port Huron, \$5.30 from London, \$5.05 from Hamilton, \$4.60 from Niagara Falls, \$4.60 from Buffalo, and \$5.85 from Toronto.

To BOSTON, Mass., and Return.—Continued.

‡ Route R T 9—

Choice of routes to Montreal (see pages 118 and 119).			FORM-
Grand Trunk Railway to St. Johns.....	T 11	} 5812 R	or
Central Vermont Railroad to Bellows Falls.....	T 131		
Fitchburg Railroad to Boston.....	T 132		
Return same route to St. Johns.....	T 76		
Grand Trunk Railway to starting point.....	T 76		

Fares same as Route R T 8.

‡ Route R T 10—

Choice of routes to Montreal (see pages 118 and 119).		
Grand Trunk Railway to Portland.....	T 32	} 39 R
Boston & Maine Railroad to Boston.....	T 50	
Boston & Maine Railroad to Portland.....	T 50	
Grand Trunk Railway to starting point.....	T 74	

Fares:—

Detroit.....	\$37.50	Toronto.....	\$27.65
Port Huron.....	35.30	Kingston.....	19.30
London.....	32.75	Brockville.....	17.20
Hamilton.....	29.45	Ottawa.....	18.00
Niagara Falls.....	29.65	Montreal.....	15.50
Buffalo.....	29.65	Quebec.....	18.00

‡ Route R T 11—

Choice of routes to Montreal (see pages 118 and 119).		
Grand Trunk Railway to Portland.....	T 32	} 40 R
Portland Steam Packet Co. to Boston.....	T 81	
Portland Steam Packet Co. to Portland.....	T 81	
Grand Trunk Railway to starting point.....	T 74	

Fares:—

Detroit.....	*\$35.00	Toronto.....	**\$27.50
Port Huron.....	* 34.85	Kingston.....	** 19.30
London.....	** 32.60	Brockville.....	** 17.20
Hamilton.....	** 29.30	Ottawa.....	17.50
Niagara Falls.....	** 29.65	Montreal.....	12.50
Buffalo.....	** 29.65	Quebec.....	† 14.50

Route R T 12—

Choice of routes to Montreal (see pages 118 and 119).		
Grand Trunk Railway to Portland.....	T 32	} R. W.
Boston & Maine Railroad to Boston.....	T 50	
Boston & Maine Railroad to Nashua Jet.....	T 29	
Concord & Montreal Railroad to Concord.....	T 34	
Boston & Maine Railroad to White River Jet.....	T 35	
Central Vermont Railroad to St. Johns.....	T 84	
Grand Trunk Railway to starting point.....	T 76	

* See first foot note on page 153.

§ All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal on east bound journey, add \$5.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add \$1.00 from Detroit, \$5.70 from Kingston; and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$1.80 from Detroit, \$2.75 from Port Huron, \$5.30 from London, \$5.05 from Hamilton, \$4.85 from Niagara Falls or Buffalo, and \$5.85 from Toronto.

† Via Grand Trunk Railway direct, not coming into Montreal. Use Form T 27 from Levis.

‡ Limited to continuous passage east of Portland.

** All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal, on eastbound journey, add \$2.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add \$2.70 from Kingston, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$2.45 from London, \$2.20 from Hamilton, \$1.85 from Niagara Falls or Buffalo, and \$3.00 from Toronto.

To BOSTON, Mass., and Return.—Continued.

Fares:

Detroit	*\$40.50	Toronto	*\$33.00
Port Huron	* 40.35	Kingston	* 25.90
London	* 38.10	Brockville	* 23.80
Hamilton	* 34.80	Ottawa	23.00
Niagara Falls	* 35.25	Montreal	18.00
Buffalo	* 36.25	Quebec	22.00

Route R T 13—

Choice of routes to Montreal (see pages 118 and 119).			
	Grand Trunk Railway to Groveton.....	T	32
W.	Concord & Montreal Railroad to Fabyans.....	T	136
	Concord & Montreal Railroad to Nashua Junction.....	T	25
R.	Boston & Maine Railroad to Boston.....	T	29
Return same as Route R T 8, 9 or 10.			

Fares same as Route R T 12.

Route R T 14—

Choice of routes to Montreal (see pages 118 and 119).			
	Grand Trunk Railway to Groveton.....	T	32
W.	Concord & Montreal Railroad to Fabyans.....	T	136
	Maine Central Railroad to Portland (or North Conway as desired).....	T	25
R.	Boston & Maine Railroad to Boston.....	T	30
Return same as Route R T 8, 9 or 10.			

Fares same as Route R T 12.

Route R T 15—

Choice of routes to Montreal (see pages 118 and 119).			
	Grand Trunk Railway to North Stratford.....	T	32
W.	Maine Central R. R. to North Conway (or Portland as desired).....	T	130
R.	Boston & Maine Railroad to Boston.....	T	30
Return same as Route R T 8, 9 or 10.			

Fares same as Route R T 12.

Route R T 16—

Choice of routes to Montreal (see pages 118 and 119).			
	Grand Trunk Railway to St. Johns.....	T	11
	Central Vermont Railroad to Montpelier.....	T	12
W.	Montpelier & Wells River Railroad to Wells River.....	T	24
	Concord & Montreal Railroad to Fabyans.....	T	25
R.	Maine Central Railroad to North Conway (or Portland, as desired).....	T	28
	Boston & Maine Railroad to Boston.....	T	30
Return same as Route R T 8, 9 or 10.			

Fares same as Route R T 12.

Route R T 17—

Choice of routes to Montreal (see pages 118 and 119).			
	Grand Trunk Railway to St. Johns.....	T	11
	Central Vermont Railroad to White River Junction.....	T	84
	Boston & Maine Railroad to Concord.....	T	35
	Concord & Montreal Railroad to Nashua Junction.....	T	34
	Boston & Maine Railroad to Boston.....	T	29
	Fitchburg Railroad to Rotterdam.....	T	166
	West Shore Railroad to Suspension Bridge.....	T	165
	Grand Trunk Railway to starting point.....	T	60

Fares:

Detroit	*\$38.85	Toronto	*\$30.15
Pt. Huron	* 37.25	Kingston	* 30.15
London	* 34.00	Brockville	* 30.15
Hamilton	* 30.15	Ottawa	* 30.15
Niagara Falls	* 30.15	Montreal	* 30.15
Buffalo	* 30.15	Quebec	* 34.15

* See first foot note on page 153.

† Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Brockville or Prescott, and Brockville or Prescott to Montreal, without extra charge, except from Detroit, which will be 80 cents additional for steamer from Toronto, and 50 cents additional for steamer from Kingston. Ottawa tickets will be all rail only.

To BOSTON, Mass., and Return.—Concluded.**Route R T 18—**

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland.....T 32

Boston & Maine Railroad to Boston.....T 50

Returning same as Route R T 17.

Fares same as Route R T 17.

Route R T 19—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to St. Johns.....T 11

Central Vermont Railroad to Bellows Falls.....T 131

Fitchburg Railroad to Boston.....T 132

Returning same as Route R T 17.

Fares same as Route R T 17.

Route R T 20—

Choice of routes to Montreal (see pages 118 and 119).

Same as Routes R T 13, 14, 15, or 16 to Boston via Fabyans.

Returning same as route R T 17.

Fares same as Route R T 17.

To BROCKVILLE, Ont., and Return.**Route R T 21—**

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Brockville.....T 57

Grand Trunk Railway to starting point.....T 76

Fares:—

Detroit.....\$21.45 Niagara Falls.....\$12.70

Port Huron.....18.95 Buffalo.....13.70

London (limited 1 month)...16.55 Toronto (limited 1 month)...11.00

Hamilton.....12.70 Kingston.....3.40

† Route R T 22—

Grand Trunk Railway to Brockville..... } 2888

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal..... }

Fares:—

Montreal.....\$6.75 Quebec.....\$11.75

Montreal (limited 5 days)...6.25 Quebec (limited 5 days)...11.25

To BUFFALO, N. Y., and Return.**Route R T 23—**

Choice of routes to Niagara Falls and return (see pages 170 and 171).

New York Central and Hudson River Railroad to Buffalo and return
(two coupons).....T 127Or—New York, Lake Erie & Western Railroad to Buffalo and return
(two coupons).....T 77

Fares:—

Detroit (limited 1 month)...\$12.00 Brockville.....\$13.65

Pt. Huron " " ... 10.25 Ottawa.....16.20

Toronto " " ... 5.35 Montreal.....19.90

Kingston.....11.35 Quebec.....24.90

To CALEDONIA SPRINGS, Ont., and Return.**† Route R T 24—**

Grand Trunk Railway to Coteau Jct..... } X 469 R

Canada Atlantic Railway to Vankleek Hill..... }

Canada Atlantic Railway Stage to Caledonia Springs..... }

Return same route.

Fares:—

Detroit.....\$25.00 Toronto.....\$16.10

Pt. Huron.....24.95 Kingston.....9.60

London.....21.75 Brockville.....7.00

Hamilton.....18.10 Prescott.....6.35

Niagara Falls.....18.35 Montreal.....4.00

Buffalo.....19.35 Quebec.....9.00

To CHARLOTTETOWN, P. E. I., and Return.

‡ Route R T 25—

Grand Trunk Railway to Levis.....	} 589 R
Intercolonial Railway to Point du Chene.....	
Charl-tetown Nav. Co. to Summerside.....	
Prince Edward Island Railway to Charlottetown	
Return same route.	

Fares:—

Detroit.....	*\$48.45	Toronto.....	*\$40.95
Pt. Huron.....	* 48.30	Kingston.....	* 33.85
London.....	* 45.20	Brockville.....	* 31.55
Hamilton.....	* 41.35	Prescott.....	* 30.95
Niagara Falls.....	* 41.35	Ottawa.....	30.95
Buffalo.....	* 41.35	Montreal.....	25.95

‡ Route R T 26—

Grand Trunk Railway to Levis.....	} 467 R
Quebec S. S. Co. (on alternate Tuesdays only) to Charlottetown....	
Return same route.	

Fares:—

Detroit.....	*\$43.25	Toronto.....	*\$35.75
Pt. Huron.....	* 43.10	Kingston.....	* 28.65
London.....	* 40.85	Brockville.....	* 26.35
Hamilton.....	* 37.55	Prescott.....	* 25.75
Niagara Falls.....	* 38.00	Ottawa.....	25.75
Buffalo.....	* 39.00	Montreal.....	20.75

To CHAUTAUQUA, N. Y., and Return.

‡ Route R T 27—

Grand Trunk Railway to Suspension Bridge.....	} 4424 R
N. Y. C. & H. R. R. R. (1142) or N. Y. L. E. & W. R. R. (1143) to Buffalo.....	
Western New York & Pennsylvania Railroad to Mayville.....	} or 1143 R
Chautauqua S. B. Co. to Chautauqua.....	
Returning same route.	

Fares:—

Detroit.....	\$14.75	Kingston.....	\$14.10
Pt. Huron.....	13.00	Brockville.....	16.40
London.....	9.85	Ottawa.....	18.95
Hamilton.....	6.10	Montreal.....	22.65
Toronto.....	8.10	Quebec.....	27.65

To CHICOUTIMI AND HA! HA! BAY, SAGUENAY RIVER, and Return.

‡ Route R T 28—

Choice of routes to Montreal (see pages 118 and 119).	FORM
Grand Trunk Railway to Quebec.....	} Ex 149
R. & O. N. Co.'s Steamer to Chicoutimi or Ha! Ha! Bay.....	
Returning same route.....	} X 351

Fares:—

Detroit.....	*\$35.50	Toronto.....	*\$28.00
Pt. Huron.....	* 35.35	Kingston.....	* 20.90
London.....	* 33.10	Brockville.....	* 18.60
Hamilton.....	* 29.80	Prescott.....	* 18.00
Niagara Falls.....	* 30.25	Ottawa.....	18.00
Buffalo.....	* 31.25	Montreal.....	13.00

* See first foot note on page 153.

* All rail to Montreal. For tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, add \$3.60 from Hamilton, Niagara Falls and Buffalo, and \$2.40 from London.

To CHICOUTIMI AND HA! HA! BAY, SAGUENAY RIVER, and Return.—Continued.

Route R T 29—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Quebec.....	T	76
§Quebec & Lake St. John Railway to Chicoutimi.....	T	112
Returning same route.		

Fares:—

Detroit.....	*\$36.50	Toronto.....	*\$29.00
Port Huron.....	* 36.35	Kingston.....	* 21.90
London.....	* 34.10	Brockville.....	* 19.60
Hamilton.....	* 30.80	Prescott.....	* 19.00
Niagara Falls.....	* 31.25	Ottawa.....	19.00
Buffalo.....	* 32.25	Montreal.....	14.00

Route R T 30—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Quebec.....	T	76
§Quebec & Lake St. John Railway to Chicoutimi.....	T	112
Richelieu & Ontario Navigation Co.'s Steamer to Quebec.....	T	6
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	36
Grand Trunk Railway to starting point.....	T	32

Fares:—

Detroit.....	*\$37.50	Toronto.....	*\$30.00
Pt. Huron.....	* 37.35	Kingston.....	* 22.90
London.....	* 35.10	Brockville.....	* 20.60
Hamilton.....	* 31.80	Prescott.....	* 20.00
Niagara Falls.....	* 32.25	Ottawa.....	20.00
Buffalo.....	* 33.25	Montreal.....	15.00

Route R T 31—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Levis.....	T	76
Intercolonial Railway to Riviere du Loup.....	T	46
Richelieu & Ontario Navigation Co. to Chicoutimi.....	T	6
Returning same route.		

Fares:—

Detroit.....	*\$36.50	Toronto.....	*\$29.00
Pt. Huron.....	* 36.35	Kingston.....	* 21.90
London.....	* 34.10	Brockville.....	* 19.60
Hamilton.....	* 30.80	Prescott.....	* 19.00
Niagara Falls.....	* 31.25	Ottawa.....	19.00
Buffalo.....	* 32.25	Montreal.....	14.00

To CLEVELAND, Ohio, and Return.

Route R T 32—

Same as R T 23 to Buffalo.

Transfer to Wharf.....	T	80
Cleveland & Buffalo Transit Co. to Cleveland.....	T	78
Returning same route.		

Fares:—

Hamilton (Lmt'd to 1 month) \$	8.05	Ottawa.....	\$20.90
Toronto ..	10.05	Montreal.....	24.60
Kingston ..	16.05	Quebec.....	29.60
Brockville.....	18.35		

Route R T 33—

Same as route R T 23 to Buffalo.

Lake Shore & Michigan Southern R. R. to Cleveland.
Returning same route.

Fares:—

Hamilton (Lmt'd to 1 month) \$	13.35	Ottawa.....	\$26.20
Toronto ..	15.35	Montreal.....	29.90
Kingston ..	21.35	Quebec.....	34.90
Brockville ..	23.65		

* See first foot note on page 153.

§ Includes side trip to Roberval and return.

To COLEBROOK, N. H., and Return.

Route R T 34—

Choice of Routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to North Stratford	T 32
Maine Central Railroad to Colebrook	T 180
Maine Central Railroad to North Stratford	T 130
Grand Trunk Railway to starting point	T 76

Fares:—

Detroit	*\$31.50	Toronto	*\$24.00
Pt. Huron	* 31.35	Kingston	* 16.90
London	* 29.10	Brockville	* 14.60
Hamilton	* 25.80	Ottawa	14.00
Niagara Falls	* 26.25	Montreal	9.00
Buffalo	* 27.25	Quebec	† 11.00

To COLLINGWOOD, Ont., and Return.

(See Penetang.)

To DETROIT, Mich., and Return.

† Route R T 35

Grand Trunk Railway to Detroit	} Ex 149
Grand Trunk Railway to starting point	

Fares:—

London (limited to 1 month)	\$ 5.70	Kingston (Limited 1 month)	\$19.35
Hamilton	9.50	Brockville	21.45
Niagara Falls	12.00	Ottawa	23.85
Buffalo	12.00	Montreal	25.00
Toronto	11.00	Quebec	30.00

Route R T 36—

W. Grand Trunk Railway to Detroit	T 58
R. Steamer to Port Huron	T 78
R. Grand Trunk Railway to starting point	T 142

Fares:—

London	\$ 5.70	Niagara Falls	\$ 12.00
St. Thomas	5.70	Buffalo	12.00
Hamilton	9.50	Toronto	11.00

Route R T 37—

W. Grand Trunk Railway to Detroit	T 58
R. Merchant's Line Steamer to starting point	T 78

Fares:—

Kingston	\$21.60	Prescott	\$24.65
Brockville	24.35	Montreal	29.00

To ERROL, N. H., RANGELEY LAKES, and Return.

Route R T 38—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Berlin	T 32
Stage to Errol (Umbagog House)	T 79
Stage to Berlin	T 79
Grand Trunk Railway to starting point	T 76

Fares:—

Detroit	*\$35.50	Toronto	*\$28.00
Pt. Huron	* 35.35	Kingston	* 20.90
London	* 33.10	Brockville	18.60
Hamilton	* 29.80	Ottawa	18.00
Niagara Falls	* 30.25	Montreal	13.00
Buffalo	* 31.25	Quebec	† 15.00

* See first foot note on page 153.

† Via Grand Trunk direct, not coming into Montreal.

‡ Meals and berths included.

§ Fares for tickets, optional rail or steamer, Toronto to destination on east-bound journey, will be—from Kingston \$19.50; Brockville \$21.45; Montreal \$26.30; Quebec \$31.30; for tickets, optional rail or steamer, Kingston, Brockville or Prescott to destination, on eastbound journey, from Montreal \$25.50; Quebec \$30.50. Such tickets will be made valid until November 1st.

To GANANOQUE, Ont., and Return.

‡ Route R T 39—

Grand Trunk Railway to Thousand Islands Jet.....	} 4303 R
Thousand Islands Railway to Gananoque.....	
Return same route.	

Fares:—

Detroit.....	\$20.35	Buffalo.....	\$12.60
Pt. Huron.....	17.85	Toronto.....	9.55
London.....	15.05	Ottawa (limited 1 month)...	6.36
Hamilton.....	11.35	Montreal.....	8.15
Niagara Falls.....	11.60	Quebec.....	14.00

To GASPE, PERCE, CARLETON, or NEW RICHMOND, Que., and Return.

Route R T 40—

Grand Trunk Railway to Levis.....	} 5600 R
Intercolonial Railway to Dalhousie.....	
Steamer "Admiral" to Gaspé, Percé, Carleton or New Richmond (according to fare paid).....	
Return same route.	

Fares:—

	Gaspé and Percé.	Carleton.	New Richmond		Gaspé and Percé.	Carleton.	New Richmond
Detroit.....	*\$43.60	*\$39.10	*\$40.10	Toronto.....	\$25.10	*\$31.60	*\$32.60
Pt. Huron.....	* 43.45	* 39.05	* 39.95	Kingston.....	24.00	* 24.50	* 25.50
London.....	* 41.20	* 36.70	* 37.70	Brockville.....	* 26.70	* 22.20	* 23.20
Hamilton.....	* 37.90	* 33.40	* 34.40	Prescott.....	* 26.10	* 21.60	* 22.60
Niagara Falls.....	* 38.35	* 33.85	* 34.85	Ottawa.....	26.10	21.60	22.60
Buffalo.....	* 39.35	* 34.85	* 35.85	Montreal.....	21.10	16.60	17.60

‡ Route R T 41—

Grand Trunk Railway to Quebec.....	} 467 R
Quebec Steamship Co. (on alternate Tuesdays only) to Gaspé or Percé.....	
Return same route.	

Fares:—

	Gaspé.	Percé.		Gaspé.	Percé.
Detroit.....	*\$39.50	*\$40.25	Toronto.....	*\$32.00	*\$32.75
Pt. Huron.....	* 39.35	* 40.10	Kingston.....	* 24.90	* 25.65
London.....	* 37.10	* 37.85	Brockville.....	* 22.60	* 23.35
Hamilton.....	* 33.80	* 34.55	Prescott.....	22.00	22.75
Niagara Falls.....	* 34.25	* 35.00	Ottawa.....	22.00	22.75
Buffalo.....	* 35.25	* 36.00	Montreal.....	17.00	17.75

To GORHAM, N. H., and Return.

(White Mountains).

‡ Route R T 42—

Choice of routes to Montreal (see pages 118 and 119).	} Ex 149
Grand Trunk Railway to Gorham.....	
Grand Trunk Railway to starting point.....	

Fares:—

Detroit.....	*\$32.00	Toronto.....	*\$24.50
Pt. Huron.....	* 31.85	Kingston.....	* 17.40
London.....	* 29.60	Brockville.....	* 15.10
Hamilton.....	* 26.30	Ottawa.....	14.50
Niagara Falls.....	* 26.75	Montreal.....	9.50
Buffalo.....	* 27.75	Quebec.....	+ 11.50

* See first foot note on page 153.

† Via Grand Trunk Railway direct, not coming into Montreal.

TO HAI HAI BAY, SAQUENAY RIVER, Que., and Return.

(See Chicoutimi.)

To HALIFAX, N. S., and Return.

; Route R T 43 —

FORM.

Grand Trunk Railway to Levis.....	}	2852
Intercolonial Railway to Halifax.....		
Return same route.		

Fares:—

Detroit.....	*\$47.50	Toronto.....	*\$40.00
Pt. Huron.....	* 47.35	Kingston.....	* 32.90
London.....	* 45.10	Brockville.....	* 30.60
Hamilton.....	* 41.80	Prescott.....	30.00
Niagara Falls.....	* 42.25	Ottawa.....	30.00
Buffalo.....	* 42.25	Montreal.....	25.00

Route R T 44 —

Choice of routes to Montreal (see pages 118 and 119).

FORM.

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Intercolonial Railway to Pointe du Cheue.....	T	42
R. W. Charlottetown Steam Navigation Co. to Summerside.....	T	43
R. Prince Edward Island Railway to Charlottetown.....	T	44
R. Charlottetown Steam Navigation Co. to Pictou.....	T	45
Intercolonial Railway to Halifax.....	T	46
Intercolonial Railway to Levis.....	T	42
Grand Trunk Railway to starting point.....	T	27

Fares:—

Detroit.....	*\$53.50	Toronto.....	*\$46.00
Pt. Huron.....	* 53.35	Kingston.....	* 38.90
London.....	* 51.10	Brockville.....	* 36.60
Hamilton.....	* 47.80	Prescott.....	36.00
Niagara Falls.....	* 48.25	Ottawa.....	36.00
Buffalo.....	48.25	Montreal.....	31.00

Route R T 45 —

Grand Trunk Railway to Levis.....

Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....

Intercolonial Railway to Halifax.....

} 467 R

Return same route.

Fares:—

Detroit.....	*\$48.15	Toronto.....	*\$40.65
Pt. Huron.....	* 48.00	Kingston.....	* 33.55
London.....	* 45.75	Brockville.....	* 31.25
Hamilton.....	* 42.45	Ottawa.....	30.65
Niagara Falls.....	* 42.90	Montreal.....	25.65
Buffalo.....	* 43.90		

Route R T 46 —

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Intercolonial Railway to Halifax.....	T	42
Intercolonial Railway to Pictou.....	T	46
R. W. Quebec S. S. Co.'s Steamer (fortnightly only) to Quebec.....	T	53
Ferry to Levis.....	T	37
Grand Trunk Railway to starting point.....	T	27

Fares:—

Detroit.....	*\$52.90	Toronto.....	*\$45.40
Port Huron.....	* 52.75	Kingston.....	* 38.30
London.....	* 50.50	Brockville.....	* 36.00
Hamilton.....	* 47.20	Prescott.....	36.00
Niagara Falls.....	* 47.65	Ottawa.....	35.40
Buffalo.....	* 48.65	Montreal.....	30.40

* See first foot note on page 153.

To HALIFAX, N. S., and Return.—Continued.**Route R T 47—**

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T	36
Ferry to Lewis	T	37
Intercolonial Railway to Halifax	T	42
Intercolonial Railway to St. John	T	46
Or, Dominion Atlantic Railway, Halifax to Annapolis	T	47
Bay of Fundy S. S. Co. to St. John	T	48
International S. S. Co.'s Steamer to Boston	T	49
Boston & Maine Railroad to Nashua Jet	T	29
Concord & Montreal Railroad to Concord	T	34
Boston & Maine Railroad to White River Jet	T	35
Central Vermont Railroad to St. Johns	T	84
Grand Trunk Railway to starting point	T	76

Fares:—

Detroit	*\$53.00	Toronto	*\$48.50
Pt. Huron	* 55.85	Kingston	* 41.40
London	* 53.00	Brockville	* 39.10
Hamilton	* 50.30	Prescott	* 38.50
Niagara Falls	* 50.75	Ottawa	* 38.50
Buffalo	* 51.75	Montreal	33.50

Route R T 48—

Going same as Route R T 47 to Halifax.

+ Canada Atlantic & Plant S. S. Co. to Boston	T	170
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Returning same as Route R T 47.

Fares:—

Detroit	*\$53.50	Toronto	*\$46.00
Pt. Huron	* 53.35	Kingston	* 38.90
London	* 51.10	Brockville	* 36.60
Hamilton	* 47.80	Prescott	* 36.00
Niagara Falls	* 48.25	Ottawa	36.00
Buffalo	* 49.25	Montreal	31.00

Route R T 49—

Same as Route R T 47 to Halifax and Portland.

Grand Trunk Railway to starting point	T	74
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Fares:—

Detroit	*\$54.00	Toronto	*\$46.50
Pt. Huron	* 53.85	Kingston	* 39.40
London	* 51.60	Brockville	* 37.10
Hamilton	* 48.30	Ottawa	36.50
Niagara Falls	* 48.75	Montreal	31.50
Buffalo	* 49.75	Quebec	\$ 29.50

Route R T 50—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T	36
Ferry to Lewis	T	37
Intercolonial Railway to Halifax	T	42
Dominion Atlantic Railway to Yarmouth	T	161
Yarmouth S. S. Co. to Boston	T	171
Returning same as Route R T 47.		

Fares:—

Detroit	*\$54.00	Toronto	*\$46.50
Port Huron	* 53.85	Kingston	* 39.40
London	* 51.60	Brockville	* 37.10
Hamilton	* 48.30	Ottawa	36.50
Niagara Falls	* 48.75	Montreal	31.50
Buffalo	* 49.75	Quebec	\$ 30.50

* See first foot note on page 153.

† Includes cabin berth. Meals and staterooms extra.

§ Via Intercolonial or Grand Trunk Ry. direct, not coming into Montreal.

To HALIFAX, N. S., and Return.—Concluded.**Route R T 51—**

Going same as Route R T 47 to Halifax.	FORM.
Intercolonial Railway to St. John.....	T 46
Or, } Dominion Atlantic Railway Halifax to Annapolis.....	T 161
} Bay of Fundy Steamship Co. to St. John.....	T 48
International Steamship Co. to Boston.....	T 49
Fitchburg Railroad to Rotterdam.....	T 15
West Shore Railroad to Suspension Bridge.....	T 66
Grand Trunk Railway to starting point.....	T 60

Fares:—

Detroit.....	*\$53.35	Toronto.....	*\$47.65
Pt. Huron.....	* 54.75	Kingston.....	* 47.65
London.....	* 51.50	Brockville.....	* 47.65
Hamilton.....	* 47.65	Ottawa.....	* 47.65
Niagara Falls.....	* 47.65	Montreal.....	* 47.65
Buffalo.....	* 47.65	Quebec.....	* 47.65

Route R T 52—

Going same as Route R T 47 to Halifax.	
† Canada Atlantic & Plant S. S. Co. to Boston.....	T 170
Returning same as R T 51.	

Fares:—

Detroit.....	*\$53.85	Toronto.....	*\$45.15
Pt. Huron.....	* 52.25	Kingston.....	* 45.15
London.....	* 49.00	Brockville.....	* 45.15
Hamilton.....	* 45.15	Ottawa.....	* 45.15
Niagara Falls.....	* 45.15	Montreal.....	* 45.15
Buffalo.....	* 45.15	Quebec.....	* 45.15

Route R T 53—

Going same as Route R T 47.	
Dominion Atlantic Railway to Yarmouth.....	T 161
Yarmouth S. S. Co. to Boston.....	T 171
Returning same as Route R T 51.	

Fares:—

Detroit.....	*\$54.35	Toronto.....	*\$45.65
Pt. Huron.....	* 52.75	Kingston.....	* 45.65
London.....	* 49.50	Brockville.....	* 45.65
Hamilton.....	* 45.65	Ottawa.....	* 45.65
Niagara Falls.....	* 45.65	Montreal.....	* 45.65
Buffalo.....	* 45.65		

To HARWOOD, Ont., and Return.

(Rice Lake.)

† Route R T 54—

Grand Trunk Railway to Harwood.....	Ex
Grand Trunk Railway to starting point.....	149

Fares:—

Detroit.....	\$15.75	Toronto.....	\$ 4.75
Pt. Huron.....	13.25	Kingston.....	5.70
London.....	10.45	Brockville.....	8.10
Hamilton.....	7.00	Ottawa.....	11.10
Niagara Falls.....	7.05	Montreal.....	14.00
Buffalo.....	7.95	Quebec.....	19.85

* See first foot note on page 153.

† Includes cabin berth. Meals and staterooms extra.

‡ Tickets may be made optional, rail or steamer, between Toronto and Kingston, Kingston to Brockville or Prescott, and Brockville or Prescott to Montreal, on eastbound journey, without extra charge.

TO INTERCOLONIAL RAILWAY TOURIST RESORTS.

(See also Halifax, N. S., pages 162, 163, and 164. St. John, N. B., page 177.)

Route R T 55—

FORWARD

Grand Trunk Railway to Levis.....	2852
Intercolonial Railway to destination	
Returning same route.	

Fares:—

FROM	TO						
	Ble.	Cacouna, Que.	Dalhousie, N. B.	Little Metis, Que.	Metapedia, Que.	Moncton, N. B.	
Detroit	*\$43.50	*\$31.70	*\$27.60	* 34.10	*\$36.00	*\$43.50	
Port Huron.....	* 33.35	* 31.55	* 27.45	* 33.05	* 36.75	* 43.35	
London	* 31.10	* 29.30	* 25.20	* 31.70	* 34.50	* 40.85	
Hamilton.....	* 27.80	* 26.00	* 21.90	* 28.40	* 31.20	* 36.00	
Niagara Falls.....	* 28.25	* 26.45	* 22.35	* 28.85	* 31.65	* 36.00	
Buffalo.....	* 29.25	* 27.45	* 23.35	* 29.85	* 32.65	* 36.00	
Toronto.....	* 26.00	* 24.20	* 20.10	* 26.60	* 29.40	* 36.00	
Kingston.....	* 18.00	* 17.10	* 13.00	* 19.50	* 22.30	* 28.00	
Brockville.....	* 16.50	* 14.80	* 10.70	* 17.20	* 20.00	* 26.00	
Prescott.....	* 16.00	* 14.30	* 10.10	* 16.60	* 19.40	* 26.00	
Ottawa.....	16.00	14.30	10.10	16.60	19.40	26.00	
Montreal.....	11.00	9.20	15.10	11.60	14.40	21.00	

FROM	TO						
	Mulgrave.	Pictou, N. S.	Pointe du Chene.	Riviere du Loup, Que.	North Syd- ney, Sydney, C. B.	Truro.	
Detroit	*\$43.75	*\$47.50	*\$44.00	*\$31.50	*\$50.00	*\$47.00	
Port Huron.....	* 48.60	* 47.35	* 43.85	* 31.35	* 49.85	* 46.85	
London.....	* 46.35	* 45.10	* 46.60	* 29.10	* 47.60	* 44.60	
Hamilton.....	* 43.05	* 41.80	* 38.30	* 25.80	* 44.30	* 41.30	
Niagara Falls.....	* 43.50	* 42.25	* 38.75	* 26.25	* 44.75	* 41.75	
Buffalo.....	* 44.50	* 43.25	* 39.75	* 27.25	* 45.75	* 42.75	
Toronto.....	* 41.25	* 40.00	* 36.50	* 24.00	* 42.50	* 39.50	
Kingston.....	* 34.15	* 32.90	* 29.40	* 16.90	* 35.40	* 32.40	
Brockville.....	* 31.85	* 30.60	* 27.10	* 14.60	* 33.10	* 30.10	
Prescott.....	* 31.25	* 30.00	* 26.50	* 14.00	* 32.50	* 29.50	
Ottawa.....	31.25	30.00	26.50	14.00	32.50	29.50	
Montreal.....	28.25	25.00	21.50	9.00	27.50	24.50	

TO KINGSTON, Ont., and Return.

Route R T 56—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston..... T 5

Grand Trunk Railway to starting point..... T 76

* See first foot note on page 153.

§ All rail. For tickets optional rail or steamer, Toronto to Montreal, on east-bound journey, fares will be: From London, \$43.55; Hamilton, Niagara Falls or Buffalo, \$40.00.

To KINGSTON, Ont., and Return.—Concluded.**Fares:—**

Detroit.....	\$19.50	Niagara Falls.....	10.35
Port Huron.....	17.00	Buffalo.....	11.35
London (limited 1 month)...	14.20	Toronto (limited 1 month)...	8.50
Hamilton.....	10.35		

Route R T 57—

FORM.

Grand Trunk Railway to Kingston.....	T 76
Grand Trunk Railway or R. & O. N. Co.'s Steamers to Brockville (T 57), Prescott (T 55), or Montreal (T 55 and T 56).	

Fares:—

Brockville.....	\$3.40	Montreal.....	\$ 9.50
Prescott.....	3.80	Quebec.....	\$ 14.50

To KINGSVILLE, Ont., and Return.

("The Mettawas.")

Route R T 58—

Grand Trunk Railway to Walkerville.....	} 5424 R
Lake Erie & Detroit River Railway to Kingsville.....	
Return same route.	

Fares:—

London.....	\$ 5.60	Kingston.....	\$19.35
Hamilton.....	9.45	Brockville.....	21.45
Niagara Falls.....	11.80	Ottawa.....	24.00
Buffalo.....	12.00	Montreal.....	25.75
Toronto.....	11.00	Quebec.....	30.75

To LAKESIDE (CAMBRIDGE), N. H., and Return.

(Rangeley Lakes.)

Route R T 59—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Bethel.....	T 32
Stage to Lakeside.....	T 79
Stage to Bethel.....	T 79
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$36.00	Toronto.....	*\$28.50
Pt. Huron.....	* 35.85	Kingston.....	* 21.40
London.....	* 33.60	Brockville.....	* 19.10
Hamilton.....	* 30.30	Ottawa.....	18.50
Niagara Falls.....	* 30.75	Montreal.....	13.50
Buffalo.....	* 31.75	Quebec.....	+ 15.50

To MIDLAND, Ont., and Return.

See Penetang.

To MONTREAL, Que., and Return.**Route R T 60—**

Choice of routes to Toronto (see pages 118 and 119).	
Grand Trunk Railway to Brockville.....	T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 140
Grand Trunk Railway to starting point.....	T 32

* See first foot note on page 153.

§ Optional rail or steamer between Quebec and Montreal.

† Via Grand Trunk direct, not coming into Montreal.

To MONTREAL, Que., and Return.—Concluded.**Fares:—**

Detroit.....	\$25.50	Buffalo.....	\$19.00
Port Huron.....	25.05	Toronto.....	18.00
London.....	22.85	Kingston.....	9.50
Hamilton.....	19.00	Brockville.....	6.75
Niagara Falls.....	19.00	Brockville (Limited 5 days)	6.25

Route R T 61—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway to Prescott.....	FORM. T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 56
Grand Trunk Railway to starting point.....	T 32

Fares:—

Detroit.....	\$25.50	Toronto.....	\$18.00
Port Huron.....	25.05	Kingston.....	9.50
London.....	22.85	Prescott.....	6.05
Hamilton.....	19.00	Prescott (Limited 5 days)...	5.80
Niagara Falls.....	19.00	Ogdensburg.....	6.05
Buffalo.....	19.00	Ogdensburg (L'm't'd 5 days)†	5.80

† Route R T 62—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway to Kingston.....	T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 56
Grand Trunk Railway to starting point.....	T 32

} or
X 71**Fares:—**

Detroit.....	\$25.50	Niagara Falls.....	\$19.00
Port Huron.....	25.05	Buffalo.....	19.00
London.....	22.85	Toronto.....	18.00
Hamilton.....	19.00	Kingston.....	9.50

† Route R T 63—

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 56
Grand Trunk Railway to starting point.....	T 32

} or
4309 R**Fares:—**

Detroit.....	\$26.30	Niagara Falls.....	\$19.00
Pt. Huron.....	25.05	Buffalo.....	19.00
London.....	22.85	Toronto.....	18.00
Hamilton.....	19.00		

Route R T 64—

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 36
Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec.....	T 37

Fare:—

Quebec.....	\$5.85
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To MOUNT WASHINGTON (SUMMIT) and Return.

See Summit Mt. Washington.

To MURRAY BAY, Que., and Return.**† Route R T 65—**

Grand Trunk Railway to Quebec.....	} Ex 149
R. & O. N. Co.'s Steamer to Murray Bay.....	
Returning same route.....	X 351

Fares:—

Detroit.....	*\$31.50	Toronto.....	*\$24.00
Pt. Huron.....	* 31.35	Kingston.....	* 16.90
London.....	* 29.10	Brockville.....	* 14.60
Hamilton.....	* 25.80	Ottawa.....	14.00
Niagara Falls.....	* 26.25	Montreal.....	9.00
Buffalo.....	* 27.25		

* See first foot note on page 153.

† Use T 78 Ogdensburg to Prescott, T 80 Prescott Station to Wharf, and T 78 Prescott to Ogdensburg.

TO MUSKOKA, LAKE OF BAYS and MAGNETAWAN DISTRICT and Return.

(See Map at end of Book.)

Tickets will be sold in the Province of Ontario until October 31st.

‡ Route R T 66—

Grand Trunk Railway to destination via Toronto and return.....**FORM. Ex 149**

Fares:—

FROM	TO					
	Burks Falls.	Gravenhurst.	Huntville.	Severn.	South River.	Sundridge.
Detroit	\$14.40	\$12.00	\$13.40	\$11.55	\$15.15	\$14.95
Port Huron	12.40	10.00	11.40	9.55	13.15	12.95
London	10.00	7.60	9.00	7.15	10.75	10.55
Hamilton	6.95	4.55	5.95	4.10	7.70	7.50
Niagara Falls	8.80	6.40	7.80	5.95	9.55	9.35
Buffalo	9.80	7.40	8.80	6.95	10.55	10.35
Toronto	6.95	4.55	5.95	4.10	7.70	7.50
Kingston	13.60	11.20	12.60	10.75	14.35	14.15
Brockville	15.30	12.90	14.30	12.40	16.00	15.80
Prescott	15.80	13.40	14.80	12.95	16.55	16.35
Ottawa	16.75	16.75	16.75	16.75	16.75	16.75
Montreal	16.75	16.75	16.75	16.75	16.75	16.75
Quebec	21.75	21.75	21.75	21.75	21.75	21.75

‡ Route R T 67—

Grand Trunk Railway to Gravenhurst via Toronto..... }
Muskoka Nav. Co. to destination..... } **5062 R**
Returning same route.

Fares:—

FROM	TO							
	All Round the Lakes	Bala.	Beaumaris	Brace-bridge.	Port Carling.	Port Cockburn.	Port Sandfield.	Rosseau.
Detroit	\$14.50	\$13.00	\$12.75	†\$12.50	\$13.00	\$14.00	\$13.25	\$13.75
Port Huron	12.50	11.00	10.75	+ 10.50	11.00	12.00	11.25	11.75
London	10.55	8.80	8.55	+ 8.30	8.80	10.05	9.05	9.55
Hamilton	7.50	5.75	5.50	+ 5.25	5.75	7.00	6.00	6.50
Niagara Falls	8.90	7.40	7.20	+ 6.95	7.45	8.40	7.70	8.15
Buffalo	9.90	8.40	8.20	+ 7.95	8.45	9.40	8.70	9.15
Toronto	7.50	5.75	5.50	+ 5.25	5.75	7.00	6.00	6.50
Kingston	14.15	12.40	12.15	+ 11.90	12.40	13.65	12.65	13.15
Brockville	15.85	14.10	13.85	+ 13.60	14.10	15.35	14.35	14.85
Prescott	16.35	14.60	14.35	+ 14.10	14.60	15.85	14.85	15.35
Ottawa	17.90	16.15	15.90	+ 15.65	16.15	17.40	16.40	16.90
Montreal	19.70	17.95	17.70	+ 17.45	17.95	19.20	18.20	18.70
Quebec	24.70	22.95	22.70	+ 22.45	22.95	24.20	23.20	23.70

‡ Route R T 68—

Grand Trunk Railway to Huntsville..... T 76 }
Marsh's Huntsville & Lake of Bays Line to Hillsdale, Grass- } **or FORM 5356 R**
mere, Dwight, Coleridge, Dorset or Baysville (according }
to fare paid)..... T 78 }
Returning same route.

† Tickets valid on either rail or steamer between Gravenhurst and Bracebridge.

**To MUSKOKA, LAKE OF BAYS and MAGNETAWAN DISTRICT
and Return.—Concluded.**

Fares:—

	Baysville Dorset or Coleridge.	Dwight.	Grassmere or Hillside.		Baysville Dorset or Coleridge.	Dwight.	Grassmere or Hillside.
Detroit	\$14.90	\$14.40	\$13.90	Kingston.....	\$14.10	\$13.60	\$13.10
Pt. Huron....	12.90	12.40	11.90	Brockville....	15.80	15.30	14.80
London	10.50	10.00	9.50	Prescott	16.30	15.80	15.30
Hamilton.....	7.45	6.95	6.45	Ottawa.....	17.85	17.35	16.85
Niagara Falls	9.30	8.80	8.30	Montreal	18.25	17.75	17.25
Buffalo.....	10.30	9.80	9.30	Quebec.....	23.25	22.75	22.25
Toronto	7.45	6.95	6.45				

Route R T 69—

FORM.

Grand Trunk Railway to Burks Falls.....T 76 or
Muskoka Navigation Co. to Ahmic Harbor.....T 78 (5332 R
Returning same route.

Fares:—

Detroit	\$16.35	Toronto	\$ 8.90
Port Huron.....	14.35	Kingston	15.55
London.....	11.95	Brockville	17.25
Hamilton.....	8.90	Ottawa.....	18.70
Niagara Falls.....	10.75	Montreal.....	18.70
Buffalo	11.75	Quebec.....	23.70

To Magnetawan 70 cents less, to Port Anson 45 cents less than fares to Ahmic Harbor.

TO NEW YORK, N. Y., and Return.

Route R T 70—

Choice of routes to Montreal (see pages 118 and 119). FORM.
Grand Trunk Railway to Rouse's Point.....T 16
Delaware & Hudson Railroad to Albany.....T 67
New York Central & Hudson River Railroad to New York.....T 65
Returning same route to Rouse's Point.....T 76
Grand Trunk Railway to starting point.....T 76

Fares:—

Detroit	*\$40.75	Toronto	*\$33.25
Port Huron.....	* 40.60	Kingston	* 26.15
London.....	* 38.35	Brockville.....	* 23.85
Hamilton.....	* 35.05	Ottawa.....	23.25
Niagara Falls.....	* 35.50	Montreal.....	18.25
Buffalo	* 36.50	Quebec.....	23.00

Route R T 71—

Choice of routes to Montreal (see pages 118 and 119).
Grand Trunk Railway to St. Johns.....T 11
Central Vermont Railroad to Rutland.....T 61
Bennington & Rutland Railroad to White Creek.....T 62
Fitchburg Railroad to Troy.....T 63
New York Central & Hudson River Railroad to New York.....T 64
Returning same route to St. Johns.....T 76
Grand Trunk Railway to starting point.....T 76

Fares same as Route R T 70.

* See first foot note on page 153.

To NEW YORK, N. Y., and Return.—Continued.**Route R T 72—**

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 31
Central Vermont Railroad to South Vernon.....	T 12
Boston & Maine Railroad to Springfield.....	T 31
New York, New Haven & Hartford Railroad to New York.....	T 134
Returning same route to St. Johns.....	T 76
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 70.

Route R T 73—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 13
Central Vermont Railroad to New London.....	T 12
Norwich & New York Transportation Co. to New York.....	T 78
Returning same route to St. Johns.....	
Grand Trunk Railway to starting point.....	

Fares \$1.00 lower than Route R T 70.

Route R T 74—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 74
+ Maine Steamship Co. to New York.....	T 172
+ Maine Steamship Co. to Portland.....	T 172
Grand Trunk Railway to starting point.....	T 74

Fares 25 cents higher than Route R T 70.

+ Route R T 75—

Same as route R T 72 to New York.	FORM.
New York Central & Hudson River Railroad to Troy.....	T 64
Fitchburg Railroad to White Creek.....	T 63
Bennington & Rutland Railroad to Rutland.....	T 62
Central Vermont Railroad to St. Johns.....	T 61
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 70.

Route R T 76—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Mattsburg or Hotel Champlain.....	T 19
D. & H. Railroad or Champ. Trans. Co. to Fort Ticonderoga.....	T 17
Delaware & Hudson Railroad to Baldwinsville.....	T 20
Lake George Steamboat Co. to Coldwell.....	T 22
Delaware & Hudson Railroad to Albany.....	T 21
Day Line Steamer to New York.....	T 72
New York Central & Hudson River Railroad to Albany.....	T 65
Delaware & Hudson Railroad to Rouse's Point.....	T 67
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$43.00	Toronto.....	*\$35.50
Port Huron.....	* 42.85	Kingston.....	* 28.40
London.....	* 40.60	Brockville.....	* 28.10
Hamilton.....	* 37.30	Ottawa.....	25.50
Niagara Falls.....	* 37.75	Montreal.....	20.50
Buffalo.....	* 38.75	Quebec.....	24.50

Route R T 77—

Choice of Routes R T 8, 9 and 10 to Boston.	
Choice of Sound Steamer Lines to New York.....	T 73
Returning to Montreal same as Routes R T 72, 75 or 76.	

* See first foot note on page 153.

; Includes berth in stateroom. Meals 75 cents each, extra.

To NEW YORK, N. Y., and Return.—Concluded.**Fares:—**

Detroit.....	*\$45.50	Toronto.....	*\$38.00
Port Huron.....	* 45.35	Kingston.....	* 30.90
London.....	* 43.10	Brockville.....	* 28.60
Hamilton.....	* 39.80	Ottawa.....	* 28.00
Niagara Falls.....	* 40.25	Montreal.....	* 23.00
Buffalo.....	* 41.25	Quebec.....	† 25.00

Route R T 78—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland.....T 32

† Maine S. S. Co. to New York.....T 172

Choice of routes R T 72, 75 or 76 returning.

Fares:—

Detroit.....	*\$45.00	Toronto.....	*\$37.50
Pt. Huron.....	* 44.85	Kingston.....	* 30.40
London.....	* 42.60	Brockville.....	* 28.10
Hamilton.....	* 39.30	Ottawa.....	* 27.50
Niagara Falls.....	* 39.75	Montreal.....	* 22.50
Buffalo.....	* 40.75	Quebec.....	† 25.50

Route R T 79—

Choice of Routes R T 70, R T 71 and R T 72 going.

New York Central & Hudson River Railroad to Suspension Bridge.....T 127

Grand Trunk Railway to starting point.....T 60

Fares:—

Detroit.....	||\$37.70	Toronto.....	*\$29.00
Pt. Huron.....	* 36.10	Kingston.....	* 29.00
London.....	* 32.85	Brockville.....	* 29.00
Hamilton.....	* 29.00	Ottawa.....	* 29.00
Niagara Falls.....	* 29.00	Montreal.....	* 29.00
Buffalo.....	* 29.00	Quebec.....	* 33.00

Fares will be 50 cents less if passengers desire to travel via Lehigh Valley R. R., West Shore R. R., New York, Lake Erie & Western R. R., or Delaware, Lackawanna & Western R. R., and \$1.00 less if via New York, Ontario & Western Ry., instead of via New York Central. If passenger wishes to take Day Line to Albany and thence rail, fares will be 35 cents less than shown, and if People's Line to Albany or Citizen's Line to Troy and thence rail, fares will be 85 cents less than shown.

To NIAGARA FALLS and Return.**† Route R T 80—**

Grand Trunk Railway to Niagara Falls.....Ex. 149

Return same route.

Fares:—

Detroit (Limited 1 month)...	\$12.00	Prescott.....	\$13.35
Pt. Huron	9.45	Ottawa.....	15.25
Toronto	4.35	Montreal.....	19.00
Kingston	10.80	Quebec.....	24.00
Brockville.....	12.70		

Route R T 81—

Grand Trunk Ry. to Niagara Falls.....T 60

Grand Trunk Ry. to Toronto.....T 143

Grand Trunk Ry. or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Prescott (T 58), and Quebec (T 36) } or X 273

Fares same as Route R T 80.

† All rail. Tickets may be made optional on eastbound journey as above on payment of 80 cents extra.

† Going via Grand Trunk Railway direct, not coming into Montreal.

* Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Prescott or Brockville, and Brockville or Prescott to Montreal, on eastbound journey, without extra charge. Ottawa tickets will be all rail only.

* See first foot note on page 153.

† Includes berth in stateroom. Meals 75 cents each, extra.

To NIAGARA FALLS and Return.—Concluded.**Route R T 82—**

FORM.

Grand Trunk Railway to Toronto.....	} 4044 R
Niagara Falls Line Steamer to Port Dalhousie	
Grand Trunk Railway to Niagara Falls.....	
Returning same route.	

Fares:—

Kingston.....	\$10.60	Ottawa.....	\$15.25
Brockville.....	12.70	Montreal.....	19.00
Prescott.....	13.35	Quebec.....	24.00

Route R T 83—

Grand Trunk Railway to Toronto.....	T 143
Niagara Falls Line Steamer to Port Dalhousie	T 4
Grand Trunk Railway to Niagara Falls	T 3
Returning same route to Toronto.	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Prescott (T 55), Montreal (T 56), and Quebec (T 36).	

Fares:—

Kingston.....	\$10.75	Ottawa.....	\$15.25
Brockville.....	13.25	Montreal.....	19.00
Prescott.....	13.35	Quebec.....	24.00

Route R T 84—

Grand Trunk Railway to Niagara Falls (Suspension Bridge).....	T 60
Grand Trunk Railway to Port Dalhousie.....	T 3
Niagara Falls Line Steamer to Toronto.....	T 4
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Prescott (T 55), Montreal (T 56), and Quebec (T 36).	

Fares same as Route R T 83.

† Route R T 85—

Grand Trunk Railway to Toronto	} 166 R
Niagara Nav. Co.'s Steamer to Lewiston.....	
New York Central & Hudson River Railroad to Niagara Falls.....	
Returning same route.	

Fares same as Route R T 82.

Route R T 86—

Grand Trunk Railway to Toronto.....	T 143
Niagara Navigation Co.'s Steamer to Lewiston.....	T 10
New York Central & Hudson River Railroad to Niagara Falls	T 9
Returning same route to Toronto.	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Prescott (T 55), Montreal (T 56), and Quebec (T 36).	

Fares same as Route R T 82.

† Route R T 87—

Grand Trunk Railway to Niagara Falls (Suspension Bridge)	T 60
New York Central & Hudson River Railroad to Lewiston.....	T 9
Niagara Navigation Co.'s Steamer to Toronto.....	T 10
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Prescott (T 55), Montreal (T 56), and Quebec (T 36).	

Fares same as Route R T 83.

Route R T 88—

Grand Trunk Railway to Toronto.....	T 143
Niagara Navigation Co. to Queenston.....	T 78
Niagara Falls Park & River Railway to Niagara Falls.....	T 77
Returning same route.	

Fares same as Route R T 82.

To NIAGARA-ON-THE-LAKE, Ont., and Return.

Route R T 89—

FORM.

Grand Trunk Railway to Toronto.....	} 166 R
Niagara Navigation Co.'s Steamer to Niagara.....	
Returning same route.	

Fares:—

Kingston (Limited 1 month) . \$ 9.85	Montreal (Limited 1 month) \$18.20
Brockville " " " 11.95	Quebec " " " 24.00

To NORTH STRATFORD, N. H., and Return.

Route R T 90—

Grand Trunk Railway to North Stratford and return.....	1 R T
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Fares:—

Detroit.....*\$31.50	Toronto.....*\$24.00
Port Huron.....* 31.35	Kingston.....* 16.00
London.....* 29.10	Brockville.....* 14.60
Hamilton.....* 25.80	Ottawa.....14.00
Niagara Falls.....* 26.25	Montreal.....9.00
Buffalo.....* 27.25	Quebec.....11.00

To OGDENSBURG, N. Y., and Return,

Route R T 91—

Choice of routes to Toronto (see pages 118 and 119).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
Omnibus Transfer to Wharf.....	T 80
Ferry to Ogdensburg.....	T 75
Ferry to Prescott Wharf.....	T 75
Omnibus Transfer to Prescott Station.....	T 80
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....\$21.95	Niagara Falls.....\$13.35
Port Huron.....19.45	Buffalo.....13.35
London.....16.80	Toronto.....11.10
Hamilton.....13.10	

To OLD ORCHARD BEACH and Return.

Route R T 92—

Grand Trunk Railway to Portland.....	} 2519
Boston & Maine Railroad to Old Orchard Beach.....	
Returning same route.	

Fares:—

Detroit.....*\$33.50	Kingston.....*\$18.90
Port Huron.....* 33.35	Brockville.....16.60
London.....* 31.10	Prescott.....* 16.00
Hamilton.....* 27.80	Ottawa.....16.00
Niagara Falls.....* 28.25	Montreal.....11.00
Buffalo.....* 29.25	Quebec.....13.00
Toronto.....* 26.00	

Route R T 93—

Choice of Routes R T 101, 102 and 103 to Portland and return.	
Boston & Maine Railroad, Portland to Old Orchard Beach and return (two coupons).....	T 31

Fares same as Route R T 92.

* See first foot note on page 153.

To PARRY SOUND, Ont., and Return.

† Route R T 94—

FORM.

Grand Trunk Railway to Midland or Penetang via Toronto.... } 5060 R or

† North Shore Navigation Co.'s Steamer to Parry Sound..... } 5714 R

Return same route.

Fares:—

Detroit	\$15.85	Toronto	\$ 9.00
Port Huron	14.20	Kingston	18.00
London	11.65	Brockville	20.10
Hamilton	9.00	Ottawa	19.40
Niagara Falls	11.25	Montreal	23.00
Buffalo	12.25	Quebec	28.00

† Route R T 95—

Grand Trunk Railway to Penetang or Collingwood via Toronto.... } 4808 R

† Great Northern Transit Co.'s Steamer to Parry Sound..... }

Return same route.

Fares same as Route R T 94.

† Route R T 96—

Grand Trunk Railway to Muskoka Wharf via Toronto..... T 76

Muskoka Nav. Co.'s Steamer to Port Cockburn..... T 114

Calverley's Stage to Parry Sound..... T 70

|| North Shore Nav. Co.'s Steamer to Midland or Penetang, or Great

Northern Transit Co. to Penetang..... T 76

Grand Trunk Railway to starting point..... T 95

Fares:—

Detroit	\$15.60	Toronto	\$ 8.00
Pt. Huron	13.70	Kingston	14.70
London	11.10	Brockville	16.35
Hamilton	8.00	Ottawa	18.75
Niagara Falls	9.90	Montreal	21.35
Buffalo	10.90	Quebec	26.35

To COLLINGWOOD, PENETANG or MIDLAND, Ont., and Return.

(Tickets will be sold in the Province of Ontario until October 31st.)

Route R T 97—

Grand Trunk Railway to Collingwood, Penetang or Midland, via To- } 1
ronto, and return..... } R T

Fares:—

	Colling- wood, or Midland.	Penetang or Midland.		Colling- wood, or Midland.	Penetang or Midland.
Detroit	\$12.10	\$12.10	Toronto	\$ 4.50	\$ 4.50
Pt. Huron	10.25	10.25	Kingston	13.10	13.50
London	7.15	7.15	Brockville	15.20	15.60
Hamilton	4.50	4.50	Ottawa	17.75	18.20
Niagara Falls	6.75	6.75	Montreal	21.00	18.50
Buffalo	7.75	7.75	Quebec	26.00	23.50

To PHILADELPHIA, Pa., and Return.

† Route R T 98—

Grand Trunk Railway to Suspension Bridge..... T 60

Lehigh Valley Railroad to Bethlehem..... T 174

Philadelphia & Reading Railroad to Philadelphia..... T 77

Philadelphia & Reading Railroad to Bound Brook..... T 77

Central Railroad of New Jersey to New York..... T 77

Grand Trunk Railway to Suspension Bridge..... T 60

New York Central & Hudson River Railroad to Canandaigua..... T 127

Pennsylvania Railroad to Philadelphia..... T 77

Pennsylvania Railroad to New York..... T 77

Hudson River Day Line Steamers to Albany..... T 72

West Shore Railroad to Suspension Bridge..... T 164

Or—New York Central & Hudson River Railroad to Suspens-
sion Bridge..... T 127

Grand Trunk Railway to starting point..... T 60

or
1395

† Meals included on steamer.

|| Meals extra.

To PHILADELPHIA, Pa., and Return.—Concluded.**Fares:—**

Detroit (Limited 1 month)...	\$31.90	Hamilton (Limited 1 month)...	\$22.25
Pt. Huron	29.35	Toronto	24.25
London	28.10		

To PICTOU, N. S., and Return.

See also Intercolonial Railway Tourist Resorts.

‡ Route R T 99—

FORM.

Grand Trunk Railway to Quebec
 Quebec S. S. Co.'s Steamer (on alternate Tuesdays only) to Pictou. † 467 R
 Return same route.

Fares:—

Detroit	*\$47.05	Toronto	*\$39.55
Pt. Huron	* 40.90	Kingston	* 32.45
London	* 42.65	Brockville	* 30.15
Hamilton	* 41.35	Prescott	29.55
Niagara Falls	* 41.80	Ottawa	29.55
Buffalo	* 42.80	Montreal	24.55

To PORTLAND, Me., and Return.

‡ Route R T 100—

Grand Trunk Railway to Portland 1 R T
 Return same route.

Fares:—

Detroit	*\$33.00	Toronto	*\$25.50
Port Huron	* 32.85	Kingston	* 18.40
London	* 30.60	Brockville	* 16.10
St. Thomas	* 31.00	Prescott	* 15.50
Hamilton	* 27.30	Ottawa	15.50
Niagara Falls	* 27.75	Montreal	10.50
Buffalo	* 28.75	Quebec	† 12.50

Route R T 101—

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway to Groveton T 32
 Concord & Montreal Railroad to Fabyans T 136
 Maine Central Railroad to Portland T 52
 Returning same route to Montreal.

Fares same as Route R T 100.

Route R T 102—

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway to North Stratford T 32
 Maine Central Railroad to Portland T 130
 Returning same route to Montreal.

Fares same as Route R. T 100.

Route R T 103—

Choice of routes to Montreal (see pages 118 and 119).
 Grand Trunk Railway to St. Johns T 11
 Central Vermont Railroad to Montpelier T 12
 Montpelier & Wells River Railroad to Wells River T 24
 Concord & Montreal Railroad to Fabyans T 25
 Maine Central Railroad to Portland T 52
 Returning same route to Montreal.

Fares same as Route R T 100 (except Quebec, \$14.50).

Route R T 104.

R. W. Choice of routes R T 101 and 102 to Portland.
 Grand Trunk Railway to starting point T 74

* See first foot note on page 153.

† Via Grand Trunk direct, not coming into Montreal.

To PORTLAND, Me., and Return.—Concluded.**Fares:—**

Detroit	*\$35.00	Toronto	*\$27.50
Port Huron	* 34.85	Kingston	* 20.40
London	* 32.00	Brockville	* 18.10
Hamilton	* 29.30	Ottawa	17.50
Niagara Falls	* 29.75	Montreal	12.50
Buffalo	* 30.75	Quebec	† 14.50

Route R T 105—

	Choice of routes to Montreal (see pages 118 and 119).	FORM.
	Grand Trunk Railway to St. John's	T 11
R. W.	Central Vermont Railroad to Montpelier	T 12
	Montpelier & Wells River Railroad to Wells River	T 24
	Concord & Montreal Railroad to Fabyans	T 25
	Maine Central Railroad to Portland	T 52
	Grand Trunk Railway to starting point	T 74

Fares same as Route R T 104 (except Quebec, \$15.50).

To PORTSMOUTH, N. H., and Return.**Route R T 106—**

	Choice of routes R T 100, 101, 102 and 103 to Portland and return.	
	Boston & Maine Railroad, Portland to Portsmouth and return (two coupons)	T 31

Fares:—

Detroit	*\$35.25	Toronto	*\$27.75
Port Huron	* 35.10	Kingston	* 20.65
London	* 32.85	Brockville	* 18.35
Hamilton	* 29.55	Ottawa	17.75
Niagara Falls	* 30.00	Montreal	12.75
Buffalo	* 31.00	Quebec	‡ 14.75

To PRESCOTT, Ont., and Return.**Route R T 107—**

	Choice of routes to Toronto (see pages 118 and 119).	
	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston	T 5
	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott	T 55
	Grand Trunk Railway to starting point	T 76

Fares:—

Detroit	\$21.95	Niagara Falls	13.35
Port Huron	19.45	Buffalo	14.35
London (limited 1 month) ..	16.75	Toronto (limited 1 month) ..	11.10
Hamilton	13.10		

Route R T 108—

	Grand Trunk Railway to Prescott	2502
	G. T. Ry. or R. & O. N. Co.'s Steamer to Montreal or Quebec } from Montreal	

Fares:—

Montreal	\$6.05	Quebec	\$11.05
Montreal (limited 5 days) ...	5.60	Quebec (limited 5 days) ...	10.60

To QUEBEC, Que., and Return.**‡ Route R T 109—**

	Grand Trunk Railway to Quebec	1 R T
	Return same route.	

* See first foot note on page 153.

† Via Grand Trunk Railway direct, not coming into Montreal.

‡ Fare from Quebec, via R T 103, to Portland and return, will be \$16.75.

To QUEBEC, Que., and Return.—Concluded.**Fares:—**

Detroit.....	*\$27.50	Toronto.....	*\$20.00
Pt. Huron.....	* 27.35	Kingston.....	* 12.90
London.....	* 25.10	Brockville.....	* 10.80
Hamilton.....	* 21.80	Prescott.....	* 10.00
Niagara Falls.....	* 22.25	Ottawa.....	* 10.00
Buffalo.....	* 23.25	Montreal (Limited 1 month)*	5.85

To QUEBEC AND BACK TO MONTREAL.**Route R T 110—**

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 36

Fares:—

Detroit.....	*\$20.00	Niagara Falls.....	\$16.50
Port Huron.....	* 19.90	Buffalo.....	16.50

To QUEBEC & LAKE ST. JOHN RAILWAY TOURIST RESORTS and Return.**Fares:—**

From	To			
	* Lake Edward.	* Lake Joseph.	* Lake St. John (Roberval).	* St. Raymond.
Detroit.....	\$32.00	\$28.50	\$35.00	\$20.00
Port Huron.....	31.85	28.35	34.85	28.85
London.....	29.00	26.10	32.60	26.60
Hamilton.....	26.30	22.80	29.30	23.30
Niagara Falls.....	26.75	23.25	29.75	23.75
Buffalo.....	27.75	24.25	30.75	24.75
Toronto.....	24.50	21.00	27.50	21.50
Kingston.....	17.40	13.90	20.40	14.40
Brockville.....	15.10	11.60	18.10	12.10
Prescott.....	14.50	11.00	17.50	11.50
Ottawa.....	14.50	11.00	17.50	11.50
Montreal.....	9.50	6.85	12.50	7.35

‡ Route R T 111—

Grand Trunk Railway to Quebec.....	T 76
Quebec & Lake St. John Railway to destination.....	T 112
Returning same route.	

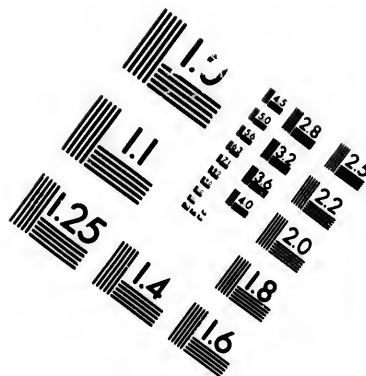
To ST. ANDREWS, N. B., and Return.**Route R T 112—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Portland.....	T 74
International Steamship Co.'s Steamer to St. Andrews.....	T 49
International Steamship Co.'s Steamer to Portland.....	T 49
Grand Trunk Railway to starting point.....	T 74

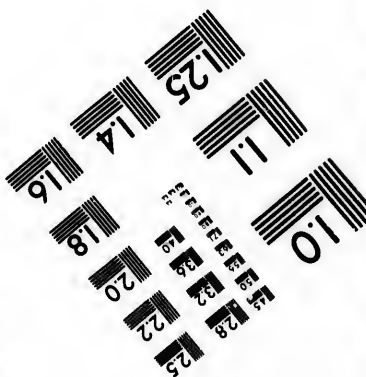
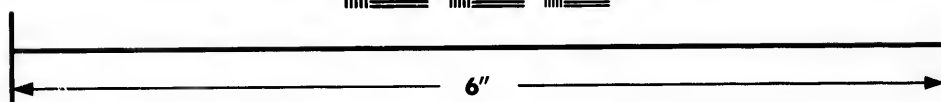
* See first foot note on page 153. Quebec tickets optional rail or steamer between Montreal and Quebec in either or both directions.

‡ May be made optional rail or steamer on either going or returning journey.





A resolution test chart featuring various patterns of horizontal and vertical lines of increasing frequency. Each pattern is accompanied by a numerical value indicating its resolution. The values include 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.2, 3.6, 4.0, 4.5, 5.0, 5.6, 6.3, 7.1, 8.0, 9.0, 10, 11.2, 12.5, 14, 16, 18, 20, 22.5, 25, 28, 32, 36, 40, 45, 50, 56, 63, 71, 80, 90, 100, 112, 125, 140, 160, 180, 200, 225, 250, 280, 320, 360, 400, 450, 500, 560, 630, 710, 800, 900, 1000, 1120, 1250, 1400, 1600, 1800, 2000, 2250, 2500, 2800, 3200, 3600, 4000, 4500, 5000, 5600, 6300, 7100, 8000, 9000, 10000, 11200, 12500, 14000, 16000, 18000, 20000, 22500, 25000, 28000, 32000, 36000, 40000, 45000, 50000, 56000, 63000, 71000, 80000, 90000, 100000, 112000, 125000, 140000, 160000, 180000, 200000, 225000, 250000, 280000, 320000, 360000, 400000, 450000, 500000, 560000, 630000, 710000, 800000, 900000, 1000000, 1120000, 1250000, 1400000, 1600000, 1800000, 2000000, 2250000, 2500000, 2800000, 3200000, 3600000, 4000000, 4500000, 5000000, 5600000, 6300000, 7100000, 8000000, 9000000, 10000000, 11200000, 12500000, 14000000, 16000000, 18000000, 20000000, 22500000, 25000000, 28000000, 32000000, 36000000, 40000000, 45000000, 50000000, 56000000, 63000000, 71000000, 80000000, 90000000, 100000000, 112000000, 125000000, 140000000, 160000000, 180000000, 200000000, 225000000, 250000000, 280000000, 320000000, 360000000, 400000000, 450000000, 500000000, 560000000, 630000000, 710000000, 800000000, 900000000, 1000000000, 1120000000, 1250000000, 1400000000, 1600000000, 1800000000, 2000000000, 2250000000, 2500000000, 2800000000, 3200000000, 3600000000, 4000000000, 4500000000, 5000000000, 5600000000, 6300000000, 7100000000, 8000000000, 9000000000, 10000000000, 11200000000, 12500000000, 14000000000, 16000000000, 18000000000, 20000000000, 22500000000, 25000000000, 28000000000, 32000000000, 36000000000, 40000000000, 45000000000, 50000000000, 56000000000, 63000000000, 71000000000, 80000000000, 90000000000, 100000000000, 112000000000, 125000000000, 140000000000, 160000000000, 180000000000, 200000000000, 225000000000, 250000000000, 280000000000, 320000000000, 360000000000, 400000000000, 450000000000, 500000000000, 560000000000, 630000000000, 710000000000, 800000000000, 900000000000, 1000000000000, 1120000000000, 1250000000000, 1400000000000, 1600000000000, 1800000000000, 2000000000000, 2250000000000, 2500000000000, 2800000000000, 3200000000000, 3600000000000, 4000000000000, 4500000000000, 5000000000000, 5600000000000, 6300000000000, 7100000000000, 8000000000000, 9000000000000, 10000000000000, 11200000000000, 12500000000000, 14000000000000, 16000000000000, 18000000000000, 20000000000000, 22500000000000, 25000000000000, 28000000000000, 32000000000000, 36000000000000, 40000000000000, 45000000000000, 50000000000000, 56000000000000, 63000000000000, 71000000000000, 80000000000000, 90000000000000, 100000000000000, 112000000000000, 125000000000000, 140000000000000, 160000000000000, 180000000000000, 200000000000000, 225000000000000, 250000000000000, 280000000000000, 320000000000000, 360000000000000, 400000000000000, 450000000000000, 500000000000000, 560000000000000, 630000000000000, 710000000000000, 800000000000000, 900000000000000, 1000000000000000, 1120000000000000, 1250000000000000, 1400000000000000, 1600000000000000, 1800000000000000, 2000000000000000, 2250000000000000, 2500000000000000, 2800000000000000, 3200000000000000, 3600000000000000, 4000000000000000, 4500000000000000, 5000000000000000, 5600000000000000, 6300000000000000, 7100000000000000, 8000000000000000, 9000000000000000, 10000000000000000, 11200000000000000, 12500000000000000, 14000000000000000, 16000000000000000, 18000000000000000, 20000000000000000, 22500000000000000, 25000000000000000, 28000000000000000, 32000000000000000, 36000000000000000, 40000000000000000, 45000000000000000, 50000000000000000, 56000000000000000, 63000000000000000, 71000000000000000, 80000000000000000, 90000000000000000, 100000000000000000, 112000000000000000, 125000000000000000, 140000000000000000, 160000000000000000, 180000000000000000, 200000000000000000, 225000000000000000, 250000000000000000, 280000000000000000, 320000000000000000, 360000000000000000, 400000000000000000,



**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

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F₁₃ F₁₄ F₁₅ F₁₆ F₁₇

To ST. ANDREWS, N. B., and Return.—*Concluded.*

Fares:—

Detroit	*\$39.20	Toronto	*\$31.70
Pt. Huron	* 39.05	Kingston	* 24.60
London	* 36.80	Brockville	* 22.30
Hamilton	* 33.50	Ottawa	21.70
Niagara Falls	* 33.95	Montreal	16.70
Buffalo	* 33.95	Quebec	16.70

Route R T 113—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland	T 32
Maine Central Railroad, etc., to St. Andrews and return (to be exchanged)	T 141

Fares:—

Detroit	*\$39.20	Toronto	*\$31.70
Port Huron	* 39.05	Kingston	* 28.90
London	* 36.80	Brockville	* 26.60
Hamilton	* 32.80	Ottawa	26.00
Niagara Falls	* 33.95	Montreal	21.00
Buffalo	* 33.95	Quebec	21.00

To ST. JOHN, N. B., and Return.

† Route R T 114—

Grand Trunk Railway to Lewis	} 2852
Intercolonial Railway to St. John	
Returning same route.	

Fares:—

Detroit	*\$43.50	Toronto	*\$36.00
Port Huron	* 43.35	Kingston	* 28.90
London	* 39.85	Brockville	* 26.60
Hamilton	* 36.00	Prescott	* 26.00
Niagara Falls	* 36.00	Ottawa	26.00
Buffalo	* 36.00	Montreal	21.00

Route R T 115—

Grand Trunk Railway to Portland	T 74
Maine Central Railroad, etc., to St. John and return (to be exchanged) ..	T 141
Grand Trunk Railway to starting point	T 74

Fares:—

Detroit	*\$43.50	Toronto	*\$36.00
Pt. Huron	* 43.35	Kingston	* 28.90
London	* 39.85	Brockville	* 26.60
Hamilton	* 36.00	Ottawa	26.00
Niagara Falls	* 36.00	Montreal	21.00
Buffalo	* 36.00	Quebec	21.00

Route R T 116—

Choice of routes to Montreal (see pages 118 and 119).

Grand Trunk Railway to Portland	T 32
International Steamship Co.'s Steamer to St. John	T 49
International Steamship Co.'s Steamer to Portland	T 49
Grand Trunk Railway to starting point	T 74

* See first foot note on page 153.

§ All rail and limited to continuous passage each way. For tickets, optional rail or steamer, Toronto to Kingston, Kingston to Prescott or Prescott to Montreal on eastbound journey, and limited to continuous passage each way east of Montreal, fares will be—from London, \$39.55, Hamilton \$35.70, Niagara Falls \$35.70, Buffalo \$37.00, Toronto \$34.70.

† Via Grand Trunk Railway direct, not coming into Montreal.

‡ All rail to Montreal. For tickets, optional rail or steamer, Toronto to Montreal, add \$3.70 from London, \$4.00 from Hamilton, Niagara Falls or Buffalo.

|| All rail. Limited continuous passage each way. For tickets carrying stop-over privileges and optional rail or steamer, Toronto to Kingston, Kingston to Prescott, Prescott to Montreal, fares will be—from London \$43.55, Hamilton, Niagara Falls or Buffalo, \$40.00.

To ST. JOHN, N. B., and Return.—Concluded.**Fares:—**

Detroit.....	*\$41.00	Toronto.....	*\$33.50
Port Huron.....	* 40.85	Kingston.....	* 26.40
London.....	* 38.60	Brockville.....	* 24.10
Hamilton.....	* 35.30	Ottawa.....	23.50
Niagara Falls.....	* 35.75	Montreal.....	18.50
Buffalo.....	* 35.75	Quebec.....	20.50

To ST. JOHNS, Newfoundland, and Return.

‡ Route R T 117—

FORM.

Grand Trunk Railway to Montreal.....	} 4440 R
Black Diamond Steamship Co.'s Steamer (every week or ten days) to St. Johns, Newfoundland.....	
Returning same route.	

Fares:—

Detroit.....	*\$72.50	Buffalo.....	*\$68.25
Port Huron.....	* 72.35	Toronto.....	* 65.00
London.....	* 70.10	Kingston.....	* 57.90
Hamilton.....	* 66.80	Brockville.....	* 55.60
Niagara Falls.....	* 67.25	Ottawa.....	55.00

To SARATOGA, N. Y., and Return.

‡ Route R T 118—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16 }
Delaware & Hudson Railroad to Saratoga.....	T 159 } or X 357
Returning same route.	

Fares:—

Detroit.....	*\$34.25	Toronto.....	*\$26.75
Pt. Huron.....	* 34.10	Kingston.....	* 19.65
London.....	* 31.85	Brockville.....	* 17.35
Hamilton.....	* 28.55	Ottawa.....	16.75
Niagara Falls.....	* 29.00	Montreal.....	11.75
Buffalo.....	* 30.00	Quebec.....	16.75

‡ Route R T 119—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Rouse's Point.....	T 16 }
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain.....	T 17 }
Champlain Trans. Co.'s Steamer or Delaware & Hudson Railroad to Fort Ticonderoga.....	T 19 }
Delaware & Hudson Railroad to Baldwin.....	T 20 }
Lake George Steamboat Co. to Caldwell.....	T 22 }
Delaware & Hudson Railroad to Saratoga.....	T 21 }
Delaware & Hudson Railroad to Rouse's Point.....	T 21 }
Grand Trunk Railway to starting point.....	T 76 }

or
X 358**Fares:—**

Detroit.....	*\$35.75	Toronto.....	*\$28.25
Pt. Huron.....	* 35.60	Kingston.....	* 21.15
London.....	* 33.35	Brockville.....	* 18.85
Hamilton.....	* 30.05	Ottawa.....	18.25
Niagara Falls.....	* 30.50	Montreal.....	13.25
Buffalo.....	* 31.50	Quebec.....	18.25

To SHELBURNE, N. H., and Return.

‡ Route R T 120—

Grand Trunk Railway to Shelburne and return.....	1 R T
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* See first foot note on page 153.

To SHELBURNE, N. H., and Return.—Concluded.**Fares:—**

Detroit.....	*\$32.00	Toronto.....	*\$24.50
Port Huron.....	* 31.85	Kingston.....	* 17.40
London.....	* 29.60	Brockville.....	* 15.10
Hamilton.....	* 28.30	Ottawa.....	14.50
Niagara Falls.....	* 26.75	Montreal.....	9.50
Buffalo.....	* 27.75	Quebec.....	† 11.50

To SUMMERSIDE, P. E. I., and Return.**Route R T 121—**

FORM.

Grand Trunk Railway to Levis.....	} 588 R
Intercolonial Railway to Point du Chene.....	
Charlottetown S. N. Co. to Summerside.....	
Returning same route.	

Fares:—

Detroit.....	*\$46.25	Toronto.....	*\$38.75
Pt. Huron.....	* 46.10	Kingston.....	* 31.65
London.....	* 43.00	Brockville.....	* 29.35
Hamilton.....	* 39.15	Prescott.....	28.75
Niagara Falls.....	* 39.15	Ottawa.....	28.75
Buffalo.....	* 39.15	Montreal.....	23.75

To SUMMIT MOUNT WASHINGTON, N. H., and Return.**† Route R T 122—**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Concord & Montreal Railroad to Fabyans and Wells River.....	T 25
Montpelier & Wells River Railroad to Montpelier.....	T 24
Central Vermont Railroad to St. Johns.....	T 12
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$45.15	Toronto.....	*\$37.65
Port Huron.....	* 45.00	Kingston.....	* 30.55
London.....	* 42.75	Brockville.....	* 28.25
Hamilton.....	* 39.45	Ottawa.....	27.65
Niagara Falls.....	* 39.90	Montreal.....	22.65
Buffalo.....	* 40.90	Quebec.....	25.15

† Route R T 123—

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Concord & Montreal Railroad to Fabyans and Base.....	T 25
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$43.15	Toronto.....	*\$35.35
Pt. Huron.....	* 43.00	Kingston.....	* 28.55
London.....	* 40.75	Brockville.....	* 26.25
Hamilton.....	* 37.45	Ottawa.....	25.65
Niagara Falls.....	* 37.90	Montreal.....	20.65
Buffalo.....	* 37.90	Quebec.....	23.15

* See first foot note on page 153.

† Going via Grand Trunk Railway direct, not coming into Montreal.

‡ All rail to Montreal. For tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, fares will be—from London, \$46.30; from Hamilton, Niagara Falls or Buffalo, \$42.75.

To SUMMIT MOUNT WASHINGTON, N. H., and Return.—*Concluded.*

Route R T 124—

Choice of routes to Montreal (see pages 118 and 119).	FORM.
Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$40.00	Toronto.....	*\$32.50
Pt. Huron.....	* 39.85	Kingston.....	* 25.40
London.....	* 37.60	Brockville.....	* 23.10
Hamilton.....	* 34.30	Ottawa.....	* 22.50
Niagara Falls.....	* 34.75	Montreal.....	17.50
Buffalo.....	* 35.75	Quebec.....†	19.50

To TADOUSAC, Que., and Return.

(Saguenay River).

† Route R T 125—

Grand Trunk Railway to Quebec.....	} 1 R T and X 351
R. & O. N. Co.'s Steamer to Tadousac.....	
Returning same route.....	

Fares:—

Detroit.....	*\$32.50	Toronto.....	*\$25.00
Pt. Huron.....	* 32.35	Kingston.....	* 17.90
London.....	* 30.10	Brockville.....	* 15.60
Hamilton.....	* 26.80	Prescott.....	* 15.00
Niagara Falls.....	* 27.25	Ottawa.....	15.00
Buffalo.....	* 28.25	Montreal.....	10.00

Route R T 126—

Grand Trunk Railway to Quebec.....	T 76
Intercolonial Railway to Riviere du Loup.....	T 46
Richelleu & Ontario Navigation Co.'s Steamer to Tadousac.....	T 6
Returning same route.	

Fares:—

Detroit.....	*\$34.50	Toronto.....	*\$27.00
Pt. Huron.....	* 34.35	Kingston.....	* 19.90
London.....	* 32.10	Brockville.....	* 17.60
Hamilton.....	* 28.80	Prescott.....	* 17.00
Niagara Falls.....	* 29.25	Ottawa.....	17.00
Buffalo.....	* 30.25	Montreal.....	12.00

To THOUSAND ISLAND RESORTS and Return.

Route R T 127—

Choice of routes to Toronto (see pages 118 and 119).	
Grand Trunk Railway to Thousand Islands Jet.....	T 143
Thousand Island Railway to Gananoque.....	T 7
Deseronto Navigation Co.'s Steamer to destination.....	T 8
Returning same route.	

* See first foot note on page 153.

† Via Grand Trunk direct, not coming into Montreal on going journey.

To THOUSAND ISLAND RESORTS, and Return.—Concluded.**Fares:—**

From	To			
	Alexandria Bay.	Clayton.	Round Island.	Thousand Island Park.
Detroit.....	\$21.50	\$21.50	\$21.50	\$21.50
Port Huron.....	19.00	19.00	19.00	19.00
London.....	16.35	15.60	15.85	15.85
Hamilton.....	12.50	11.75	12.15	12.15
Niagara Falls.....	12.50	11.75	12.25	12.25
Buffalo.....	13.50	12.75	13.25	13.25
Toronto.....	+10.65	+10.15	+10.15	+10.15
Kingston (limited 1 month).....	+ 2.30	+ 1.80	+ 1.80	+ 1.80
Brockville.....	+ 3.15	+ 2.90	+ 2.90	+ 2.90
Ottawa.....	+ 7.30	+ 7.05	+ 7.05	+ 7.05
Montreal.....	+ 9.20	+ 8.95	+ 8.95	+ 8.95
Quebec.....	\$+14.20	\$+13.95	\$+13.95	\$+13.95

‡ Route R T 128 —

Choice of routes to Toronto (see pages 118 and 119).

FORM.

Grand Trunk Railway to Kingston.....T 143

St. Lawrence River Steamboat Co.'s Steamer to destination.....T 146

Returning same route.

Fares same as Route R T 127 (except from Kingston, Brockville, Ottawa and Montreal).

Route R T 129 —

Choice of routes to Toronto (see pages 118 and 119).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5

Richellen & Ontario Navigation Co.'s Steamer to destination.....T 6

Richellen & Ontario Navigation Co.'s Steamer to Kingston.....T 6

Grand Trunk Railway to starting point.....T 76

Fares same as Route R T 127 (except from Kingston, Brockville, Ottawa and Montreal).

Route R T 130 —

Grand Trunk Railway to Thousand Islands Junction.....T 76

Thousand Islands Railway to Gananoque.....T 7

Deseronto Navigation Co.'s Steamer to Alexandria Bay, Clayton, Round Island or Thousand Island Park (as desired).....T 8

Richellen & Ontario Nav. Co.'s Steamer to Brockville or Prescott.....T 6

Grand Trunk or R. & O. N. Co.'s Steamer, Brockville to Montreal (T 140) or Prescott to Montreal (T 56).

Fares:—

Brockville.....\$2.75 Montreal.....\$ 9.50

Prescott.....3.65 Quebec.....\$ 14.50

Route R T 131 —

Grand Trunk Railway to Kingston City.....T 76

Richellen & Ontario Nav. Co.'s Steamer to Alexandria Bay, Clayton, Round Island or Thousand Island Park (as desired).....T 6

Richellen & Ontario Nav. Co.'s Steamer to Brockville or Prescott.....T 6

Grand Trunk or R. & O. N. Co.'s Steamer, Brockville to Montreal (T 140) or Prescott to Montreal (T 56).

Fares:—

Brockville.....\$3.40 Montreal.....\$ 9.50

Prescott.....3.80 Quebec.....\$ 14.50

‡ To Thousand Islands Junction direct.

§ Optional rail or steamer between Montreal and Quebec. Use Form T 36 each way.

To TORONTO, Ont., and Return.**Route R T 132 —**

FORM.

Grand Trunk Railway to Toronto	T	143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston	T	5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott (or Brockville, T 57)	T	55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal	T	56
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec (for Quebec only)	T	36

Fares:—

Kingston (limited 1 month).	\$ 8.50	Montreal	18.00
Brockville	11.00	Quebec	23.00
Prescott	11.10		

To WHITE MOUNTAIN TOURIST RESORTS and Return.

(See also Gorham, Page 161.)

‡ Route R T 133 —

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton	T 32
Concord & Montreal Railroad to Bethlehem Junction, Fabyans, Jefferson Meadows, Jefferson Waumbek House, Lancaster, Lisbon, Littleton, Sugar Hill, Twin Mountain or Whitefield (according to fare paid)	T 136
Returning same route to Montreal.	

or
X 466 R**Route R T 134 —**

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton	T 32
Concord & Montreal Railroad to Bethlehem Junction	T 136
Profile & Franconia Notch R. R. to Bethlehem, Maplewood or Profile House (according to fare paid)	T 139
Returning same route to Montreal.	

Route R T 135 —

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Groveton	T 32
Concord & Montreal Railroad to Fabyans	T 139
Maine Central R. R. to Crawford House, Glen, Intervale, North Conway (according to fare paid)	T 28
Returning same route to Montreal.	

Route R T 136 —

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford	T 32
Maine Central R. R. to Crawford House, Fabyans, Glen, Intervale, Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid)	T 130
Returning same route to Montreal.	

Route R T 137 —

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to North Stratford	T 32
Maine Central Railroad to Zealand Junction	T 130
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid)	T 139
Returning same route to Montreal.	

Route R T 138 —

Choice of routes to Montreal (see pages 118 and 119).	
Grand Trunk Railway to Sherbrooke	T 32
Boston & Maine Railroad to Lunenburg	T 33
Maine Central Railroad to Crawford House, Fabyans, Glen, Intervale, Jefferson Station, Lunenster, North Conway, Twin Mountain, or Whitefield (according to fare paid)	T 28
Returning same route to Montreal.	

To WHITE MOUNTAIN TOURIST RESORTS, and Return.— Continued.

Route R T 139—

Choice of routes to Montreal (see pages 118 and 119).....	FORM.
Grand Trunk Railway to Sherbrooke.....	T 32
Boston & Maine Railroad to Lunenburg.....	T 33
Maine Central Railroad to Zealand Jet.....	T 28
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T 139

Fares:—

FROM	To					
	Bethlehem.	Crawford House.	Fabyans.	Glen.	Intervale.	Jefferson or Jefferson Hill (Waumbek House).
Detroit.....	*\$33.00	*\$32.50	*\$32.00	*\$33.00	*\$33.00	*\$31.75
Port Huron.....	* 32.85	* 32.35	* 31.85	* 32.85	* 32.85	* 31.60
London.....	* 30.60	* 30.10	* 29.60	* 30.60	* 30.60	* 29.35
Hamilton.....	* 27.39	* 26.80	* 26.30	* 27.30	* 27.30	* 26.05
Niagara Falls.....	* 27.75	* 27.25	* 26.75	* 27.75	* 27.75	* 26.50
Buffalo.....	* 28.75	* 28.25	* 27.75	* 28.75	* 28.75	* 27.50
Toronto.....	* 25.50	* 25.00	* 24.50	* 25.50	* 25.50	* 24.25
Kingston.....	* 18.40	* 17.90	* 17.40	* 18.40	* 18.40	* 17.15
Brockville.....	* 16.10	* 15.60	* 15.10	* 16.10	* 16.10	* 14.85
Prescott.....	* 15.50	* 15.00	* 14.50	* 15.50	* 15.50	* 14.25
Ottawa.....	15.50	15.00	14.50	15.50	15.50	14.25
Montreal.....	10.50	10.00	9.50	10.50	10.50	9.25
Quebec.....	+ 12.50	+ 12.00	+ 11.50	+ 12.50	+ 12.50	+ 11.25

FROM	To						
	Lancaster.	Lisbon, Littleton and Sugar Hill.	Maplewood.	North Conway.	Profile House.	Twin Mountain.	Whitefield.
Detroit.....	*\$31.50	*\$31.50	*\$32.70	*\$33.00	*\$35.00	*\$32.00	*\$31.50
Port Huron.....	* 31.35	* 31.35	* 32.55	* 32.85	* 34.85	* 31.85	* 31.35
London.....	* 29.10	* 29.10	* 30.30	* 30.60	* 32.60	* 29.60	* 29.10
Hamilton.....	* 25.80	* 25.80	* 27.00	* 27.30	* 29.30	* 26.30	* 25.80
Niagara Falls.....	* 26.25	* 26.25	* 27.45	* 27.75	* 29.75	* 26.75	* 26.25
Buffalo.....	* 27.25	* 27.25	* 28.45	* 28.75	* 30.75	* 27.75	* 27.25
Toronto.....	* 24.00	* 24.00	* 25.20	* 25.50	* 27.50	* 24.50	* 24.00
Kingston.....	* 16.90	* 16.90	* 18.10	* 18.40	* 20.40	* 17.40	* 16.90
Brockville.....	* 14.60	* 14.60	* 15.80	* 16.10	* 18.10	* 15.10	* 14.60
Prescott.....	* 14.00	* 14.00	* 15.20	* 15.50	* 17.50	* 14.50	* 14.00
Ottawa.....	14.00	14.00	15.20	15.50	17.50	14.50	14.00
Montreal.....	9.00	9.00	10.20	10.50	12.50	9.50	9.00
Quebec.....	+ 11.00	+ 11.00	+ 12.20	+ 12.50	+ 14.50	+ 11.50	+ 11.00

To Bethlehem Junction, fares are \$1.00 less than to Bethlehem. To Jefferson Station and Jefferson Meadows, 25c less than to Jefferson or Jefferson Hill (Waumbek House).

 Fares from Montreal and points west for tickets via Quebec one way will be \$4.00 higher than shown above.

* See first foot note on page 153.

† Via Grand Trunk Railway direct, not coming into Montreal.

To WHITE MOUNTAIN TOURIST RESORTS, and Return.— *Concluded.*

Route R T 140—

Choice of routes to Montreal (see pages 118 and 119).		FORM.
Grand Trunk Railway to St. Johns.....	T 11	
Central Vermont Railroad to Montpelier.....	T 12	
Montpelier & Wells River Railroad to Wells River.....	T 24	
Concord & Montreal Railroad to Bethlehem Junction, Fab- yans, Jefferson Meadows, Jefferson (Waumbek House), Lancaster, Lisbon, Littleton, Twin Mountain, or White- field (according to fare paid).....	T 25	X 457 R
Returning same route to Montreal.		

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route R T 141—

Choice of routes to Montreal (see pages 118 and 119).		
Grand Trunk Railway to St. Johns.....	T 11	
Central Vermont Railroad to Montpelier.....	T 12	
Montpelier & Wells River Railroad to Wells River.....	T 24	
Concord & Montreal Railroad to Bethlehem Jet.....	T 25	
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Pro- file House (according to fare paid).....	T 130	
Returning same route to Montreal.		

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route R T 142—

Choice of routes to Montreal (see pages 118 and 119).		
Grand Trunk Railway to St. Johns.....	T 11	
Central Vermont Railroad to Montpelier.....	T 12	
Montpelier & Wells River Railroad to Wells River.....	T 24	
Concord & Montreal Railroad to Fabyans.....	T 25	
Maine Central Railroad to Crawford House, Glen Station, Intervale or North Conway (according to fare paid).....	T 28	
Returning same route to Montreal.		

Fares same as above (except from Quebec, which will be \$2.00 higher).



WESTERN TOURS.

To Chicago, Milwaukee, Duluth, The Great Lakes, Michigan Points, Etc., Etc.

On sale June 1st to September 30, and good till October 31 by rail, or until the
close of Navigation by Steamer, unless otherwise indicated.

To ALASKA (SITKA or JUNEAU, Etc.,) and Return.

(Tickets on sale June 1st to September 30th, with nine months time limit, but de-
parture from Alaska to be made before October 31st.

Regular Routes to Victoria, B. C.	FORM.
* Pacific Coast Steamship Co. to Sitka or Juneau.....	} Ex 84
* Pacific Coast Steamship Co. to Victoria, B. C.	}
Regular routes to starting point.	

Fares:—

\$80 higher than rates to Victoria and return by route selected.

To ASHLAND, Wis., and Return.

† Route R T 144—

Grand Trunk Railway to Port Huron.....	} 773 R
Port Huron Electric Railway to Dock.....	}
*Anchor Line Steamer to Ashland.....	}
Returning same route.	

Fares:—

London.....	\$37.00	Kingston.....	\$46.85
St. Thomas.....	37.35	Brockville.....	48.95
Hamilton.....	38.50	Ottawa.....	51.00
Niagara Falls.....	40.75	Montreal.....	53.00
Buffalo.....	41.75	Quebec.....	58.00
Toronto.....	38.50	Sherbrooke.....	58.00

† Route R T 145—

Grand Trunk Railway to Port Huron.....	T 142
*Anchor Line Steamer to Ashland.....	T 88
Choice of lines to Chicago as follows:—	
Wisconsin Central Line to Chicago.....	T 89
Chicago & Northwestern Railroad to Chicago.....	T 93
Or—Chicago & Northwestern Railway to Chicago.....	T 93
Transfer to Chicago & Grand Trunk Depot.....	T 80
Chicago & Grand Trunk Railway to Port Huron.....	T 147
Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$36.25	Kingston.....	\$48.00
St. Thomas.....	36.60	Brockville.....	50.10
Hamilton.....	38.95	Ottawa.....	52.50
Niagara Falls.....	41.30	Montreal.....	54.75
Buffalo.....	42.20	Quebec.....	59.75
Toronto.....	39.65	Sherbrooke.....	59.75

* Meals and berths included on steamer.

To ASHLAND, Wis., and Return.—Continued.**Route R T 146—**

FORM.

Same as Route R T 145 to Ashland and return to Chicago.	
R. W. Transfer to Wabash Depot.....	T 80
Wabash Railroad to Detroit.....	T 91
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 145.

To BANFF HOT SPRINGS, and Return.

(Tickets good for six months from date of sale, except when otherwise shown.)

Route R T 147—

FORM.

Grand Trunk Railway to Port Huron.....	} Ex 74
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul.....	
Minneapolis, St. Paul & Sault Ste. Marie Railway to Port Huron.....	
Canadian Pacific Railway to Banff Hot Springs.....	
Return same route.	

Fares:—

London.....	\$95.15	\$85.15	Kingston..	\$103.50	\$93.50
St. Thomas....	95.15	85.15	Brockville..	103.50	93.50
Hamilton.....	95.15	85.15	Ottawa.....	104.20	94.20
Niagara Falls..	97.40	87.40	Montreal...	109.65	99.65
Buffalo.....	98.40	88.40	Quebec.....	114.65	104.65
Toronto.....	95.15	85.15	Sherbrooke	114.65	104.65

Route R T 148—

Grand Trunk Railway to Detroit	} Ex 75
Wabash Railroad to Chicago	
Choice of six lines to St. Paul	
St. Paul, Minneapolis & Sault Ste. Marie Railway to Port Huron	
Canadian Pacific Railway to Banff Hot Springs	
Return same route.	

Fares same as Route R T 147.

Route R T 150—

Same as Route R T 147 or R T 148 to Banff Hot Springs.	
Canadian Pacific Railway to North Bay.....	T 105
Grand Trunk Railway to starting point.....	T 76

Fares:—

London.....	\$95.15	\$85.15	Kingston..	\$103.50	\$93.50
St. Thomas....	95.15	85.15	Brockville..	103.50	93.50
Hamilton.....	95.15	85.15	Ottawa.....	104.20	94.20
Niagara Falls..	97.40	87.40	Montreal...	109.65	99.65
Buffalo.....	98.40	88.40	Quebec.....	114.65	104.65
Toronto.....	95.15	85.15	Sherbrooke	114.65	104.65

Route R T 151—

Grand Trunk Railway to North Bay.....	} 4968 F
Canadian Pacific Railway to Banff Hot Springs	
Returning same route.	

Fares:—

Detroit.....	\$85.00	\$80.00	Niagara Falls	\$87.25	\$82.25
Pt. Huron.....	85.00	80.00	Buffalo.....	88.25	83.25
London.....	85.00	80.00	Toronto.....	85.00	80.00
St. Thomas....	85.00	80.00	Kingston....	90.00	88.35
Hamilton.....	85.00	80.00			

To CALIFORNIA POINTS.

(Los Angeles, San Diego, San Francisco.)

Tickets good for nine months, and carrying stop-over privileges. Passengers are offered a great variety of routes, and side trips may be made, taking in points of interest off the main lines. Full particulars can be obtained on application to any Agent of the Company.

On sale from May 15 until September 30. Valid for return until November 1.

To CALIFORNIA POINTS.—Continued.

FORM.

Grand Trunk Railway to Port Huron..... }
 Chicago & Grand Trunk Railway to Chicago..... } **Ex 84**
 Choice of routes to Missouri River.
 Choice of routes to destination.
 Returning same route.

Fares:—

London.....	\$125.15	Kingston.....	\$139.00
St. Thomas.....	125.15	Brockville.....	140.00
Hamilton.....	129.00	Ottawa.....	141.00
Niagara Falls.....	130.00	Montreal.....	141.50
Buffalo.....	130.00	Quebec.....	146.50
Toronto.....	130.85	Sherbrooke.....	143.00

To CHICAGO and Return.**† Route R T 152—**

Grand Trunk Railway to Port Huron.....T 142 } or
 Chicago & Grand Trunk Railway to Chicago.....T 147 } **63-7 R**
 Returning same route.

Fares:

London.....	\$16.75	Kingston.....	\$30.00
St. Thomas.....	17.00	Brockville.....	30.00
Hamilton.....	20.90	Ottawa.....	31.00
Niagara Falls.....	** 21.70	Montreal.....	33.00
Buffalo.....	** 22.50	Quebec.....	38.00
Toronto.....	22.40	Sherbrooke.....	38.00

(Tickets going as above and returning as per Route R T 153, or vice versa, will be issued at same fares.)

† Route R T 153—

Grand Trunk Railway to Detroit.....T 76
 Detroit, Grand Haven & Milwaukee Railway to Durand.....T 137
 Chicago & Grand Trunk Railway to Chicago.....T 90
 Returning same route.

Fares same as Route R T 152.

† Route R T 154—

Grand Trunk Railway to Detroit.....T 76
 Wabash Railroad to Chicago.....T 91

Fares same as Route R T 152.

|| Route R T 155—

Grand Trunk Railway to Detroit.....T 76
 Detroit, Grand Haven & Milwaukee Railway to Grand Haven.....T 137
 Goodrich Transportation Co. to Chicago.....T 78
 Returning same route.

Fares:—

London.....	\$16.75	Kingston.....	\$30.00
St. Thomas.....	17.00	Brockville.....	30.00
Hamilton.....	20.90	Ottawa.....	31.00
Niagara Falls.....	** 21.70	Montreal.....	33.00
Buffalo.....	** 22.50	Quebec.....	38.00
Toronto.....	22.40	Sherbrooke.....	38.00

Route R T 156—

R. W. Grand Trunk Railway to Detroit.....T 76
 Detroit, Grand Haven & Milwaukee Railway to Durand.....T 137
 Chicago & Grand Trunk Railway to Chicago.....T 90
 Goodrich Transportation Co. to Grand Haven.....T 78
 Detroit, Grand Haven & Milwaukee Railway to Detroit.....T 137
 Grand Trunk Railway to starting point.....T 76

** Limited to continuous passage in each direction, and valid only for one month from date of sale.

|| Tickets include berth on Goodrich Line Steamer, which should be noted on ticket.

To CHICAGO and Return. *Continued.*

Fares:—

London.....	\$16.75	Kingston.....	\$30.00
St. Thomas.....	17.00	Brockville.....	30.00
Hamilton.....	20.00	Ottawa.....	31.00
Niagara Falls.....	** 21.70	Montreal.....	33.00
Buffalo.....	** 22.50	Quebec.....	38.00
Toronto.....	22.40	Sherbrooke.....	38.00

‡ Route R T 157—

FORM.

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Transportation Co.'s Steamer, Sarnia to Sault Ste. Marie.....	T	97
*Lake Michigan & Lake Superior Trans. Co.'s Steamer to Chicago.....	T	96
Chicago & Grand Trunk Railway to Port Huron.....	T	147
Grand Trunk Railway to starting point.....	T	142

Fares:—

London.....	\$24.25	*\$23.25	Kingston.....	\$36.00	*\$35.00
St. Thomas.....	24.60	23.60	Brockville.....	38.10	37.10
Hamilton.....	26.95	25.95	Ottawa.....	40.50	39.50
Niagara Falls.....	29.30	28.30	Montreal.....	43.75	42.75
Buffalo.....	30.20	29.20	Quebec.....	48.75	47.75
Toronto.....	27.65	26.65	Sherbrooke.....	48.75	47.75

‡ Route R T 158—

Same as Route R T 157 to Chicago.....	T	90
Chicago & Grand Trunk Railway to Durand.....	T	137
Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T	58
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 157.

‡ Route R T 159—

Same as Route R T 157 to Chicago.....	T	91
Wabash Railroad to Detroit.....	T	58
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 157.

‡ Route R T 160—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T	95
*Lake Michigan & Lake Superior Trans. Co.'s Steamer to Chicago.....	T	96
Chicago & Grand Trunk Railway to Port Huron.....	T	147
Grand Trunk Railway to starting point.....	T	142

Fares:—

London.....	†\$25.00	*\$24.00	Kingston.....	\$36.00	*\$35.00
St. Thomas.....	† 25.15	24.15	Brockville.....	38.10	37.10
Hamilton.....	† 26.95	25.95	Ottawa.....	40.50	39.50
Niagara Falls.....	† 29.30	28.30	Montreal.....	42.75	41.75
Buffalo.....	† 30.20	29.20	Quebec.....	47.75	46.75
Toronto.....	† 27.65	26.65	Sherbrooke.....	47.75	46.75

Marked † are via Owen Sound or Collingwood; not marked, via Collingwood.

‡ Route R T 161—

Same as Route R T 160 to Chicago.....	T	90
Chicago & Grand Trunk Railway to Durand.....	T	137
Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T	58
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 160.

‡ Route R T 162—

Same as Route R T 160 to Chicago.....	T	91
Wabash Railroad to Detroit.....	T	58
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 160.

* Meals and berths included on steamer.

† For tickets (Form T 154) reading via Express Steamer "Manitou" between Sault Ste. Marie and Chicago. Meals and berths are not included in this rate.

** Limited to continuous passage in each direction, and valid only for one month from date of sale.

To CHICAGO and Return.—Continued.

† Route R T 163—		FORM.
	Grand Trunk Railway to Port Huron.....	T 76
	Port Huron Electric Railway to Dock.....	T 80
R. W.	*Anchor Line Steamer to Sault Ste. Marie.....	T 88
	*Lake Michigan & Lake Superior Trans. Co.'s Steamer to Chicago.....	T 96
	Chicago & Grand Trunk Railway to Port Huron.....	T 90
	Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$24.75	†\$23.75	Kingston.....	\$36.50	†\$35.50
St. Thomas....	25.10	† 24.10	Brockville....	38.60	† 37.60
Hamilton.....	27.45	† 26.45	Ottawa.....	41.00	† 40.00
Niagara Falls..	29.80	† 28.80	Montreal.....	44.25	† 43.25
Buffalo.....	30.70	† 29.70	Quebec.....	49.25	† 48.25
Toronto.....	28.15	† 27.15	Sherbrooke..	49.25	† 48.25

† Route R T 164—

	Same as Route R T 163 to Chicago.	
R. W.	Chicago & Grand Trunk Railway to Durand.....	T 90
	Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T 137
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 163.

† Route R T 165—

	Same as Route R T 163 to Chicago.	
R. W.	Wabash Railroad to Detroit.....	T 91
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 163.

Route R T 166—

	Grand Trunk Railway to Detroit.....	T 76
R. W.	Northern Steamship Co. to Sault Ste. Marie.....	T 156
	*Lake Michigan and Lake Superior Transit Co. to Chicago.....	T 96
	Chicago & Grand Trunk Railway to Port Huron.....	T 147
	Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$24.60	†\$23.60	Kingston.....	\$38.25	†\$37.25
St. Thomas....	24.60	† 23.60	Brockville....	40.35	† 39.35
Hamilton.....	28.45	† 27.45	Ottawa.....	42.35	† 41.35
Niagara Falls..	30.85	† 29.85	Montreal.....	46.40	† 45.40
Buffalo.....	31.25	† 30.25	Quebec.....	51.40	† 50.40
Toronto.....	29.90	† 28.90	Sherbrooke..	51.40	† 50.40

Route R T 167—

	Same as Route R T 166 to Chicago.	
R. W.	Chicago & Grand Trunk Railway to Durand.....	T 90
	Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T 137
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 166.

Route R T 168—

	Same as Route R T 166 to Chicago.	
R. W.	Wabash Railroad to Detroit.....	T 91
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 166.

Route R T 169—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North West Transportation Co.'s Steamer to Sault Ste. Marie.....	T 97
	*Lake Michigan & Lake Superior Trans. Co.'s Steamers to Chicago.....	T 96
	Returning same route.	

* Meals and berths included on steamer.

† For tickets (Form T 154) reading by Express Steamer "Manitou" between Sault Ste. Marie and Chicago, meals and berths are not included in this rate.

To CHICAGO and Return.—Concluded.**Fares:—**

London.....	\$30.00	†\$28.00	Kingston	\$39.85	† 37.85
St. Thomas....	30.35	† 28.35	Brockville...	41.95	† 39.95
Hamilton.....	31.50	† 29.50	Ottawa.....	44.35	† 42.35
Niagara Falls..	33.75	† 31.75	Montreal....	48.00	† 46.00
Buffalo.....	34.75	† 32.75	Quebec.....	53.00	† 51.00
Toronto.....	31.50	† 29.50	Sherbrooke..	53.00	† 51.00

****Route R T 170—**

FORM.

Grand Trunk Railway to Collingwood or Owen Sound.....	T 73
*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T 95
Or—*North Shore Navigation Co's Steamer to Sault Ste. Marie.....	T 145
*Lake Michigan & Lake Superior Trans. Co's Steamer to Chicago.....	T 96
Returning same route.	

Fares \$2.00 higher than Route R T 169 (except London and St. Thomas, \$33.50, †\$31.50).

Route R T 171—

Grand Trunk Railway to Port Huron.....	T 76
Port Huron Electric Railway to Dock.....	T 80
*Anchor Line Steamer to Sault Ste. Marie.....	T 88
*Lake Michigan & Lake Superior Trans. Co's Steamer to Chicago.....	T 96
Returning same route.	

Fares \$3.00 higher than Route R T 169.

Route R T 172—

Grand Trunk Railway to Detroit.	
Northern Steamship Co. to Sault Ste. Marie.	
*Lake Michigan & Lake Superior Transit Co. to Chicago.	
Returning same route.	

Fares:—

London.....	\$31.35	†\$29.35	Kingston	\$44.25	†\$42.25
St. Thomas..	31.35	† 29.35	Brockville...	46.35	† 44.35
Hamilton ...	34.55	† 32.55	Ottawa.....	48.75	† 46.75
Niagara Falls	36.20	† 34.20	Montreal....	52.40	† 50.40
Buffalo.....	36.50	† 34.50	Quebec.....	57.40	† 55.40
Toronto.....	35.90	† 33.90	Sherbrooke..	57.40	† 55.40

Route R T 173—

Grand Trunk Railway to Suspension Bridge (or Niagara Falls).....	T 60
New York Central & Hudson River R. R. Susp. Bridge to Buffalo.....	T 127
Or—New York, Lake Erie & Western R. R. Niagara Falls to Buffalo..	T 77
*Anchor Line Steamer to Sault Ste. Marie.....	T 88
*Lake Michigan & Lake Superior Transportation Co. to Chicago.....	T 96
Chicago & Grand Trunk Railway to Port Huron.....	T 90
Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$31.75	† 30.75	Brockville...	\$44.20	†\$43.20
St. Thomas...	31.75	† 30.75	Ottawa.....	46.60	† 45.60
Hamilton	31.75	† 30.75	Montreal....	50.25	† 49.25
Toronto	33.75	† 32.75	Quebec.....	55.25	† 54.25
Kingston.....	42.10	† 41.10	Sherbrooke..	55.25	† 54.25

Route R T 174—

Same as Route R T 173 to Buffalo.	
Northern Steamship Co. to Sault Ste. Marie.....	T 156
Returning same route as R T 173.	

Fares \$2.50 less than Route R T 173.

* Meals and berths included on steamer.

† For tickets (Form T 154) reading via Express Steamer "Manitou" between Sault Ste. Marie and Chicago, meals and berths are not included in this rate.

**Via Collingwood, except tickets from London or St. Thomas, which may be routed via Owen Sound or Collingwood.

To DULUTH, Minn., and Return.

‡ Route R T 175—

FORM.

Grand Trunk Railway to Sarnia Tunnel	} 568 R
Sarnia Street Railway to Dock	
*North-West Transportation Co.'s Steamer to Duluth	
Returning same route.	

Fares:—

London	\$31.00	Kingston	\$40.85
St. Thomas	31.35	Brockville	42.95
Hamilton	32.50	Ottawa	45.35
Niagara Falls	34.75	Montreal	49.00
Buffalo	35.75	Quebec	54.00
Toronto	32.50	Sherbrooke	54.00

‡ Route R T 176—

Grand Trunk Railway to Port Huron	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Duluth	
Returning same route.	

Fares \$7.00 higher than for Route R T 175.

Route R T 177—

Grand Trunk Railway to Detroit	T 76
Northern Steamship Co. to Duluth	T 156
Returning same route.	

Fares:—

London	\$26.35	Kingston	\$39. ⁰⁰ 25
St. Thomas	26.35	Brockville	41.35
Hamilton	29.55	Ottawa	43.75
Niagara Falls	31.20	Montreal	46.00
Buffalo	31.50	Quebec	51.00
Toronto	30.90	Sherbrooke	51.00

‡ Route R T 178—

Grand Trunk Railway to Sarnia (Tunnel)	T 76
Sarnia Street Railway to Dock	T 80
*North West Transportation Co.'s Steamer to Duluth	T 97
Transfer to Duluth Depot	T 80
{ St. Paul & Duluth Railroad to St. Paul	T 98
{ Or—Chicago, St. Paul, Minneapolis & Omaha Railway to St. Paul	T 94
{ Or—Great Northern Railway to St. Paul	T 99
Choice of six routes to Chicago as follows:—	
Chicago & Northwestern Ry. to Chicago via Elroy	T 93
Chicago, Milwaukee & St. Paul Railway to Chicago	T 118
Chicago Great Western Railway to Chicago	T 119
Wisconsin Central Line to Chicago	T 89
Albert Lea Route—M. & St. L., B. C. R. & N., C. R. I. & P. to Chicago	T 138
{ Chicago, Burlington & Northern Railroad to Oregon	T 122
{ Chicago & Iowa Railroad to Aurora	T 121
{ Chicago, Burlington & Quincy Railroad to Chicago	T 120
Transfer to Chicago & Grand Trunk Depot	T 80
Chicago & Grand Trunk Railway to Port Huron	T 147
Grand Trunk Railway to starting point	T 142

Fares:—

London	\$35.25	Kingston	\$47.00
St. Thomas	35.60	Brockville	49.10
Hamilton	37.95	Ottawa	51.50
Niagara Falls	40.30	Montreal	53.75
Buffalo	41.20	Quebec	58.75
Toronto	38.65	Sherbrooke	58.75

* Meals and berths included on steamer.

To DULUTH, Minn., and Return.—Continued.

† Route R T 179—

R. W.	Same as Route R T 178 to Duluth and return to Chicago.	FORM.
	Transfer to Wabash Railroad Depot.....	T 80
	Wabash Railroad to Detroit.....	T 91
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 178.

† Route R T 180—

R. W.	Grand Trunk Railway to Port Huron.....	T 142
	Port Huron Electric Railway to Dock.....	T 80
R.	*Anchor Line Steamer to Duluth.....	T 88
	Same as Route R T 178 to starting point.	

Fares \$3.50 higher than for Route R T 178.

† Route R T 181—

R. W.	Same as Route R T 180 to Duluth and return to Chicago.	
	Transfer to Wabash Railroad Depot.....	T 80
	Wabash Railroad to Detroit.....	T 91
	Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 180.

Route R T 182—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North-West Transportation Co.'s Steamer to Duluth.....	T 97
	Transfer to Railroad Depot.....	T 80
	{ Northern Pacific Railroad to Ashland.....	T 100
	{ Chicago & North-Western Railway to Chicago.....	T 93
R. W.	OR	
	{ Northern Pacific Railroad to Ashland.....	T 100
	{ Wisconsin Central line to Chicago.....	T 89
	OR	
	Chicago & North-Western Railway to Chicago.....	T 93
	Transfer to Chicago & Grand Trunk Depot.....	T 80
	Chicago & Grand Trunk Railway to Port Huron.....	T 90
	Grand Trunk Railway to starting point.....	T 142

Fares same as Route R T 178.

Route R T 183—

	Grand Trunk Railway to Port Huron.....	T 142
	Port Huron Electric Railway to Dock.....	T 80
	*Anchor Line Steamer to Duluth.....	T 88
	Returning same as Route R T 182.	

Fares \$3.50 higher than for Route R T 178.

Route R T 184—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North-West Transportation Co.'s Steamer to Duluth.....	T 97
R. W.	Duluth, South Shore & Atlantic Railway to Sault Ste. Marie.....	T 104
	Canadian Pacific Railway to North Bay.....	T 105
	Grand Trunk Railway to starting point.....	T 76

Fares:—

London.....	\$35.75	Kingston.....	\$44.10
St. Thomas.....	35.75	Brockville.....	46.10
Hamilton.....	34.75	Ottawa.....	48.60
Niagara Falls.....	38.00	Montreal.....	52.25
Buffalo.....	39.00	Quebec.....	57.25
Toronto.....	35.75	Sherbrooke.....	57.25

Route R T 185—

	Grand Trunk Railway to Owen Sound or † Collingwood.....	T 76
R. W.	*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T 145
	Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T 95
R.	North-West Transportation Co.'s Steamer to Duluth.....	T 97
	Same as Route R T 184 to starting point.	

Fares same as Route R T 184.

* Meals and berths included on steamer.

† From London and St. Thomas via Owen Sound or Collingwood, other points via Collingwood only.

To DULUTH, Minn., and Return.—Concluded.**Route R T 186—**

Grand Trunk Railway to North Bay	T	76	FORM.
Canadian Pacific Railway to Sault Ste. Marie	T	105	
Duluth, South Shore & Atlantic Railway to Duluth	T	104	
Returning same route.			

Fares:—

London	\$38.00	Kingston	\$46.35
St. Thomas	38.00	Brockville	48.45
Hamilton	38.00	Ottawa	49.10
Niagara Falls	40.25	Montreal	53.00
Buffalo	41.25	Quebec	58.00
Toronto	38.00	Sherbrooke	58.00

Route R T 187—

Grand Trunk Railway to Suspension Bridge (or Niagara Falls)	T	60
New York, Lake Erie & Western R. R., Niagara Falls to Buffalo	T	77
Or—New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	T	127
*Anchor Line Steamer to Duluth	T	88
Returning same as Route R T 178 or R T 182.		

Fares:—

London	\$45.75	Brockville	\$58.20
St. Thomas	45.75	Ottawa	60.60
Hamilton	45.75	Montreal	64.25
Toronto	47.75	Quebec	69.25
Kingston	56.10	Sherbrooke	69.25

Route R T 188—

Grand Trunk Railway to Suspension Bridge (or Niagara Falls)	T	60
New York, Lake Erie & Western R. R., Niagara Falls to Buffalo	T	77
Or—New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	T	127
Northern Steamship Co. to Duluth	T	156
Returning same as Route R T 178 or R T 182.		

Fares:—

London	\$40.25	Brockville	\$51.70
St. Thomas	40.25	Ottawa	54.10
Hamilton	40.25	Montreal	54.75
Toronto	41.25	Quebec	62.75
Kingston	49.60	Sherbrooke	62.75

To FORT WILLIAM (PORT ARTHUR), Ont., and Return.**‡ Route R T 189—**

Grand Trunk Railway to Sarnia Tunnel.....	} 568R
Sarnia Street Railway to Dock.....	
*North West Transportation Co.'s Steamer to Fort William.....	
Return same route.	

Fares:—

London	\$29.00	Kingston	\$38.85
St. Thomas	29.35	Brockville	40.95
Hamilton	30.50	Ottawa	43.35
Niagara Falls	32.75	Montreal	47.00
Buffalo	33.75	Quebec	52.00
Toronto	30.50	Sherbrooke	52.00

‡ Route R T 190—

Grand Trunk Railway to Sarnia Tunnel	} 5066
Sarnia Street Railway to Dock	
*North-West Transportation Co.'s Steamer to Fort William	
Canadian Pacific Railway to North Bay	
Grand Trunk Railway to starting point	

* Meals and berths included on steamer.

To FORT WILLIAM (PORT ARTHUR), Ont., and Return.**Fares:—**

London.....	\$33.00	Kingston.....	\$41.35
St. Thomas.....	33.00	Brockville.....	43.45
Hamilton.....	33.00	Ottawa.....	45.85
Niagara Falls.....	35.25	Montreal.....	49.50
Buffalo.....	36.25	Quebec.....	54.50
Toronto.....	33.00	Sherbrooke.....	54.50

To FRENCH RIVER, Ont., and Return.

(On sale July 1st to Sept. 1st. Tickets valid until Oct. 31st.)

‡ Route R T 191—

FORM.

Grand Trunk Railway to Midland or Penetang via Toronto..... }
 *North Shore Navigation Co.'s Steamer to French River..... } 5516 R
 Return same route.

Fares:—

Detroit.....	\$18.10	Toronto.....	\$10.50
Port Huron.....	16.25	Kingston.....	18.85
London.....	13.15	Brockville.....	20.95
St. Thomas.....	13.70	Ottawa.....	23.35
Hamilton.....	10.50	Montreal.....	27.00
Niagara Falls.....	12.75	Quebec.....	32.00
Buffalo.....	13.70	Sherbrooke.....	32.00

To MACKINAC ISLAND and SAULT STE. MARIE and Return.

(On sale July 1st to August 26th. Tickets must be limited to August 31st.)

‡ Route R T 192—

Grand Trunk Railway to Collingwood or Owen Sound } 5516 R via Collingwood.
 *North Shore Nav. Co.'s Steamer to Mackinac Island... } 5912 R via Owen Sound.
 Return same route.

Fares:—

London.....	†\$18.50	Kingston.....	\$26.85
St. Thomas.....	† 18.50	Brockville.....	28.95
Hamilton.....	18.50	Ottawa.....	31.35
Niagara Falls.....	20.75	Montreal.....	35.00
Buffalo.....	21.75	Quebec.....	40.00
Toronto.....	18.50	Sherbrooke.....	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

‡ Route R T 193—

Grand Trunk Railway to Collingwood or Owen Sound } 4376 R via Owen Sound.
 *Great Northern Transit Co.'s Steamer to Mackinac Isl'd } 4808 R via Collingwood.
 Returning same route.

Fares same as Route R T 192.

Route R T 194—

Grand Trunk Railway to Collingwood or Owen Sound.....T 76
 *North Shore Nav. Co.'s Steamer to Mackinac Island.....T 145
 Or—*Great Northern Transit Co.'s Steamer to Mackinac Island.....T 95
 Detroit & Cleveland Steam Navigation Co. to Detroit.....T 101
 Grand Trunk Railway to starting point.....T 58

Fares:—

London.....	†\$15.50	Kingston.....	\$23.85
St. Thomas.....	† 15.50	Brockville.....	25.95
Hamilton.....	15.50	Ottawa.....	28.35
Niagara Falls.....	17.75	Montreal.....	32.00
Buffalo.....	18.75	Quebec.....	37.00
Toronto.....	15.50	Sherbrooke.....	37.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

* Meals and berths included on steamer.

To MACKINAC ISLAND and Return.

(On sale July 1st to September 30th. Tickets limited to October 31st.)

‡ Route R T 195 —

FORM.

Grand Trunk Railway to Port Huron.....		
Port Huron Electric Railway to Dock.....		
Detroit & Cleveland Steam Nav. Co. to Mackinac Island.....	4412	R
or		
Grand Trunk Railway to Detroit.....		
Transfer to Dock.....		
Detroit & Cleveland Steam Nav. Co. to Mackinac Island.....	4448	R
Returning same route.		

Fares:—

London	\$10.00	Kingston.....	\$19.85
St. Thomas.....	10.35	Brockville.....	21.95
Hamilton.....	11.50	Ottawa.....	24.35
Niagara Falls.....	13.75	Montreal.....	28.00
Buffalo.....	14.75	Quebec.....	33.00
Toronto.....	11.50	Sherbrooke.....	33.00

Route R T 196 —

Grand Trunk Railway to Detroit.....	T	58
Michigan Central Railroad to Mackinaw City.....	T	102
Mackinac Trans. Co's Steamer to Mackinac Island.....	T	103
Returning same route.		

Fares:—

London	\$17.15	Kingston.....	\$30.85
St. Thomas.....	17.15	Brockville.....	32.95
Hamilton.....	21.00	Ottawa.....	35.35
Niagara Falls.....	22.05	Montreal.....	36.85
Buffalo.....	22.05	Quebec.....	41.85
Toronto.....	22.50	Sherbrooke.....	41.85

Route R T 197 —

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co's Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T	95
Steamer to Mackinaw City.....	T	78
Michigan Central Railroad to Detroit.....	T	102
Grand Trunk Railway to starting point.....	T	58

Fares:—

London	†\$20.45	Kingston.....	\$31.45
St. Thomas.....	† 20.45	Brockville.....	33.55
Hamilton.....	22.35	Ottawa.....	35.95
Niagara Falls.....	24.80	Montreal.....	39.60
Buffalo.....	25.35	Quebec.....	44.60
Toronto.....	23.10	Sherbrooke.....	44.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 198 —

Grand Trunk Railway to Port Huron (T 142) or Detroit (T 58).		
Transfer to Dock.....	T	30
Detroit & Cleveland S. N. Co's Steamer to Mackinac Island.....	T	101
Mackinac Trans. Co's Steamer to Mackinaw City.....	T	103
Michigan Central Railroad to Detroit.....	T	102
Grand Trunk Railway to starting point.....	T	58

Fares:—

London	\$14.60	Kingston.....	\$25.95
St. Thomas.....	14.60	Brockville.....	28.05
Hamilton.....	16.85	Ottawa.....	30.45
Niagara Falls.....	19.50	Montreal.....	34.10
Buffalo.....	19.50	Quebec.....	39.10
Toronto.....	17.60	Sherbrooke.....	39.10

* Meals and berths included on steamer.

To MARQUETTE, Mich., and Return.

‡ Route R T 199—

FORM.

Grand Trunk Railway to Port Huron.....	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Marquette.....	
Return same route.	

Fares:—

London.....	\$25.00	Kingston.....	\$34.85
St. Thomas.....	25.35	Brockville.....	36.95
Hamilton.....	26.50	Ottawa.....	39.35
Niagara Falls.....	28.75	Montreal.....	43.00
Buffalo.....	29.75	Quebec.....	48.00
Toronto.....	28.50	Sherbrooke.....	48.00

Route R T 200—

Grand Trunk Railway to Sarnia (Tunnel)	T	76
Sarnia Street Railway to Dock	T	80
*North West Trans. Co's Steamer to Sault Ste. Marie.....	T	97
Duluth, South Shore & Atlantic Railroad to Marquette	T	104
Return same route.		

Fares:—

London.....	\$24.50	Kingston.....	\$34.35
St. Thomas.....	24.85	Brockville.....	36.45
Hamilton.....	26.00	Ottawa.....	38.85
Niagara Falls.....	28.25	Montreal.....	42.50
Buffalo.....	29.25	Quebec.....	47.50
Toronto.....	26.00	Sherbrooke.....	47.50

Route R T 201—

Grand Trunk Railway to Port Huron	T	76
Port Huron Electric Railway to Dock	T	80
*Anchor Line Steamer to Sault Ste. Marie	T	88
Duluth, South Shore & Atlantic Railroad to Marquette	T	104
Return same route.		

Fares \$3.00 higher than Route R T 200.

Route R T 202—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co's Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T	95
Duluth, South Shore & Atlantic Railroad to Marquette.....	T	104
Return same route.		

Fares:—

London.....	†\$28.00	Kingston.....	\$36.35
St. Thomas.....	† 28.00	Brockville.....	38.45
Hamilton.....	28.00	Ottawa.....	40.85
Niagara Falls.....	30.25	Montreal.....	44.50
Buffalo.....	31.25	Quebec.....	49.50
Toronto.....	28.00	Sherbrooke.....	49.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood.

‡ Route R T 203—

Grand Trunk Railway to Port Huron (T 142) or Detroit (T 58).....	} or X 412
Transfer to Dock	
Detroit & Cleveland S. N. Co's Steamer to St. Ignace.....	
Duluth, South Shore & Atlantic Railroad to Marquette... T 104	

Fares:—

London.....	\$19.50	Kingston.....	\$29.35
St. Thomas.....	19.85	Brockville.....	31.45
Hamilton.....	21.00	Ottawa.....	33.85
Niagara Falls.....	23.25	Montreal.....	37.50
Buffalo.....	24.25	Quebec.....	42.50
Toronto.....	21.00	Sherbrooke.....	42.50

* Meals and berths included on steamer.

To MARQUETTE, Mich., and Return.—Continued.**Route R T 204—**

	FORM.
Grand Trunk Railway to Collingwood or Owen Sound.....	T 76
*North Shore Nav. Co's Steamer to Sault Ste. Marie.....	T 145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T 95
*Anchor Line Steamer to Marquette.....	T 88
*Anchor Line Steamer to Port Huron.....	T 88
Port Huron Electric Railway to Station.....	T 80
Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	†\$26.25	Kingston.....	\$35.35
St. Thomas.....	† 26.45	Brockville.....	37.45
Hamilton.....	27.00	Ottawa.....	39.85
Niagara Falls.....	29.25	Montreal.....	43.50
Buffalo.....	30.25	Quebec.....	48.50
Toronto.....	27.00	Sherbrooke.....	48.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 205—

Grand Trunk Railway to Port Huron.....	T 142
Port Huron Electric Railway to Dock.....	T 80
*Anchor Line Steamer to Marquette.....	T 88
Duluth, South Shore & Atlantic Railroad to St. Ignace.....	T 104
Mackinac Transportation Co's Steamer to Mackinaw City.....	T 103
Michigan Central Railroad to Detroit.....	T 102
Grand Trunk Railway to starting point.....	T 58

Fares:—

London.....	\$26.45	Kingston.....	\$38.20
St. Thomas.....	26.65	Brockville.....	40.30
Hamilton.....	29.10	Ottawa.....	42.70
Niagara Falls.....	31.55	Montreal.....	46.35
Buffalo.....	32.05	Quebec.....	51.35
Toronto.....	29.85	Sherbrooke.....	51.35

To MILWAUKEE, Wis., and Return.**† Route R T 206—**

Grand Trunk Railway to Port Huron.....	} 973R
Chicago & Grand Trunk Railway to Durand.....	
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee..	
Return same route.	

Fares:—

London.....	\$16.75	Kingston.....	\$30.00
St. Thomas.....	17.00	Brockville.....	30.00
Hamilton.....	20.90	Ottawa.....	31.00
Niagara Falls.....	21.70	Montreal.....	33.00
Buffalo.....	22.50	Quebec.....	38.00
Toronto.....	22.40	Sherbrooke.....	38.00

† Route R T 207—

Grand Trunk Railway to Detroit.....	} 72-10
Detroit, Grand Haven & Milwaukee Ry. & St'r to Milwaukee.....	
Return same route	

Fares same as Route R T 206.

To MOUNT CLEMENS, Mich., and Return.**Route R T 208—**

Grand Trunk Railway to Mount Clemens.....	} 1RT
Returning same route.....	

* Meals and berths included on steamer.

† Good only for one month from Niagara Falls, Buffalo, or Suspension Bridge, and limited to continuous passage each way.

To MOUNT CLEMENS, Mich., and Return.—Continued.

Fares:—

London (Limited to 1 month) \$	5.10	Kingston (Limited to 1 month)	\$18.70
St. Thomas ..	5.35	Brockville ..	20.80
Hamilton ..	8.95	Ottawa ..	23.85
Niagara Falls	11.60	Montreal ..	25.00
Buffalo	12.00	Quebec ..	30.00
Toronto (Limited to 1 month)	10.35	Sherbrooke ..	30.00

|| Niagara Falls limit, 90 days.

To MINNEAPOLIS and Return.

(See St. Paul.)

To NEPIGON, Ont., and Return.

Route R T 209 —

FORM

Grand Trunk Railway to Sarnia (Tunnel)	T	78
Sarnia Street Railway to Dock	T	80
*North West Transportation Co's Steamer to Fort William	T	97
Canadian Pacific Railway to Nipigon	T	105
Canadian Pacific Railway to North Bay	T	105
Grand Trunk Railway to starting point	T	78

Fares same as Route R T 190.

To PACIFIC COAST, and Return.

(PORTLAND, SEATTLE, TACOMA, VANCOUVER AND VICTORIA).

Tickets good for nine months, and carrying stop-over privileges, are on sale at all principal Grand Trunk Offices. Passengers are offered a great variety of routes, and side trips may be made taking in points of interest off the main line. Full particulars as to fares, etc., will be furnished on application to any City or Station Ticket office of the Company. The following fares are applicable by direct routes via Chicago each way.

Fares:—

London	\$125.15	Kingston	\$139.00
St. Thomas	125.15	Brockville	141.00
Hamilton	129.00	Ottawa	141.50
Niagara Falls	130.00	Montreal	141.50
Buffalo	130.00	Quebec	146.50
Toronto	130.85	Sherbrooke	143.90

To PORTAGE LAKE, (HOUGHTON and HANCOCK) and Return.

‡ Route R T 210 —

Grand Trunk Railway to Port Huron.....	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Portage Lake.....	
Return same route.	

Fares:—

London	29.00	Kingston	\$38.85
St. Thomas	29.35	Brockville	40.95
Hamilton	30.50	Ottawa	43.35
Niagara Falls	32.75	Montreal	47.00
Buffalo	33.75	Quebec	52.00
Toronto	30.50	Sherbrooke	52.00

Route R T 211 —

Grand Trunk Railway to Sarnia (Tunnel)	T	78
Sarnia Street Railway to Dock	T	80
*North West Trans. Co's Steamer to Sault Ste. Marie	T	97
Duluth, South Shore & Atlantic Railway to Houghton	T	104
Return same route.		

* Meals and berths included on steamer.

**To PORTAGE LAKE, (HOUGHTON and HANCOCK) and
Return.—Continued.**

Fares:—

London	\$30.60	Kingston	\$40.45
St. Thomas	30.95	Brockville	42.55
Hamilton	32.10	Ottawa	44.95
Niagara Falls	34.35	Montreal	48.60
Buffalo	35.35	Quebec	53.60
Toronto	32.10	Sherbrooke	53.60

Route R T 212—

FORM.

Grand Trunk Railway to Collingwood or Owen Sound	T 76
*North Shore Navigation Co's Steamer to Sault Ste. Marie	T 145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie	T 95
Duluth, South Shore & Atlantic Railway to Houghton	T 104
Return same route.	

Fares:—

London	†\$34.10	Kingston	\$42.45
St. Thomas	† 34.10	Brockville	44.55
Hamilton	34.10	Ottawa	46.95
Niagara Falls	36.35	Montreal	50.60
Buffalo	37.35	Quebec	55.60
Toronto	34.10	Sherbrooke	55.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

† Route R T 213—

Grand Trunk Railway to Port Huron (T 142) or Detroit (T 58)		or X413
Transfer to Dock	T 80	via
Detroit & Cleveland S. N. Co's Steamer to St. Ignace	T 101	Pt. Huron
Duluth, South Shore & Atlantic Railway to Houghton	T 104	Tunnel.
Return same route.		

Fares:—

London	\$25.60	Kingston	\$35.45
St. Thomas	25.95	Brockville	37.55
Hamilton	27.10	Ottawa	39.95
Niagara Falls	29.35	Montreal	43.60
Buffalo	30.35	Quebec	48.60
Toronto	27.10	Sherbrooke	48.60

† Route R T 214—

Grand Trunk Railway to Port Huron	T 142
Port Huron Electric Railway to Dock	T 80
*Anchor Line Steamer to Sault Ste. Marie	T 88
Duluth, South Shore & Atlantic Railway to Houghton	T 104
Return same route.	

Fares \$1.00 higher than Route R T 212 (except London \$33.60, St. Thomas \$33.95.)

Route R T 215—

R. W.	Grand Trunk Railway to Port Huron	T 142
	Port Huron Electric Railway to Dock	T 80
	* Anchor Line Steamer to Portage Lake (Houghton)	T 88
	Duluth, South Shore & Atlantic Railway to St. Ignace	T 104
	Mackinac Trans. Co's Steamer to Mackinaw City	T 103
	Michigan Central Railroad to Detroit	T 102
	Grand Trunk Railway to starting point	T 58

Fares:—

London	\$33.50	Kingston	\$45.25
St. Thomas	33.70	Brockville	47.35
Hamilton	30.15	Ottawa	49.75
Niagara Falls	38.00	Montreal	53.40
Buffalo	39.10	Quebec	58.40
Toronto	30.90	Sherbrooke	58.40

* Meals and berths included on steamer.

**To PORTAGE LAKE, (HOUGHTON and HANCOCK) and
Return.—Continued.**

Route R T 216 —		FORM.
Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Navigation Co's Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T	95
*Anchor Line Steamer to Portage Lake.....	T	88
*Anchor Line Steamer to Port Huron.....	T	88
Port Huron Electric Railway to Station.....	T	80
Grand Trunk Railway to starting point.....	T	76
Fares:—		
London.....	†\$31.25	Kingston.....\$40.35
St. Thomas.....	† 31.45	Brockville.....42.45
Hamilton.....	32.00	Ottawa.....44.85
Niagara Falls.....	34.25	Montreal.....48.50
Buffalo.....	35.25	Quebec.....53.50
Toronto.....	32.00	Sherbrooke.....53.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

To PORT ARTHUR, Ont., and Return.

(See Fort William, Ont.)

To ST. PAUL or MINNEAPOLIS, and Return.

Route R T 217—	
Grand Trunk Railway to Port Huron.....	} Ex 74
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul or Minneapolis.....	
Return same route.	

Fares:—			
London.....	\$36.75	Kingston.....	\$50.00
St. Thomas.....	37.00	Brockville.....	50.00
Hamilton.....	40.90	Ottawa.....	51.00
Niagara Falls.....	41.70	Montreal.....	53.00
Buffalo.....	42.50	Quebec.....	58.00
Toronto.....	42.40	Sherbrooke.....	58.00

Route R T 218—	
Grand Trunk Railway to Detroit.....	} Ex 75
Wabash Railroad to Chicago	
Choice of six lines to St. Paul or Minneapolis.....	
Return same route.	

Fares same as Route R T 217.

Route R T 219 —	
Grand Trunk Railway to Port Huron.....	} Ex 72
Chicago & Grand Trunk Railway to Durand.....	
Detroit, Grand Haven & Milwaukee Railway and Steamer to Milwaukee.....	
Choice of three lines (C. & N. W. Railway, C. M. & St. P. Railway, and Wisconsin Central Line) to St. Paul or Minneapolis.....	

Fares:—			
London.....	\$34.75	Kingston.....	\$48.00
St. Thomas.....	35.00	Brockville.....	48.00
Hamilton.....	38.90	Ottawa.....	49.00
Niagara Falls.....	39.70	Montreal.....	51.00
Buffalo.....	40.50	Quebec.....	56.00
Toronto.....	40.40	Sherbrooke.....	56.00

Route R T 220—	
Grand Trunk Railway to Detroit.....	} Ex 72
Detroit, Grand Haven & Milwaukee Ry. and Str. to Milwaukee.....	
Choice of three lines (C. & N. W. Ry., C. M. & St. P. Ry. and Wisconsin Central Line) to St. Paul and Minneapolis.....	
Return same route.	

Fares same as Route R T 219.

* Meals and berths included on steamer.

To ST. PAUL or MINNEAPOLIS and Return.—Continued.**Route R T 221—**

FORM.

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co's Steamer to Duluth.....	T	97
Transfer to Depot.....	T	80
{ St. Paul & Duluth Railway to St. Paul.....	T	98
{ Or—Great Northern Railway Line to St. Paul.....	T	99
{ Or—Chicago, St. Paul, Minn. & Omaha Railway to St. Paul.....	T	94
Return same route.		

Fares:—

London.....	\$38.00	Kingston.....	\$47.85
St. Thomas.....	38.35	Brockville.....	49.95
Hamilton.....	39.50	Ottawa.....	52.35
Niagara Falls.....	41.75	Montreal.....	50.00
Buffalo.....	42.75	Quebec.....	61.00
Toronto.....	39.50	Sherbrooke.....	61.00

Route R T 222—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co's Steamer to Sault Ste. Marie.....	T	97
Minneapolis, St. Paul & Sault Ste. Marie Ry. to St. Paul or Minneapolis.....	T	135
Return same as going journey.		

Fares:—

London.....	\$35.00	Kingston.....	\$44.85
St. Thomas.....	35.35	Brockville.....	48.95
Hamilton.....	36.50	Ottawa.....	49.35
Niagara Falls.....	38.75	Montreal.....	53.00
Buffalo.....	39.75	Quebec.....	58.00
Toronto.....	36.50	Sherbrooke.....	58.00

Route R T 223—

Grand Trunk Railway to Port Huron.....	T	76
Port Huron Electric Railway to Dock.....	T	80
*Anchor Lin. Steamer to Duluth.....	T	88
Same as Route R T 221 to destination.		
Return same route.		

Fares \$7.00 higher than Route R T 221.

Route R T 224—

Grand Trunk Railway to Detroit.....	T	76
Transfer to Dock.....	T	80
Northern Steamship Co. to Duluth.....	T	156
Same as Route R T 221 to destination.		
Return same route.		

Fares:—

London.....	\$33.35	Kingston.....	\$46.25
St. Thomas.....	33.35	Brockville.....	48.35
Hamilton.....	36.55	Ottawa.....	50.75
Niagara Falls.....	38.20	Montreal.....	53.00
Buffalo.....	38.50	Quebec.....	58.00
Toronto.....	37.90	Sherbrooke.....	58.00

To SAULT STE. MARIE and Return.**† Route R T 225—**

Grand Trunk Railway to Sarnia (Tunnel)	} 568 R
Sarnia Street Railway to Dock.....	
*North West Transportation Co's Steamer to Sault Ste. Marie.....	
Return same route.	

* Meals and berths included on steamer.

To SAULT STE. MARIE and Return.—Continued.**Fares:—**

London	\$15.00	Kingston	\$24.85
St. Thomas	15.35	Brockville	23.95
Hamilton	16.50	Ottawa	29.35
Niagara Falls	18.75	Montreal	33.00
Buffalo	19.75	Quebec	28.00
Toronto	16.50	Sherbrooke	38.00

Route R T 226—

FORM.

Grand Trunk Railway to Port Huron	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Sault Ste. Marie	

Fares \$3.00 higher than Route R T 225.

† Route R T 227—

Grand Trunk Railway to Collingwood or Owen Sound } 5516 R via Collingwood.	
*North Shore Nav. Co.'s Str. to Sault Ste. Marie	{ 5912 R via Owen Sound.
Return same route.	

Fares:—

London	†\$18.50	Kingston	\$26.85
St. Thomas	† 18.50	Brockville	28.95
Hamilton	18.50	Ottawa	31.35
Niagara Falls	20.75	Montreal	35.00
Buffalo	21.75	Quebec	40.00
Toronto	18.50	Sherbrooke	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

† Route R T 228—

Grand Trunk Railway to Collingwood or Owen Sound	} 4808 R via Collingwood.
*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	
Return same route.	{ 4376 R via Owen Sound.

Fares same as Route R T 227.

Route R T 229—

Grand Trunk Railway to Detroit	T 76
Transfer to Dock	T 80
Northern Steamship Co. to Sault Ste. Marie	T 156
Return same route.	

Fares:—

London	\$16.35	Kingston	\$29.25
St. Thomas	16.35	Brockville	31.35
Hamilton	19.55	Ottawa	33.75
Niagara Falls	21.20	Montreal	36.00
Buffalo	21.50	Quebec	41.00
Toronto	20.90	Sherbrooke	41.00

Route R T 230—

Grand Trunk Railway to Collingwood or Owen Sound	T 76
*North Shore Navigation Co.'s Steamer to Sault Ste. Marie	T 145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T 95
North West Trans. Co.'s Steamer to Sarnia	T 97
Sarnia Street Railway to Dock	T 80
Grand Trunk Railway to starting point	T 76

Fares:—

London	†\$17.75	Kingston	\$26.85
St. Thomas	† 17.95	Brockville	28.95
Hamilton	18.50	Ottawa	31.35
Niagara Falls	20.75	Montreal	35.00
Buffalo	21.75	Quebec	40.00
Toronto	18.50	Sherbrooke	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

* Meals and berths included on steamer.

To SAULT STE. MARIE and Return.—Continued.

Route R T 231—

		FORM.
R. W.	Grand Trunk Railway to Collingwood or Owen Sound.....	T 70
	*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T 145
	Or—*Great Northern Transit Co.'s Str. to Sault Ste. Marie.....	T 95
R.	Canadian Pacific Railway to North Bay.....	T 105
	Grand Trunk Railway to starting point.....	T 76

Fares:—

London.....	†\$20.00	Kingston.....	\$28.35
St. Thomas.....	† 20.00	Brockville.....	30.45
Hamilton.....	20.00	Ottawa.....	32.85
Niagara Falls.....	22.25	Montreal.....	36.50
Buffalo.....	23.25	Quebec.....	41.50
Toronto.....	20.00	Sherbrooke.....	41.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 232—

R. W.	Grand Trunk Railway to Sarnia Tunnel.....	T 76
	Sarnia Street Railway to Dock.....	T 80
R.	*North West Trans. Co.'s Steamer to Sault Ste. Marie.....	T 97
	Returning same as Route R T 231.	

Fares same as Route R T 231.

Route R T 233—

R. W.	Grand Trunk Railway to Collingwood or Owen Sound.....	T 76
	*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T 145
	*North Shore Nav. Co.'s Steamer to Parry Sound.....	T 145
	Calverley's Stage to Port Cockburn.....	T 79
	Muskoka Nav. Co.'s Steamer to Muskoka Wharf.....	T 114
	Grand Trunk Railway to starting point.....	T 76

Fares:—

London.....	†\$20.35	Kingston.....	\$27.15
St. Thomas.....	† 20.75	Brockville.....	29.25
Hamilton.....	18.80	Ottawa.....	31.65
Niagara Falls.....	21.05	Montreal.....	35.40
Buffalo.....	22.00	Quebec.....	40.40
Toronto.....	18.80	Sherbrooke.....	41.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 234—

R. W.	Grand Trunk Railway to Collingwood or Owen Sound.....	T 76
	*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T 145
	Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T 95
	*Anchor Line Steamer to Buffalo.....	T 88
R.	New York Central & Hudson River Railroad to Suspension Bridge.....	T 127
	Or—New York, Lake Erie & Western R. R. to Niagara Falls.....	T 77
	Grand Trunk Railway to starting point.....	T 60

Fares:—

London.....	†\$24.30	Kingston.....	\$32.10
St. Thomas.....	† 24.30	Brockville.....	34.20
Hamilton.....	23.75	Ottawa.....	36.60
Niagara Falls.....	23.75	Montreal.....	40.25
Buffalo.....	23.75	Quebec.....	45.25
Toronto.....	23.75	Sherbrooke.....	45.25

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 235—

	Same as Route R T 234 to Sault Ste. Marie and back to Buffalo.	
	Choice of routes to Toronto, viz:—	
	{ New York Central & Hudson River Railroad to Suspension Bridge....	T 127
	{ Grand Trunk Railway to Port Dalhousie.....	T 3
	{ Niagara Falls Line Steamer to Toronto.....	T 4
	{ New York, Lake Erie & Western R. R. to Niagara Falls.....	T 77
Or	{ Grand Trunk Railway to Port Dalhousie.....	T 3
	{ Niagara Falls Line Steamer to Toronto.....	T 4
Or	{ New York Central & Hudson River Railroad to Lewiston.....	T 127
	{ Niagara Navigation Co.'s Steamer to Toronto.....	T 10
	Grand Trunk Railway to starting point.....	T 143

* Meals and berths included on steamer.

To SAULT STE. MARIE and Return.—Concluded.**Fares:—**

London	†\$26.60	Brockville.....	\$34.20
St. Thomas.....†	26.80	Ottawa.....	36.60
Hamilton.....	23.75	Montreal.....	40.25
Toronto.....	23.75	Quebec.....	45.25
Kingston.....	32.10	Sherbrooke.....	45.25

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 236—

Same as Route R T 234 to Sault Ste. Marie.

Northern Steamship Co. to Buffalo.....T 150

Same as Route R T 234 to destination.

Fares \$2.50 less than for Route R T 234.

To WINNIPEG, Man., and Return.**† Route R T 237—**

Grand Trunk Railway to Port Huron.....	} Ex 74
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul or Minneapolis.....	
Northern Pacific Railroad to Winnipeg.....	
Or { Great Northern Railway Line to Gretna.....	}
Canadian Pacific Railway to Winnipeg.....	
Returning same route	

Fares:—

London.....	\$57.65	Kingston.....	\$71.65
St. Thomas.....	57.65	Brockville.....	72.50
Hamilton.....	61.50	Ottawa.....	73.50
Niagara Falls.....	62.50	Montreal.....	75.50
Buffalo.....	62.50	Quebec.....	80.50
Toronto.....	63.35	Sherbrooke.....	80.50

† Route R T 238—

Grand Trunk Railway to Port Huron.....	} Ex 72
Chicago & Grand Trunk Railway to Durand.....	
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee	
Choice of three lines to St. Paul or Minneapolis.....	
Northern Pacific Railroad to Winnipeg.....	}
Or { Great Northern Railway Line to Gretna.....	
Canadian Pacific Railway to Winnipeg.....	
Return same route.	

Fares:—

London.....	\$55.65	Kingston.....	\$69.65
St. Thomas.....	55.65	Brockville.....	70.50
Hamilton.....	59.50	Ottawa.....	71.50
Niagara Falls.....	60.50	Montreal.....	73.50
Buffalo.....	60.50	Quebec.....	78.50
Toronto.....	61.35	Sherbrooke.....	78.50

† Route R T 239—

Grand Trunk Railway to Detroit.....	} Ex 72
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee	
Choice of three lines to St. Paul or Minneapolis.....	
Northern Pacific Railroad to Winnipeg.....	
Or { Great Northern Railway Line to Gretna.....	}
Canadian Pacific Railway to Winnipeg.....	
Return same route.	

Fares same as Route R T 238.

† Route R T 240—

Grand Trunk Railway to Sarnia (Tunnel).....	} 3137
Sarnia Street Railway to Dock.....	
*North West Transportation Co.'s Steamer to Fort William.....	} or 4447
Canadian Pacific Railway to Winnipeg.....	
Return same route.	

* Meals and berths included on steamer.

To WINNIPEG, Man., and Return.—Continued.

Fares:—

London.....	\$56.50 ¶	\$50.50	Kingston	\$64.85 ¶	\$58.85
St. Thomas...	56.50 ¶	50.50	Brockville...	66.95 ¶	58.85
Hamilton.....	56.50 ¶	50.50	Ottawa.....	69.35 ¶	59.55
Niagara Falls	58.75 ¶	52.25	Montreal.....	73.00 ¶	60.00
Buffalo.....	59.75 ¶	53.25	Quebec.....	78.00 ¶	65.00
Toronto.....	56.50 ¶	50.50	Sherbrooke .	78.00 ¶	65.00

Route R T 241 —

FORM.

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co.'s Steamer to Duluth	T	97
Transfer to Northern Pacific Depot.....	T	80
Northern Pacific Railroad to Winnipeg.....	T	100
Return same route.		

Fares:—

London	\$53.50	Kingston.....	\$63.35
St. Thomas.....	53.85	Brockville.....	65.45
Hamilton.....	55.00	Ottawa.....	67.85
Niagara Falls.....	57.25	Montreal	71.50
Buffalo.....	58.25	Quebec.....	76.50
Toronto.....	55.00	Sherbrooke	76.50

Route R T 242 —

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co.'s Steamer to Duluth.....	T	97
Transfer to Great Northern Depot.....	T	80
Great Northern Railway Line to Grtna.....	T	99
Canadian Pacific Railway to Winnipeg	T	106
Return same route.		

Fares same as Route R T 241.

Route R T 243 —

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co.'s Steamer to Duluth.....	T	97
Transfer to Northern Pacific Railroad Depot.....	T	80
Northern Pacific Railroad to Winnipeg.....	T	100
Northern Pacific Railroad to St. Paul.....	T	100
Choice of six lines to Chicago, as follows:—		
Chicago & Northwestern Railway to Chicago, via Elroy.....	T	93
Chicago, Milwaukee & St. Paul Railway to Chicago.....	T	118
Chicago Great Western Railway to Chicago.....	T	119
Wisconsin Central Line to Chicago.....	T	89
Albert Lea Route—M. & St. L., B. C. R. & N., C. R. I. & P. to Ch'go	T	138
Chicago, Burlington & Northern Railroad to Oregon.....	T	122
Chicago & Iowa Railroad to Aurora.....	T	121
Chicago, Burlington & Quincy Railroad to Chicago.....	T	120
Transfer to Chicago & Grand Trunk Depot.....	T	80
Chicago & Grand Trunk Railway to Port Huron.....	T	90
Grand Trunk Railway to starting point.....	T	142

Fares:—

London	\$55.75	Kingston.....	\$67.50
St. Thomas.....	56.10	Brockville.....	69.60
Hamilton.....	58.45	Ottawa.....	72.00
Niagara Falls.....	60.80	Montreal.....	75.50
Buffalo.....	61.70	Quebec.....	80.50
Toronto.....	59.15	Sherbrooke	80.50

* Meals and berths included on steamer.

¶ Tickets good for forty days from date of issue.

To WINNIPEG, Man., and Return.—Continued.**Route R T 244—**

	FORM.
Grand Trunk Railway to Sarnia (Tunnel).....	T 76
Sarnia Street Railway to Dock.....	T 80
*North West Transportation Co.'s Steamer to Duluth.....	T 97
R. W. Transfer to Great Northern Railway Depot.....	T 80
Great Northern Railway Line to Gretna.....	T 99
Canadian Pacific Railway to Winnipeg.....	T 106
Canadian Pacific Railway to Gretna.....	T 106
Great Northern Railway Line to St. Paul.....	T 99
Returning same as Route R T 243.	

Fares same as Route R T 243.

Route R T 245—

Grand Trunk Railway to Sarnia (Tunnel).....	T 76
Sarnia Street Railway to Dock.....	T 80
*North West Transportation Co.'s Steamer to Fort William.....	T 79
R. W. Canadian Pacific Railway to Winnipeg.....	T 106
Canadian Pacific Railway to Gretna.....	T 106
Great Northern Railway Line to St. Paul.....	T 99
(Choice of six lines to Chicago (see Route R T 243)).....	
Transfer to Chicago & Grand Trunk Depot.....	T 80
Chicago & Grand Trunk Railway to Port Huron.....	T 90
Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$57.75	Kingston.....	\$69.50
St. Thomas.....	58.10	Brockville.....	71.60
Hamilton.....	60.45	Ottawa.....	74.00
Niagara Falls.....	62.80	Montreal.....	76.25
Buffalo.....	63.70	Quebec.....	81.65
Toronto.....	61.15	Sherbrooke.....	81.65

† Route R T 246—

Grand Trunk Railway to Sarnia (Tunnel).....	T 76	
Sarnia Street Railway to Dock.....	T 80	or
*North West Trans. Co's Steamer to Fort William.....	T 97	5702
R. W. Canadian Pacific Railway to Winnipeg.....	T 106	or
Canadian Pacific Railway to Port Arthur.....	T 106	(5704)
Canadian Pacific Railway to North Bay.....	T 105	R. W.
Grand Trunk Railway to starting point.....	T 76	

Fares same as Route R T 240.

Route R T 247—

Grand Trunk Railway to Collingwood or Owen Sound.....	T 76	or
*North Shore Navigation Co's Steamer to Sault Ste. Marie.....	T 145	(Via G. N. T.)
R. W. Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T 95	5706
*North West Trans. Co's Steamer to Fort William.....	T 78	or
Canadian Pacific Railway to Winnipeg.....	T 106	(5708)
Returning same as Route R T 246.		R. W.

Fares same as Route R T 240 (from London and St. Thomas via Owen Sound and Collingwood; from other points, via Collingwood only.)

Route R T 248—

Grand Trunk Railway to Port Huron.....	T 142
Chicago & Grand Trunk Railway to Chicago.....	T 90
Transfer.....	T 80
(Choice of six lines to St. Paul (see Route R T 243)).....	
Great Northern Railway Line to Gretna.....	T 99
Canadian Pacific Railway to Winnipeg.....	T 106
Return same as Route R T 246.	

* Meals and berths included on steamer.

To WINNIPEG, Man., and Return.—Concluded.**Fares:—**

London	\$61.15	Kingston	\$69.50
St. Thomas	61.15	Brockville	71.60
Hamilton	61.15	Ottawa	74.00
Niagara Falls	62.80	Montreal	77.65
Buffalo	63.70	Quebec	82.65
Toronto	61.15	Sherbrooke	82.65

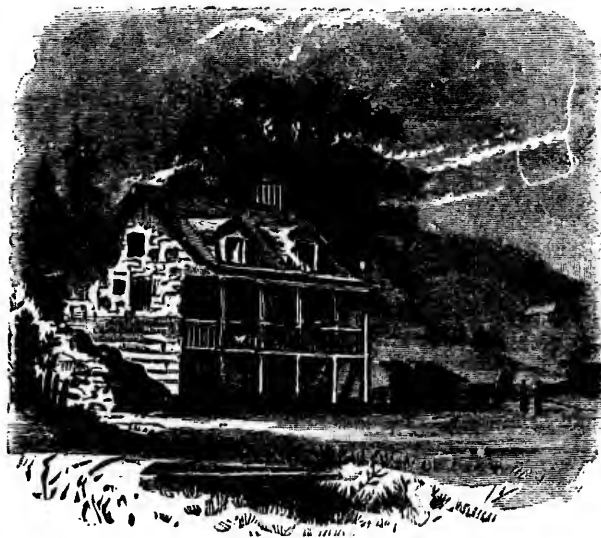
Route R T 249 —

Grand Trunk Railway to Detroit	T	76
Northern Steamship Company to Duluth	T	156
Great Northern Railway to Gretna	T	99
Canadian Pacific Railway to Winnipeg	T	106
Return same route.		

Fares:—

London	\$48.85	Kingston	\$61.75
St. Thomas	48.85	Brockville	63.85
Hamilton	52.05	Ottawa	66.25
Niagara Falls	53.70	Montreal	69.90
Buffalo	54.00	Quebec	74.90
Toronto	53.40	Sherbrooke	74.90

* Meals and berths included on steamer.



SIDE-TRIP TICKETS.

These tickets may be issued with any of the Tourist or Excursion Tickets in this Book, which read to or through the point from which side-trip tickets start.

Montreal to Albany and Return.

† Route S T 1—	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16 1 or
Delaware & Hudson Railroad to Albany.....	T 67 481 R
Return same route.	

Fare.....\$14.00

† Route S T 2—	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Rutland.....	T 61
Bennington & Rutland Railroad to White Creek.....	T 62
Fitchburg Railroad to Troy.....	T 63
New York Central & Hudson River Railroad to Albany.....	T 127
Return same route.	or 1540 R

Fare.....\$14.00

Route S T 3—	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champlain Trans. Co.'s Steamer or Del. & Hudson Railroad to Fort	
Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Albany.....	T 21
Delaware & Hudson Railroad to Rouse's Point.....	T 21
Grand Trunk Railway to Montreal.....	T 16

Fare.....\$15.50

Montreal to Alburgh Springs, Vt., and Return.

Route S T 4—	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Alburgh Springs.....	T 12
Return same route.	

Fare.....\$4.35

Suspension Bridge to Atlantic City, N. J., and Return.

Route S T 5—	
Lehigh Valley Railroad Suspension Bridge to Bethlehem.....	T 174
Philadelphia & Reading Railroad to Philadelphia.....	T 77
Transfer.....	T 80
Atlantic City Railroad to Atlantic City.....	T 77
Return same route.	

Fare.....\$18.10

Port Kent to Ausable Chasm and Return.

(In connection with tickets over D. & H. C. or C. T. Co.)

Route S T 6—	
Keeseville, Ausable Chasm & Lake Champlain Railroad.....	T 86
Return same route.	

Fare.....\$0.50

Montreal to Ausable Chasm and Return.**Route S T 7—**

Grand Trunk Railway to Rouse's Point.....	T 16	} FORM. OR 5520 R
Delaware & Hudson Railroad to Port Kent.....	T 1	
Keeseville, Ausable Chasm & Lake Champlain Railroad to Ausable Chasm.....	T 86	

Return same route.

Fare { Valid for 3 days.....	\$4.00
{ Valid until Oct. 1st.....	5.65

Bethel, Me., to Aziscohos Falls and Return.**Route S T 8—**

And. Lakes Trans. Co. (Stage) Bethel to Cambridge.....	T 169
And. Lakes Trans. Co. (Steamer) to Magalloway.....	T 168
Stage to Aziscohos Falls.....	T 79

Return same route.

Fare.....	\$10.50
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Portland or Danville Junction to Bar Harbor and Return.

(In connection with tickets to Portland, etc.)

Route S T 9—

Maine Central Railroad to Bar Harbor.....	} X 347
Return same route.....	

Fare { Limited to continuous passage each way.....	\$11.00
{ 8.50	

Bryant's Pond, Me., to Bemis Stream, Me., and Return.**Route S T 10—**

Tuttle's Stage Bryant's Pond to Andover.....	T 79
And. Lakes Trans. Co. (Stage) to South Arm.....	T 169
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T 168
Steamer "Metalluck" to Bemis Stream.....	T 78

Return same route.

Fare.....	\$9.00
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Bethel, Me., to Bemis Stream, Me., and Return.**Route S T 11—**

And. Lakes Trans. Co. (Stage) Bethel to Cambridge.....	T 169
And. Lakes Trans. Co. (Steamer) to Sunday Cove.....	T 168
And. Lakes Trans. Co. (Stage) to Middle Dam.....	T 169
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T 168
Steamer "Metalluck" to Bemis.....	T 78

Return same route.

Fare.....	\$13.50
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Bethlehem Jct. or Zealand Jct. to Bethlehem, N. H., and Return.**Route S T 12—**

Profile & Franconia Notch R. R. to Bethlehem.....	T 139
Return same route.....	T 139

Fare.....	\$1.00
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Portland to Biddeford, Me., and Return.**Route S T 13—**

Boston & Maine Railroad to Biddeford.....	T 31
Return same route.....	T 31

Fare.....	\$0.75
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Saratoga, N. Y., to Blue Mountain Lake, N. Y., and Return.

Route S T 14—		FORM.
Adirondack Ry., Saratoga to North Creek.....	T	77
Adirondack Stage Co. (limited) to Blue Mountain Lake.....	T	79
Return same route.		
Fare.....		\$9.50

Quebec to Cacouna and Return.

Route S T 15—	
Intercolonial Railway to Rivière du Loup.....	T 46
Intercolonial Railway to Cacouna.....	T 46
Return same route.	
Fare.....	\$4.20

Montreal to Caledonia Springs and Return.

† Route S T 16—	
Grand Trunk Railway to Coteau Jet.....	T 32
Canada Atlantic Railway to Vankleek Hill.....	T 116
Canada Atlantic Railway Stage to Caledonia Springs.....	T 79
Return same route.	
Fare.....	\$4.00

† Route S T 17—	
Grand Trunk Railway to Lachine.....	T 32
Ottawa River Nav. Co.'s Steamer to L'Original.....	T 117
Stage to Caledonia Springs.....	T 79
Stage to L'Original.....	T 79
Ottawa River Nav. Co. to Montreal.....	T 117
Fare.....	\$4.00

† Route S T 18—	
Grand Trunk Railway to Coteau Junction.....	T 32
Canada Atlantic Railway to Vankleek Hill.....	T 116
Canada Atlantic Railway Stage to Caledonia Springs.....	T 79
Stage to L'Original.....	T 79
Ottawa River Navigation Co. to Montreal.....	T 117
Fare.....	\$4.50

Montreal to Cornwall and Return.

† Route S T 19—	
Grand Trunk Railway to Cornwall.....	} 2501
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	
Fare.....	\$3.35

Kingston, Gananoque, Brockville or Prescott to Cornwall and Return.

Route S T 20—	
Richellen & Ontario Navigation Co.'s Steamer to Cornwall..	T 6
Grand Trunk Railway to starting point.....	T 76
Fares:—	
From Kingston.....	\$5.50
From Gananoque.....	5.50
From Brockville.....	3.00
From Prescott.....	2.50

§ Extra coupon required (T 7) from Gananoque Town to Junction.

Boston to Cottage City, Mass.

(Martha's Vineyard.)

Route S T 21 —	FORM.
New York, New Haven & Hartford Railroad to New Bedford.....	T 133
New Bedford, Martha's Vineyard & Nantucket S. B. Co. to Cottage City.....	T 78
Fare (one way)	\$2.35
Fare (round trip)	8.00

Portland to Cottage City, Mass.

(Martha's Vineyard.)

Route S T 22 —	
Maine S. S. Co. Portland to Martha's Vineyard	T 78
Fare (one way)	\$4.00
Fare (round trip)	7.00

Montreal to Elizabethtown and Return.

(Adirondacks.)

Route S T 23 —	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Westport.....	T 21
Kellogg's Stage to Elizabethtown.....	T 79
Return same route.	X 352
Fare.....	\$8.85

Quebec to Ha! Ha! Bay or Chicoutimi and Return.

† Route S T 24 —	
* Quebec & Lake St. John Railway to Chicoutimi.....	T 112
Return same route.	
Fare.....	\$9.00

† Route S T 25 —	
Richelleu & Ontario Navigation Co.'s Str. to Ha! Ha! Bay or Chicoutimi.....	T 6
Return same route.	X 67
Fare	\$8.00

Route S T 26 —	
* Quebec & Lake St. John Railway to Chicoutimi.....	T 77
Richelleu & Ontario Navigation Co.'s Steamer to Quebec.....	T 6
Fare	\$10.00

Bethel, Me., to Dixville Notch, Me., and Return.

Route S T 27 —	
And. Lakes Trans. Co. (stage) to Cambridge.....	T 169
And. Lakes Trans. Co. (steamer) to Errol Dam.....	T 168
Davis' Stage to Dixville Notch.....	T 79
Return same route.	
Fare.....	\$8.50

Montreal and Quebec to Eastman's Springs and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott, and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

† Route S T 28 —	
Grand Trunk Railway to Coteau Jet.....	T 32
Canada Atlantic Railway to Eastman's Springs.....	T 116
Return same route.	
Fare (Montreal).....	\$ 5.00
Fare (†Quebec)	10.00

* Includes slide trip to Roberval (Lake St. John) and return.

† Use T 27 instead of T 32, or optional ticket, rail or steamer (T 36), may be used between Quebec and Montreal in either or both directions.

Montreal to Hotel Ampersand and Return.

		FORM.
‡ Route S T 29—		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Burlington.....	T	12
Champlain Transportation Co.'s Steamer to Plattsburg.....	T	18
Chateaugay Railroad to Saranac Lake.....	T	113
Stage to Hotel Ampersand.....	T	79
Return same route.		

Fare.....\$7.35

‡ Route S T 30—		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Chateaugay Railroad to Saranac Lake.....	T	113
Stage to Hotel Ampersand.....	T	79
Return same route.		

Fare.....\$7.35

Montreal to Keene Valley and Return.

‡ Route S T 31—		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Westport.....	T	21
Kellogg's stage to Elizabethtown.....	T	79
Keene Heights Hotel Co.'s Stage to Keene Valley.....	T	79
Return same route.		

Fare.....\$11.85

Westport, N. Y., to Keene Valley, N. Y., and Return.

Route S T 32—		
Kellogg's Stage to Elizabethtown.....	T	79
Keene Heights Hotel Co.'s Stage to Keene Valley.....	T	79
Return same route.		

Fare.....\$2.50

Portland to Kennebunkport, Me., and Return.

‡ Route S T 33—		
Boston & Maine Railroad to Kennebunkport.....	T	31
Return same route.....	T	31

Fare.....\$1.70

Montreal to Kingston and Return.

‡ Route S T 34—		
Grand Trunk Railway to Kingston.....	{	2500
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....		
Fare.....		\$9.50

Windsor (Walkerville), Ont., to Kingsville and Return.

Route S T 35—		
Lake Erie & Detroit River Railway, Walkerville to Kingsville.....	T	77
Return same route.....	T	77

Fare.....\$0.90

Montreal to Lachine and Return.

‡ Route S T 36—		
Grand Trunk Railway to Lachine.....	T	32
Steamer (shooting the Rapids) to Montreal.....	T	78

Fare.....\$0.50

Quebec to Lake Edward, Lake Joseph, Lake St. John or St. Raymond, Que., and Return.

Route S T 37—

Quebec & Lake St. John Railway to Lake Edward, Lake Joseph, Lake St. John or St. Raymond (according to fare paid).....	T 112	FORM.
Return same route.....	T 112	
Fare to Lake Edward.....	\$4.50	
Fare to Lake Joseph.....	1.00	
Fare to Lake St. John (Roberval).....	7.50	
Fare to St. Raymond.....	1.50	

Montreal to Lake George and Return.

† Route S T 38—

R. W.	Grand Trunk Railway to Rouse's Point.....	T 16	} or X 353 or X 354 (R. W.)
	Delaware & Hudson Railroad to Caldwell.....	T 21	
	Lake George S. B. Co. to Baldwin.....	T 22	
	Delaware & Hudson Railroad to Rouse's Point.....	T 21	
	Grand Trunk Railway to Montreal.....	T 16	
	Fare.....	\$12.75	
	Fare (limited to 4 days).....	10.00	

Montreal to Lake Placid and Return.

(Adirondacks.)

Route S T 30—

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 77
Return same route.....	
Fare.....	\$8.35

Route S T 40—

Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake Station.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 79
Return same route.....	
Fare.....	\$8.35

Montreal to Loon Lake House and Return.

(Adirondacks.)

Route S T 41—

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Loon Lake.....	T 113
Chase's Stage to Loon Lake House.....	T 79
Return same route.....	
Fare.....	\$6.45

Route S T 42—

Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Loon Lake Station.....	T 113
Chase's Stage to Loon Lake House.....	T 79
Fare.....	\$6.45

Pictou to Magdalen Islands and Return.

Route S T 43—

Steamer "Olaf," Pictou to Magdalen Islands.....	T 78
Return same route.....	T 78
Fare.....	\$7.20

Bethel, Me., to Magalloway, Me., and Return.**Route S T 44—**

FORM.

And. Lakes Trans. Co. (stage) to Cambridge.....T 169
 And. Lakes Trans. Co. (steamer) to Magalloway.....T 168
 Return same route.

Fare.....\$7.50

Montreal to Massena Springs, N. Y., and Return.**Route S T 45—**

Grand Trunk Railway to Massena Springs.....T 32 } or
 Return same route.....T 32 } X 149

Fare.....\$4.50

Suspension Bridge to Mauch Chunk, Pa., and Return.**Route S T 46—**

Lehigh Valley Railroad to Mauch Chunk.....T 174
 Switch-back Railroad to Summit Hill.....T 77
 Return same route.

Fare.....\$14.30

Bethel, Me., to Middle Dam and Return.**Route S T 47—**

And. Lakes Trans. Co. (stage) to Cambridge.....T 169
 And. Lakes Trans. Co. (steamer) to Sunday Cove.....T 168
 And. Lakes Trans. Co. (stage) to Middle Dam.....T 169
 Return same route.

Fare.....\$9.00

Bryant's Pond, Me., to Middle Dam and Return.**Route S T 48—**

Tuttle's Stage to Andover.....T 79
 And. Lakes Trans. Co. (stage) to South Arm.....T 169
 And. Lakes Trans. Co. (steamer) to Middle Dam.....T 168
 Return same route.

Fare.....\$6.50

Quebec to Montmorenci Falls and Return.**Route S T 49—**

Quebec, Montmorenci & Charlevoix Ry. to Montmorenci Falls.....T 87
 Return same route.....T 87

Fare.....\$0.40

Alexandria Bay to Montreal and Return.**Route S T 50—**

Richelleu & Ontario Nav. Co's Steamer to Montreal.....T 6 }
 Grand Trunk Railway to Prescott.....T 32 } or
 Richelleu & Ontario Nav. Co's Steamer to Alexandria Bay.....T 6 } 3019

Fare.....\$8.50

Route S T 51—

R. & O. N. Co's Steamer to Montreal.....T 6 }
 Grand Trunk Railway to Gananoque Jet.....T 32 } or
 Thousand Islands Railway to Gananoque Jet.....T 7 } X 336
 Desoronto Nav. Co's Steamer to Alexandria Bay.....T 8 }

Fare.....\$8.50

Alexandria Bay to Montreal and Return.—Continued.

Route S T 52—		FORM.
R. & O. N. Co's Steamer to Montreal.....	T 6	} or X 464 R
Grand Trunk Railway to Brockville.....	T 32	
Alexandria Bay S. B. Co. to Alexandria Bay.....	T 78	
Fare	\$8.50	

Quebec to Montreal and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott and Ottawa and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

† Route S T 53—	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal	T 36
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T 36
Fare	\$5.00

Quebec to Murray Bay and Return.

† Route S T 54—	
Richellen & Ontario Nav. Co's Steamer to Murray Bay.....	T 111 } or
Return same route.....	T 111 } X 351
Fare	\$4.00

Toronto or Hamilton to Muskoka Lakes, Georgian Bay, and Return.

† Route S T 55—	
Grand Trunk Railway to Muskoka Wharf.....	T 76
Muskoka Nav. Co.'s Steamer to Port Cockburn	T 114
Calverley's Stage to Parry Sound	T 79
*North Shore Nav. Co.'s Steamer to Midland or Penetanguishene.....	T 114
Or—*Great Northern Transit Co.'s Steamer to Collingwood.....	T 95
Grand Trunk Railway to Toronto or Hamilton.....	T 76
Fare	\$8.00

Toronto or Hamilton to Muskoka Lakes and Return.

† Route S T 56—	
Grand Trunk Railway to Muskoka Wharf.....	T 76
Muskoka Nav. Co. Steamer All Round Muskoka Lakes and back to Muskoka Wharf.....	T 114
Grand Trunk Railway to Toronto or Hamilton	T 76
Fare	\$7.50

Boston to Nantucket and Return.

Route S T 57—	
New York, New Haven & Hartford Railroad to Wood's-Holl.....	T 134
Steamer to Nantucket.....	T 78
Return same route.....	
Fare	\$4.00

Boston to Narragansett Pier and Return.

† Route S T 58—	
New York, New Haven & Hartford Railroad to Kingston.....	T 77
Narragansett Pier Railroad to Narragansett Pier.....	T 77
Fare (one way).....	\$2.20
Fare (round trip).....	3.25

* Meals not included.

Boston to Newport, R. I.

Route S T 59—	FORM
New York, New Haven & Hartford Railroad to Newport.....	T 133
Fare (one way).....	\$1.70
Fare (round trip).....	2.50

Boston to New York.

Route S T 60—	
Choice of Sound Steamer Lines to New York.....	T 73
Fare (one way).....	\$4.00
Fare (round trip).....	8.00

Portland to New York.

Route S T 61—	
Maine S. S. Co. to New York.....	T 172
Fare (one way).....	\$5.00
Fare (round trip).....	8.00

Toronto to Niagara Falls and Return.

Route S T 62—	
Niagara Falls Line Steamer to Port Dalhousie.....	T 4
Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T 3
New York Central & Hudson River Railroad to Niagara Falls, N. Y.....	T 2
Or—New York, Lake Erie & West. Railroad to Niagara Falls, N. Y.....	T 1
Return same route.	

Fare\$2 25

Route S T 63—	
Niagara River Line Steamer to Lewiston.....	T 10
New York Central & Hudson River Railroad to Niagara Falls.....	T 9
Return same route.	

Fare\$2.25

Route S T 64—	
Niagara River Line Steamer to Niagara.....	T 59
Michigan Central Railroad to Suspension Bridge or Niagara Falls.....	T 102
New York Central and Hudson River Railroad to Niagara Falls, N. Y.....	T 2
Or—New York, Lake Erie & West. Railroad to Niagara Falls, N. Y.....	T 1
Return same route.	

Fare\$2.25

Route S T 65—	
Niagara River Line Steamer to Queenston.....	T 157
Niagara Falls Park & River Railway to Niagara Falls.....	T 158
Return same route.	

Fare\$2.25

Toronto to Niagara-on-the-Lake and Return.

Route S T 66—	
Niagara Navigation Co. to Niagara-on-the-Lake.....	T 59
Return same route.....	T 59

Fare\$1.50

Portland to Old Orchard Beach and Return.

Route S T 67—	
Boston & Maine Railroad to Old Orchard.....	T 31
Return same route.....	T 31

Fare\$0.50

Montreal and Quebec to Ottawa and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott and Ottawa, and east of and including Rivière du Loup and Sherbrooke or at United States points.)

† Route S T 68—

Grand Trunk Railway to Coteau Jct	T 32	} or 2628
Canada Atlantic Railway to Ottawa	T 116	
Ottawa River Navigation Co.'s Steamer to Montreal	T 117	

Fare (Montreal)	\$ 5.00
Fare († Quebec)	10.00

† Route S T 69—

Grand Trunk Railway to Lachine	T 32	} or 2626
Ottawa River Navigation Co.'s Steamer to Ottawa	T 117	
Canada Atlantic Railway to Coteau Jct	T 116	
Grand Trunk Railway to Montreal	T 32	

Fare (Montreal)	\$ 5.00
Fare († Quebec)	10.00

Toronto or Hamilton to Collingwood, Penetang or Midland and Return.

† Route S T 70—

Grand Trunk Railway to Midland or Penetang	T 143	} or 1 R T
Return same route	T 143	

Fare	\$4.50
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Danville Jct. to Poland Springs and Return.

(In connection with tickets reading over G. T. Ry. to Portland, etc.)

Route S T 71—

Stage to Poland Springs	T 79
Stage to Danville Jct.	T 79

Fare	\$1.50
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Hamilton to Port Dover, Ont., and Return.

† Route S T 72—

Grand Trunk Railway to Port Dover	T 76	} or 1 R T
Return same route	T 76	

Fare	\$1.70
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Montreal to Port Kent, N. Y., and Return.

† Route S T 73—

Grand Trunk Railway to Rouse's Point	T 16	} or 34-5 R
Delaware & Hudson Railroad to Port Kent	T 21	
Return same route		

Fare	\$5.15
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Portland to Portsmouth, N. H., and Return.

(In connection with tickets via G. T. Ry. to Portland, etc.)

Route S T 74—

Boston & Maine Railroad to Portsmouth	T 31
Boston & Maine Railroad to Portland	T 31

Fare (continuous passage)	\$2.25
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† Use T 27 instead of T 32, or optional ticket (T 39) rail or steamer between Quebec and Montreal in either or both directions.

Montreal to Prescott and Return.

‡ Route S T 75—	FORM.
Grand Trunk Railway to Prescott	T 32 } or
Grand Trunk Railway or R. & O. N. Co.'s Str. to Montreal.....	T 56 } 2502
Fare	\$5.60

Bethlehem Jct. or Zealand Jct. to Profile House, N. H., and Return.

Route S T 76—	
Profile & Franconia Notch Railroad to Profile House.....	T 139
Profile & Franconia Notch Railroad to Bethlehem Jct. or Zealand Jct.....	T 139
Fare	\$3.00

Montreal to Quebec and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott and Ottawa, and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

‡ Route S T 77—	
Grand Trunk Railway or R. & O. N. Co's Steamer to Quebec.....	} X 41
Grand Trunk Railway or R. & O. N. Co's Steamer to Montreal	} X 41
Fare	\$5.00

Richmond to Quebec and Return.

(To be issued only to holders of tourist tickets reading through Richmond.)

Route S T 78—	
Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec.....	T 37
Return same route.	
Fare	\$3.00

Groveton to Quebec and Return.

Route S T 79—	
Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec	T 37
Return same route.	
Fare	\$9.00

Niagara Falls, Ont., to Queenston, Ont., and Return.

Route S T 80—	
Niagara Falls Park & River Railway to Queenston.....	T 158
Return same route.	
Fare	\$0.50

To Rice Lake, Ont., and Return.

‡ Route S T 81—	
Peterboro' Nav. Co.'s Steamers Harwood to Peterboro'	T 78
Return same route	T 78
Fare (date of issue only).....	\$0.50
‡ Route S T 82—	
Peterboro' Nav. Co.'s Steamers Peterboro' to Harwood	T 78
Return same route	T 78
Fare (date of issue only).....	\$0.50

Port Hope to Rochester, N. Y., and Return.

Route S T 83—	FORM.
Lake Ontario & Bay of Quinte Steamboat Co. to Charlotte.....	T 78
Transfer.....	T 80
New York Central & Hudson River Railroad to Rochester.....	T 17
Return same route.	
Fare.....	\$3.95

Quebec to St. Anne de Beaupre and Return.

("La Bonne Ste. Anne.")

Route S T 84—	
Quebec, Montmorency & Charlevoix Ry. to Ste. Anne de Beaupré.....	T 87
Return same route.....	T 87
Fare.....	\$1.20

Halifax to St. Pierre de Miquelon and Return.

Route S T 85—	
*S. S. St. Pierre and Owners to St. Pierre de Miquelon.....	T 78
Return same route.....	T 78
Fare.....	\$33.00

Montreal to Saranac Lake and Return.

(Adirondacks.)

Route S T 86—	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake.....	T 113
Return same route.	
Fare.....	\$6.60
Route S T 87—	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake Station.....	T 113
Return same route.	
Fare.....	\$6.60

Suspension Bridge to Shawanese Lake, Pa., and Return.

Route S T 88—	
Lehigh Valley Railroad Suspension Bridge to Shawanese Lake.....	T 175
Return same route.	
Fare.....	\$12.00

Suspension Bridge to Sheldrake, N. Y., and Return.

Route S T 89—	
Lehigh Valley Railroad Suspension Bridge to Sheldrake.....	T 175
Return same route.	
Fare.....	\$5.35

Bryant's Pond, Me., to South Arm, Me., and Return.

Route S T 90—	
Tuttle's Stage, Bryant's Pond to Andover.....	T 79
Androscoggin Lakes Trans. Co.'s Stage to South Arm.....	T 169
Return same route.	
Fare.....	\$5.50

* Meals and stateroom included.

Toronto to Sturgeon and Chemong Lakes and Return.

† Route S T 91—		FORM.
R. W.	Grand Trunk Railway to Lindsay.....	T 143
	Transfer to Wharf.....	T 80 or X 445
	Trent Valley Nav. Co.'s Steamer to Bobcaygeon.....	T 78 or X 444
	Steamer to Chemong.....	T 78 (R. W.)
	Grand Trunk Railway to Toronto.....	T 143
Fare.....		\$4.50

Fabyans to Summit Mount Washington and Return.

Route S T 92—	
Concord & Montreal Railroad to Base of Mount Washington.....	T 25
Mount Washington Railroad to Summit.....	T 41
Return same route.	
Fare.....	\$6.00

Glen Site to Summit Mount Washington and Return.

Route S T 93—	
Milliken's Stage Glen Site to Summit.....	T 39
Milliken's Stage to Glen Site.....	T 40
Fare.....	\$5.00

Quebec to Tadousac and Return.

(Saguenay River.)

† Route S T 94—	
R. & O. N. Co.'s Steamer to Tadousac.....	T 6
Return same route.	
Fare	\$5.00

Suspension Bridge to Taughannock Falls, N. Y., and Return.

Route S T 95—	
Lehigh Valley Railroad Suspension Bridge to Taughannock Falls....T 175	
Return same route.	
Fare.....	\$5.75

Montreal to Tupper Lake and Return.

Route S T 96—	
Grand Trunk Railway to Bombay Jet.....	T 76
Central Vermont Railroad to Moira.....	T 12
Northern Adirondack Railroad to Tupper Lake.....	T 109
Return same route.	
Fare.....	\$7.30
Route S T 97—	
Grand Trunk Railway to Bombay Jet.....	T 76
Central Vermont Railroad to Moira.....	T 12
Northern Adirondack Railroad to Tupper Lake Jet.....	T 109
Return same route.	
Fare.....	\$7.30

Bryant's Pond, Me., to Upper Dam, Me., and Return.

Route S T 98—	
Tuttle's Stage to Andover.....	T 79
And. Lakes Trans. Co. (stage) to South Arm.....	T 169
And. Lakes Trans. Co. (steamer) to Middle Dam.....	T 168
And. Lakes Trans. Co. (steamer) to Upper Dam.....	T 168
Return same route.	
Fare.....	\$8.00

Bethel, Me., to Upper Dam, Me., and Return.

Route S T 99—	FORM.
And. Lakes Trans. Co. (stage) to Cambridge.....	T 189
And. Lakes Trans. Co. (steamer) to Sunday Cove	T 188
And. Lakes Trans. Co. (stage) to Middle Dam.....	T 189
And. Lakes Trans. Co. (steamer) to Upper Dam.....	T 188
Fare.....	\$10.50

Montreal to Valleyfield and Return.

Route S T 100—	
Grand Trunk Railway to Valleyfield.....	T 78
Richelleu & Ontario Navigation Co's Steamer to Montreal.....	T 6
Fare.....	\$2.25

Suspension Bridge to Watkins Glen, N. Y., and Return.

Route S T 101—	
Lehigh Valley Railroad Suspension Bridge to Burdett.....	T 175
Stage to Watkins.....	T 79
Return same route.	
Fare.....	\$6.00
Route S T 102—	
Lehigh Valley Railroad Suspension Bridge to Geneva.....	T 175
Seneca Lake Steamer to Watkins.....	T 78
Return same route.	
Fare.....	\$6.00

Brockville to Westport and Return.

(Rideau Lakes. Fishing Grounds.)

Route S T 103—	
Brockville, Westport & Sault Ste. Marie Railway to Westport.....	T 77
Return same route.	
Fare.....	\$3.00

EXCURSIONS

FROM

Boston, Portland and Lewiston, Me.,

TO THE

WHITE MOUNTAINS, RANGELEY LAKES, QUEBEC AND MONTREAL.

NOTE 1.—Agents at Portland and adjoining stations must be careful not to exceed the special round trip fares shown to Grand Trunk local stations, when selling to intermediate points.

NOTE 2.—Tickets to points in the Rangeley Lake District, except where otherwise noted, will be on sale from May 1st until Oct. 31st, and will be made valid for return passage until November 30th.

To Andover, Me., and Return.

‡ Route R T 250— FORM.
Grand Trunk Railway, Portland (or Lewiston T 76) to Bryant's Pond... T 74
Tuttle's Stage to Andover..... T 79
Return same route.

Fares:—

Boston (rail to Portland T 50).....	\$10.50
Boston (steamer to Portland T 81).....	7.95
*Boston (steamer to Portland T 81).....	7.50
Portland.....	6.00
Lewiston.....	4.60

Route R T 251—

Grand Trunk Railway, Portland to Mechanic Falls.....	T 74
Portland & Rumford Falls Railroad to Rumford Falls.....	T 82
Stage to Andover.....	T 79
Return same route.	

Fares same as for Route R T 250.

Androscoggin Lakes.

Fares for routes going and returning the same way may be made by adding tourist fares to Bethel or Bryant's Pond to side-trip fares to Androscoggin Lakes points shown on pages 200 to 222.

To Berlin, N. H. and Return.

‡ Route R T 252—
Grand Trunk Railway to Berlin and return 1 R T

Fares:—

Boston (rail to Portland T 50 and T 74).....	\$8.50
Boston (steamer to Portland T 81 and T 74).....	7.50
*Boston (steamer to Portland T 81 and T 74).....	6.00
Portland.....	5.50
Portland (Saturday to Monday).....	3.40
Lewiston.....	4.10
Lewiston (Saturday to Monday).....	2.55

* Tickets for entire journey limited to continuous passage in both directions.

To Bethel, Me., and Return.

‡ Route R T 253 —

FORM.

Grand Trunk Railway to Bethel and return..... 1 R T

Fares:—

Boston (rail to Portland T 50 and T 74).....	\$7.75
† Boston (steamer to Portland T 81 and T 74).....	5.95
* Boston (steamer to Portland T 81 and T 74).....	5.25
† Portland.....	3.95
Portland (Saturday to Monday).....	2.45
Lewiston.....	2.60
Lewiston (Saturday to Monday).....	1.65

To Brockville and Return.

‡ Route R T 254 —

Same as Routes to Montreal.

Grand Trunk Railway to Brockville..... T 76
Return same route.

Fare:—

Boston.....\$17.20

To Bryant's Pond and Return.

‡ Route R T 255 —

Grand Trunk Railway to Bryant's Pond and return..... 1 R T

Fares:—

Boston (rail to Portland, T 50 and T 74).....	\$7.50
† Boston (steamer to Portland, T 81 and T 74).....	5.50
* Boston (steamer to Portland, T 81 and T 74).....	5.00
Portland.....	3.50
Portland (Saturday to Monday).....	2.20
Lewiston.....	2.10
Lewiston (Saturday to Monday).....	1.35

To Buckfield and Return.

‡ Route R T 256 —

Grand Trunk Railway, Portland to Mechanic Falls..... T 74

Portland & Rumford Falls Railroad to Buckfield..... T 82
Return same route.

Fares:—

Boston (rail to Portland T 50).....	\$7.70
Boston (steamer to Portland T 81).....	4.85
Portland.....	2.85

To Cambridge and Return.

(Lakeside.)

‡ Route R T 257 —

Grand Trunk Railway, Portland (or Lewiston T 76) to Bethel..... T 74

And. Lakes Trans. Co. (stage) to Cambridge (Lakeside)..... T 169

Return same route.

Fares:—

Boston (rail to Portland T 50).....	\$11.75
Boston (steamer to Portland T 81).....	9.95
* Boston (steamer to Portland T 81).....	9.25
Portland.....	7.95
Lewiston.....	6.60

† Form 274 may be used from Boston.

* Tickets for entire journey limited to continuous passage in both directions.

To Colebrook and Return.

‡ Route R T 258 —		FORM.
Grand Trunk Railway, Portland (or Lewiston T 76) to North	T 74 } or	5188 R
Stratford.....		
Maine Central Railroad to Colebrook.....	T 130 }	
Return same route.		

Fares:—

Boston (rail to Portland T 50).....	\$11.35
Boston (steamer to Portland T 81).....	9.90
*Boston (steamer to Portland T 81).....	9.10
Portland (limited to 1 month).....	7.90
Lewiston (limited to 1 month).....	7.20

To Connecticut Lake and Return.

(Ticket to West Stewartstown.)

To Crawford House and Return.

‡ Route R T 259 —	
Boston & Maine Railroad to Intervale.....	T 30
Maine Central Railroad to Crawford House and Fabyans.....	T 28
Concord & Montreal Railroad to Base.....	T 25
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to Portland.....	T 74
Boston & Maine Railroad to Boston.....	T 50

Fares:—

Boston.....	\$19.50
Portland.....	19.50

‡ Route R T 260 —

Reverse of Route R T 259.

Fares:—

Boston.....	\$21.50
Portland.....	21.50

To Dixville Notch and Return.

‡ Route R T 261 —	
Grand Trunk Railway, Portland (or Lewiston T 76) to North Stratford..	T 74
Maine Central Railroad to Colebrook.....	T 130
Davis' Stage to Dixville Notch.....	T 79
Return same route.	

Fares:—

Boston (rail to Portland T 50).....	\$13.30
Boston (steamer to Portland T 81).....	11.90
Portland.....	9.90
Lewiston.....	9.20

‡ Route R T 262 —

Grand Trunk Railway, Portland (or Lewiston T 76) to North Stratford..	T 74
Maine Central Railroad to Colebrook.....	T 130
Davis' Stage to Dixville Notch.....	T 79
Davis' Stage to Errol Dam.....	T 79
And. Lakes Trans. Co. (steamer) to Cambridge.....	T 168
And. Lakes Trans. Co. (stage) to Bethel.....	T 169
Grand Trunk Railway to Portland (or Lewiston T 76).....	T 74

Fares:—

Boston (rail to Portland T 50).....	\$15.30
Boston (steamer to Portland T 81).....	13.60
Portland.....	11.60
Lewiston.....	10.15

* Tickets for entire journey limited to continuous passage in both directions.

To Empire Road and Return

† Route R T 263 —	FORM.
Grand Trunk Railway, Portland (or Lewiston T 76) to Empire Road ... T	74
Return same route.	
Fares:—	
Boston (rail to Portland T 50).....	\$6.35
Boston (steamer to Portland T 81).....	3.85
Portland.....	1.85

To Errol, N. H., and Return.

(Umbagog House.)

† Route R T 264 —	
Grand Trunk Railway, Portland (or Lewiston T 76) to Berlin..... T	74
Stage to Errol..... T	79
Return same route.	
Fares:—	
Boston (rail to Portland T 50).....	\$12.00
Boston (steamer to Portland T 81).....	11.00
Portland.....	9.00
Lewiston.....	7.60

To Fabyans and Return.

† Route R T 265 —	
R. W. Boston & Maine Railroad, Boston to Portland..... T	50
Grand Trunk Railway, Portland to Groveton..... T	74
Concord & Montreal Railroad to Fabyans..... T	25
Maine Central Railroad to North Conway..... T	28
Boston & Maine Railroad to Boston..... T	30
Fares:—	
Boston.....	\$10.00
Portland.....	10.00
Route R T 266 —	
R. W. Boston & Maine Railroad, Boston to Portland..... T	50
Grand Trunk Railway to Groveton..... T	74
Concord & Montreal Railroad to Fabyans..... T	25
Concord & Montreal Railroad to Nashua Junction..... T	25
Boston & Maine Railroad to Boston..... T	29
Fares:—	
Boston.....	\$10.00
Portland.....	10.00

† Route R T 267 —	
R. W. Boston & Maine Railroad, Boston to Portland..... T	50
Grand Trunk Railway to Gorham..... T	74
Milliken's Stage to Glen Site..... T	160
Stage to Glen Station..... T	79
Maine Central Railroad to Crawford House and Fabyans..... T	28
Concord & Montreal Railroad to Nashua Jet..... T	25
Boston & Maine Railroad to Boston..... T	29
Fares:—	
Boston.....	\$16.70
Portland.....	16.70

† Route R T 268 —	
R. W. Boston & Maine Railroad, Boston to Portland..... T	50
Grand Trunk Railway to Gorham..... T	74
Milliken's Stage to Glen Site..... T	160
Milliken's Stage to Summit..... T	39
Mount Washington Railway to Base..... T	41
Concord & Montreal Railroad to Fabyans..... T	25
Concord & Montreal Railroad to Bethlehem Jet..... T	25
Profile & Franconia Notch Railroad to Profile House..... T	26
Stage to North Woodstock..... T	79
Concord & Montreal Railroad to Nashua Jet..... T	25
Boston & Maine Railroad to Boston..... T	29

To Fabyans and Return.—Continued.

Fares:—

Boston.....	\$21.80
Portland.....	21.80

‡ Route R T 269—

Reverse of Route R T 268.

Fares:—

Boston.....	\$20.00
Portland.....	20.00

To Gorham, N. H., and Return.

(Alpine House).

‡ Route R T 270—

FORM.

Grand Trunk Railway to Gorham and return.....	1 R T
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Fares:—

Boston (rail to Portland T 50 and T 74).....	\$8.00
Boston (steamer to Portland T 81 and T 74).....	7.20
Portland.....	5.20
Portland (Saturday to Monday).....	3.20
Lewiston.....	3.75
Lewiston (Saturday to Monday).....	2.35

To Groveton, N. H., and Return.

‡ Route R T 271—

W. Boston & Maine Railroad to Nashua Jet.....	T 29	} or 3042
Concord & Montreal Railroad to Groveton.....	T 25	
R. Grand Trunk Railway to Portland.....	T 74	
Boston & Maine Railroad to Boston.....	T 50	

Fares:—

Boston.....	\$10.00
Portland.....	10.00

‡ Route R T 272—

Grand Trunk Railway to Groveton.....	T 74
Return same route.....	T 74

Fares:—

Boston (rail to Portland T 50).....	\$9.75
Boston (steamer to Portland T 81).....	8.85
*Boston (steamer to Portland T 81).....	7.25
Portland.....	6.85
Lewiston.....	5.50

To Indian Rock and Return.

‡ Route R T 273—

Grand Trunk Ry., Portland (or Lewiston T 76) to Bryant's Pond.....	T 74
Tuttle's Stage to Andover.....	T 79
And. Lakes Trans. Co. (stage) to South Arm.....	T 169
And. Lakes Trans. Co. (steamer) to Upper Dam.....	T 168
Steamer "Metalluck" to Indian Rock.....	T 78
Return same route.....	

Fares:—

Boston (rail to Portland T 50).....	\$17.00
Boston (steamer to Portland T 81).....	14.50
Portland.....	12.50
Lewiston.....	11.10

* Tickets for entire journey limited to continuous passage in each direction.

To Island Pond and Return.

‡ Route R T 274— FOR:
 Grand Trunk Railway to Island Pond and return.....1 R T

Fares:—

Boston (rail to Portland T 50 and T 74).....	\$11.25
Boston (steamer to Portland T 81 and T 74).....	10.00
Portland.....	8.00
Lewiston.....	7.00

To Kingston, Ont., and Return.

Route R T 275—
 Same as Routes 284, 285 or 287 to Montreal.
 Grand Trunk Railway to Kingston.....T 32
 Return same route.

Fare:—

Boston.....	\$19.30
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To Lancaster, N. H., and Return.

‡ Route R T 276—
 Grand Trunk Railway, Portland (Lewiston T 76) to Groveton.....T 74
 Concord & Montreal Railroad to Lancaster.....T 136
 Return same route.

Fares:—

Boston (rail to Portland T 50).....	\$9.75
Boston (steamer to Portland T 81).....	8.35
Portland.....	6.35
Lewiston.....	6.20

Route R T 277—

Boston & Maine Railroad to Portland.....	T 31
Grand Trunk Railway to Groveton.....	T 76
Concord & Montreal Railroad to Nashua Jct.....	T 25
Boston & Maine Railroad to Boston.....	T 29

Fare:—

Boston.....	\$10.00
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To Lewiston, Me., and Return.

‡ Route R T 278—
 Grand Trunk Railway to Lewiston and return.....1 R T

Fares:—

Boston (steamer to Portland T 81 and T 74) (limit one month)...	\$3.60
Portland (ticket limited to one month).....	1.60
Portland (Saturday to Monday).....	1.10

To Mechanic Falls and Return.

‡ Route R T 279—
 Grand Trunk Railway to Mechanic Falls and return.....2900

Fares:—

Boston (rail to Portland T 50 and T 74).....	\$6.55
*Boston (steamer to Portland T 81 and T 74).....	4.10
Portland (ticket limited to one month).....	2.10
Portland (Saturday to Monday).....	1.35

* Tickets for entire journey limited to continuous passage in both directions.

To Middle Dam and Return.

Route R T 280 -

FORM.

	Grand Trunk Railway to Portland (or Lewiston T 76) to Bethel	T	74
	And. Lakes Trans. Co. (stage) to Cambridge	T	109
R. W.	And. Lakes Trans. Co. (steamer) to Sunday Cove	T	168
	And. Lakes Trans. Co. (stage) to Middle Dam	T	169
	And. Lakes Trans. Co. (steamer) to South Arm	T	168
	And. Lakes Trans. Co. (stage) to Andover	T	169
	Tuttle's Stage to Bryant's Pond	T	79
	Grand Trunk Railway to Portland (or Lewiston T 76)	T	74

Fares: -

Boston (rail to Portland T 50)	\$16.25
Boston (steamer to Portland T 81)	14.25
Portland	12.25
Lewiston	10.85

To Montreal and Return.

Route R T 281 -

	Boston & Maine Railroad to Portland	T	50
	Grand Trunk Railway to Montreal	T	74
R. W.	Grand Trunk Railway to St. Johns	T	11
	Central Vermont Railroad to Bellows Falls	T	131
	Fitchburg Railroad to Boston	T	132

Fare: -

Boston	\$18.00
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Route R T 282 -

	Same as Route R T 281 to Montreal.		
	Grand Trunk Railway to St. Johns	T	11
R. W.	Central Vermont Railroad to White River Jet.	T	84
	Boston & Maine Railroad to Concord	T	35
	Concord & Montreal Railroad to Nashua Jet	T	34
	Boston & Maine Railroad to Boston	T	29

Fare: -

Boston	\$18.00
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Route R T 283 -

Boston & Maine Railroad to Portland	T 50	or
Grand Trunk Railway to Montreal	T 74	3146-going.
Return same route		3147-returning.

Fare: -

Boston	\$15.10
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Route R T 284 -

Boston & Maine Railroad to Nashua Jet	T 29	
Concord & Montreal Railroad to Concord	T 34	or
Boston & Maine Railroad to White River Jet	T 35	3184-going.
Central Vermont Railroad to St. Johns	T 84	3185-returning.
Grand Trunk Railway to Montreal	T 11	
Return same route.		

Fare: -

Boston	\$15.10
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Route R T 285 -

Fitchburg Railroad to Bellows Falls	T 132
Central Vermont Railroad to St. Johns	T 131
Grand Trunk Railway to Montreal	T 11
Return same route.	

Fare: -

Boston	\$15.10
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To Montreal and Return.—Continued.

Route R T 286—

FORM.

Boston & Maine Railroad to Portland.....	T	50
Grand Trunk Railway to Levis.....	T	74
Ferry to Quebec.....	T	37
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	36
Return same route.		

Fare:—

Boston\$22.00

Route R T 287—

Boston & Maine Railroad to Nashua Jct.....	T	29
Concord & Montreal Railroad to Wells River.....	T	25
Boston & Maine Railroad to Sherbrooke.....	T	33
Grand Trunk Railway to Montreal.....	T	32
Return same route.		

Fare:—

Boston\$15.10

Route R T 288—

R. W. Same as Route R T 286 to Montreal.
 R. Return same as Route R T 283, 284 or 285.

Fare:—

Boston\$23.00

Route R T 289—

R. W. Boston & Maine Railroad to North Conway.....	T	30
Maine Central Railroad to North Stratford.....	T	130
Grand Trunk Railway to Montreal.....	T	32
Return same as Route R T 283, 284, 285 or 287.		

Fare:—

Boston\$18.00

Route R T 290—

R. W. Boston & Maine Railroad to Nashua Jct.....	T	29
Concord & Montreal Railroad to Fabyans.....	T	25
Concord & Montreal Railroad to Groveton.....	T	136
Grand Trunk Railway to Montreal.....	T	32
Return same as Route R T 283, 284, 285 or 287.		

Fare:

Boston\$18.00

Route R T 291—

Portland Steam Packet Co. to Portland.....	T	81
Grand Trunk Railway to Montreal.....	T	74
Return same route.		

Fare:—

Boston\$14.50

Route R T 292—

R. W. Choice of Routes R T 283, 284, 285 or 287 to Montreal.		
Grand Trunk Railway to Rouses' Point.....	T	16
Delaware & Hudson Railroad to Albany.....	T	67
New York Central & Hudson River Railroad to New York.....	T	65
Choice of Sound Steamer Lines to Boston.....	T	73

Fare:—

Boston\$23.00

To Montreal and Return.—*Concluded.*

Route R T 293—

Choice of Routes R T 283, 284, 285 or 287 to Montreal.	FORM.
Grand Trunk Railway to Rouse's Point.....	T 18
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champlain Transportation Co.'s Str. or D. & H. Railroad to Fort Ti- conderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Albany.....	T 21
New York Central & Hudson River Railroad to New York.....	T 65
Choice of Sound Line Steamers to Boston.	

Fare:—

Boston.....	\$24.50
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Route R T 294—

Choice of Routes R T 283, 284, 285 or 287 to Montreal.	
R. W. Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
R. Intercolonial Railway to Halifax.....	T 42
Canada Atlantic & Plant S. S. Co. to Boston.....	T 170

Fare:—

Boston.....	\$31.00
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Route R T 295—

Choice of Routes R T 283, 284, 285 or 287 to Montreal.	
R. W. Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Intercolonial Railway to St. John.....	T 46
or Dominion Atlantic Railway, Halifax to Digby.....	T 161
Bay of Fundy Steamship Co. to St. John.....	T 48
International Steamship Co. to Boston.....	T 144

Fare:—

Boston.....	\$30.50
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Route R T 296—

Choice of Routes R T 283, 284, 285 or 287 to Montreal.	
R. W. Grand Trunk Railway or R. & O. N. Co. Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Dominion Atlantic Railway to Yarmouth.....	T 161
Yarmouth Steamship Co. to Boston.....	T 171

Fare:—

Boston.....	\$29.50
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Route R T 297—

Choice of routes R T 283, 284, 285 or 287 to Montreal.	
Grand Trunk Railway or R. & O. N. Co. Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Intercolonial Railway to St. John.....	T 42
International Steamship Co. to Boston.....	T 144

Fare:—

Boston.....	\$27.00
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Route R T 298—

Grand Trunk Railway, Portland or Lewiston to Montreal and return.....	1 R T or X 204
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Fares:—

Portland.....	\$12.50
Lewiston.....	12.50

† Cabin berth included. Meals and berth extra.

To New Gloucester and Return.

‡ Route R T 299 — FORM.
Grand Trunk Railway, Portland to New Gloucester and return.....2900

Fares:—

Portland (ticket limited to one month).....\$1.25
Portland (Saturday to Monday).....0.85

To Niagara Falls and Return.

Route R T 300 —

	Fitchburg Railroad to Rotterdam.....	T 15
	West Shore Railroad to Suspension Bridge.....	T 66
	Choice of routes to Toronto (see pages 118 and 119).	
R. W.	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 56
	Choice of Routes R T 283, 284, 285 or 287.	

Fare:—

Boston\$30.15

To North Stratford, N. H., and Return.

‡ Route R T 301 —
Grand Trunk Railway to North Stratford and return.....1 R T

Fares:—

†	Boston (rail to Portland T 50 and T 74).....	\$10.45
\$	Boston (steamer to Portland T 81 and T 74).....	9.20
\$	Boston (steamer to Portland T 81 and T 74).....	7.95
	Portland.....	7.15
	Lewiston.....	6.20

To Norway, Me., and Return.

(Lake Pennesewassee.)

‡ Route R T 302 —
Grand Trunk Railway to Norway and return.....2900

Fares:—

	Boston (rail to Portland T 50 and T 74).....	\$7.20
*	Boston (steamer to Portland T 81 and T 74).....	4.75
	Portland (ticket limited to one month).....	2.75
	Portland (Saturday to Monday).....	1.75

To Ottawa, Ont., and Return.

Route R T 303 —

	Choice of Routes R T 283, 284, 285 and 287 to Montreal.	
	Grand Trunk Railway to Coteau Junction.....	T 32
	Canada Atlantic Railway to Ottawa.....	T 116
	Return same route.	

Fares:—

	Boston.....	\$18.00
	Boston (steamer to Portland T 81 and T 74).....	17.00

‡ Route R T 304 —

	Grand Trunk Railway to Coteau Junction.....	} 6 R
	Canada Atlantic Railway to Ottawa.....	
	Return same route.	

Fares:—

Portland.....	\$17.00	Lewiston.....	\$17.00
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† Form 2704 may be used from Boston.

\$ Form 2706 may be used from Boston.

* Tickets for entire journey must be limited to continuous passage in each direction.

To Poland Springs and Return.

Route R T 305—		FORM.
Boston & Maine Railroad to Portland.....	}	2921
Grand Trunk Railway to Danville Jct.....		
Stage to Poland Springs		
Return same route.		
Fare:—		
Boston		\$6.00
† Route R T 306—		
Portland Steam Packet Co. to Portland	}	2922
Grand Trunk Railway to Danville Jct.....		
Stage to Poland Springs.....		
Return same route.		
Fares:—		
Boston		\$5.00
Portland		3.00
Portland (Saturday to Monday).....		2.10

To Quebec and Return.

Route R T 307 —	
Boston & Maine Railroad to Nashua Jct.....	T 29
Concord & Montreal Railroad to Wells River.....	T 25
Boston & Maine Railroad to Sherbrooke.....	T 33
Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec	T 37
Ferry to Levis	T 37
Grand Trunk Railway to Portland.....	T 27
Boston & Maine R. R. to Boston.....	T 50
Fare:—	
Boston	\$22.00
Route R T 308 —	
Boston & Maine Railroad to Portland.....	T 50
Grand Trunk Railway to Levis.....	T 74
Ferry to Quebec	T 37
Ferry to Levis	T 37
Grand Trunk Railway to Groveton.....	T 27
Concord & Montreal Railroad to Nashua Jct.....	T 136
Boston & Maine Railroad to Boston.....	T 29
Fare:—	
Boston	\$22.00
Route R T 309 —	
Boston & Maine Railroad to Portland.....	T 50
Grand Trunk Railway to Levis.....	T 74
Ferry to Quebec	T 37
Return same route.	
Fare:—	
Boston	\$18.00
Route R T 310 —	
Boston & Maine Railroad to Nashua Jct.....	T 29
Concord & Montreal Railroad to Concord.....	T 34
Boston & Maine Railroad to White River Jct.....	T 35
Central Vermont Railroad to St. Johns	T 84
Grand Trunk Railway to Montreal.....	T 11
Grand Trunk Railway or R. & O. N. Co's Steamer to Quebec.....	T 36
Ferry to Levis	T 37
Grand Trunk Railway to Portland.....	T 27
Boston & Maine Railroad to Boston.....	T 30
Fare:—	
Boston	\$22.00

To Quebec and Return.—Continued.

Route R T 311 —

Same as Route R T 310 to Quebec.
Returning same way.

Fare:—

Boston\$22.00

Route R T 312 —

FORM.

Fitchburg Railroad to Bellows Falls.....T 132
Central Vermont Railroad to St. Johns.....T 12
Grand Trunk Railway to Montreal.....T 11
Grand Trunk Railway or R. & O. N. Co's Steamer to Quebec.....T 36
Return same route.

Fare:—

Boston\$18.00

Route R T 313 —

Portland Steam Packet Co. to Portland.....T 81
Grand Trunk Railway to Levis.....T 74
Ferry to Quebec.....T 37
Return same route.

Fare:—

Boston\$16.00

Route R T 314 —

Boston & Maine Railroad to Intervale.....T 50
Maine Central Railroad to North Stratford.....T 130
Grand Trunk Railway to Levis.....T 74
Ferry to Quebec.....T 37
Return same route.

Fare:—

Boston\$18.00

Route R T 315 —

Choice of Routes R T 307, 308, or 314 to Quebec.
Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....T 53
Intercolonial Railway to Halifax.....T 46
Canada Atlantic & Plant S. S. Co. to Boston.....T 170

Fare:—

Boston\$32.40

Route R T 316 —

Same as Route R T 315 to Halifax.
Intercolonial Railway to St. John.....T 46
or Dominion Atlantic Railway, Halifax to Digby.....T 161
Bay of Fundy Steamship Co. to St. John.....T 48
International Steamship Co. to Boston.....T 144

Fare:—

Boston\$34.90

Route R T 317 —

Same as Route R T 315 to Halifax.
Dominion Atlantic Railway to Yarmouth.....T 161
Yarmouth Steamship Co. to Boston.....T 171

Fare:—

Boston\$33.90

Route R T 318 —

Choice of routes R T 307, 308 or 314 to Quebec.
Ferry to Levis.....T 37
Intercolonial Railway to Halifax.....T 46
Intercolonial Railway to St. John.....T 46
or Dominion Atlantic Railway to Digby.....T 161
Bay of Fundy Steamship Co. to St. John.....T 48
International Steamship Co. to Boston.....T 144

Fare:—

Boston\$32.50

To Quebec and Return.—Continued.**Route R T 319—**

Same as Route R T 318 to Halifax.

Canada Atlantic & Plant S. S. Co. to Boston **FORM.** T 170

Fare:—

Boston.....\$30.00

Route R T 320—

Same as Route R T 318 to Halifax.

Dominion Atlantic Railway to Yarmouth.....T 161

Yarmouth Steamship Co. to Boston.....T 171

Fare:—

Boston.....\$31.50

Route R T 321—

Choice of Routes R T 307, 308 or 314 to Quebec.

Intercolonial Railway to St. John.....T 46

International Steamship Co. to Boston.....T 144

Fare:—

Boston.....\$26.70

† Route R T 322—

Grand Trunk Railway, Portland or Lewiston to Quebec and return ... 1 R T

Fares:—

Portland.....\$14.20

Lewiston.....14.20

To Rumford Falls and Return.**Route R T 323—**

Grand Trunk Railway to Meehan's Falls.....T 74

Portland & Rumford Falls Railroad to Rumford Falls... T 82

Return same route.

Fares:—

Boston (rail to Portland T 50).....\$8.00

Boston (steamer to Portland T 81 and T 74).....6.10

Portland.....4.10

To Shelburne, N. H., and Return.**† Route R T 324—**

Grand Trunk Railway to Shelburne and return.....1 R T

Fares:—

Boston (rail to Portland T 50 and T 74).....\$8.00

Boston (steamer to Portland T 81 and T 74).....6.85

*Boston (steamer to Portland T 81 and T 74).....5.50

Portland.....4.85

Portland (Saturday to Monday).....3.00

Lewiston.....3.45

Lewiston (Saturday to Monday).....2.15

To Sherbrooke and Return.**† Route R T 325—**

Grand Trunk Railway, Portland to Sherbrooke.....1 R

Return same route.

Fares:—

Boston (rail to Portland T 50 and T 74).....\$13.40

Boston (steamer to Portland T 81 and T 74).....12.50

Portland (ticket limited to one month).....10.70

* Tickets for entire journey limited to continuous passage in each direction.

To South Paris and Return.**Route R T 326 —****FORM**

Grand Trunk Railway to South Paris and return.....2900
Return same route.

Fares:—

Boston (rail to Portland T 50 and T 74).....\$7.10
Boston (steamer to Portland T 81 and T 74).....4.70
*Boston (do do).....4.60
Portland (ticket limited to one month).....2.70
Portland (Saturday to Monday).....1.70

To Toronto and Return.**Route R T 327 —**

Boston & Maine Railroad to Nashua Jet.....T 29
Concord & Montreal Railroad to Concord.....T 25
Boston & Maine Railroad to White River Jet.....T 33
Central Vermont Railroad to St. Johns.....T 84
Grand Trunk Railway to Toronto.....T 76
Return same route.

Fare:—

* Boston.....\$25.00

To Upper Dam and Return.**(Rangeley Lakes.)****Route R T 328 —**

Grand Trunk Railway, Portland (or Lewiston T 76) to North Stratford..T 74
Maine Central Railroad to Colebrook.....T 130
Davis' Stage to Errol Dam.....T 79
And. Lakes Trans. Co. (steamer) to Sunday Cove.....T 168
And. Lakes Trans. Co. (stage) to Middle Dam.....T 169
And. Lakes Trans. Co. (steamer) to Upper Dam.....T 168
And. Lakes Trans. Co. (steamer to South Arm.....T 168
And. Lakes Trans. Co. (stage) to Andover.....T 169
Tuttle's Stage to Bryant's Pond.....T 79
Grand Trunk Railway to Portland (or Lewiston T 76).....T 74

Fares:—

Boston (rail to Portland T 50).....\$18.60
Boston (steamer to Portland T 81).....16.10
Portland.....14.10
Lewiston.....12.90

Route R T 329 —

Grand Trunk Railway, Portland (or Lewiston T 76) to Bryant's Pond..T 74
Tuttle's Stage to Andover.....T 79
And. Lakes Trans. Co. (stage) to South Arm.....T 169
R. W. And. Lakes Trans. Co. (steamer) to Upper Dam.....T 168
And. Lakes Trans. Co. (steamer) to Middle Dam.....T 168
And. Lakes Trans. Co. (stage) to Sunday Cove.....T 169
And. Lakes Trans. Co. (steamer) to Cambridge.....T 168
And. Lakes Trans. Co. (stage) to Bethel.....T 169
Grand Trunk Railway to Portland (or Lewiston T 76).....T 74

Fares:—

Boston (rail to Portland T 50).....\$17.50
Boston (steamer to Portland T 81).....15.50
Portland.....13.50
Lewiston.....12.10

* Tickets for entire journey limited to continuous passage in both directions.

To Upper Dam and Return.—Continued.

Route R T 330 —		FORM.
Grand Trunk Railway, Portland (or Lewiston T 76) to North Stratford	T	74
Maine Central Railroad to Colebrook	T	130
Davis' Stage to Errol Dam	T	79
And. Lakes Trans. Co. (steamer) to Sunday Cove	T	168
And. Lakes Trans. Co. (stage) to Middle Dam	T	169
And. Lakes Trans. Co. (steamer) to Upper Dam	T	168
Return same route.		
Fares:—		
Boston (rail to Portland T 50)		\$20.80
Boston (steamer to Portland T 81)		19.30
Portland		17.30
Lewiston		17.30

Route R T 331 —		
Grand Trunk Railway, Portland (or Lewiston T 76) to Bryant's Pond	T	74
Tuttle's Stage to Andover	T	79
And. Lakes Trans. Co. (stage) to South Arm	T	169
And. Lakes Trans. Co. (steamer) to Upper Dam	T	168
Steamer to Indian Rock	T	78
R. W. Rangeley Lakes Steamboat Co., Rangeley Outlet to Rangeley	T	78
Phillips & Rangeley Railroad to Phillips	T	77
Sandy River Railroad to Farmington	T	85
Maine Central Railroad to Portland	T	52
Fares:—		
Boston (rail to Portland T 50)		\$16.90
Boston (steamer to Portland T 81)		14.40
Portland		12.40
Lewiston		10.90

Route R T 332 —		
Grand Trunk Railway, Portland to Meehan's Falls	T	74
Portland & Rumford Falls Railroad to Rumford Falls	T	82
Stage to Andover	T	79
Same as Route R T 331 to destination and back to starting points.		

Fares same as for Route R T 331.

To West Stewartstown and Return.

Route R T 333 —		
Grand Trunk Railway, Portland (or Lewiston T 76) to North Stratford	T	74
Maine Central Railroad to West Stewartstown	T	52
Return same route.		
Fares:—		
Boston (rail to Portland T 50)		\$11.85
Boston (steamer to Portland T 81)		10.35
Portland		8.35

To Yarmouth, Me., and Return.

Route R T 334 —		
Grand Trunk Railway, Portland to Yarmouth and return	1 R	
Fares:—		
Portland (ticket limited to one month)		\$0.65
Portland (Saturday to Monday)		0.50

STEAMBOAT CONNECTIONS.

1895.

Androscoggin Lakes Transportation Co. Steamers Capt. Farrar or Motechunkamunk will run daily (Sundays excepted) during lake navigation as follows: Leave South Arm 7.00 a. m. for Middle Dam, Upper Dam and all intermediate points. Returning, leave Upper Dam 10.00 a. m. Leave South Arm 1.00 p. m. (or earlier if stages are all in), for Middle Dam, Upper Dam, and all intermediate points. Returning, leave Upper Dam 3.30 p. m. Steamer *Parmachenee* or *Aziscohos* will run daily (Sundays excepted) during lake navigation as follows: Leave Lakeside, Cambridge, for Sunday Cove at 7.30 a. m. Leave Sunday Cove for Errol Dam at 9.00 a. m. Leave Errol Dam at 10.30 a. m. for Wentworth's Location. Leave Wentworth's Location for Errol Dam at 12.30 noon. Leave Errol Dam for Sunday Cove at 2.30 p. m. Leave Sunday Cove for Errol (if passengers) and Lakeside, Cambridge, at 3.30 p. m. Steamer *Magalloway* will probably run daily (Sundays excepted) during river navigation and until October 1st (and after that date if travel will admit it) between *Aziscohos* Falls, *Parmachenee* Lake and all *Magalloway* River points.

Black Diamond Line Steamers for Charlottetown, P. E. I., Sydney, C. B., and St. John's, Newfoundland, leave Montreal every week or ten days during season of navigation, as advertised from time to time.

Bale des Chaleurs Steamer Admiral leaves Dalhousie for Gaspé, Paspébiac and Percé Wednesdays and Saturdays at daylight. Returning, arrives at Dalhousie Monday and Thursday evenings.

Bay of Fundy Steamship Co. (Limited) Steamer "City of Monticello," is intended to run as follows:—Until June 25th, leave St. John at 7.30 a. m. (local time) and Annapolis on arrival of morning express from Halifax; leave St. John from June 20th to September 9th, daily (Sundays excepted).

Canada Atlantic & Plant S. S. Line (weekly service between Boston and Halifax). Leave Plant wharf, Halifax, June 28th to September 17th every Tuesday and Thursday at 8 a. m., arriving in Boston following day at noon; Saturday at 10.00 p. m., reaching Boston Monday at 7 a. m. Returning, leave Boston, Lewis wharf, Tuesday, Thursday, Saturday, at noon, arriving Halifax following afternoon.

Champlain Transportation Co. Steamers. Steamer *Vermont* leaves Plattsburg on week days at 7.00 a. m., Bluff Point 7.10 a. m., Port Kent 7.35 a. m., Burlington 8.40 a. m., arriving at Fort Ticonderoga about noon. Leave Fort Ticonderoga at 1.30 p. m., Burlington 5.30 p. m., Port Kent 6.00 p. m., Bluff Point 6.40 p. m., arriving at Plattsburg at 7.00 p. m.

Steamer Chateaugay leaves Westport 7.00 a. m., touching at way landings, arrive Plattsburg 11.00 a. m. Leave Plattsburg 2.15 p. m., arrive Westport 6.45 p. m.

Charlottetown Steam Nav. Co. (Limited) Steamer leaves Point du Chêne for Summerside daily (except Sundays) on arrival of Day Express from St. John. Also, leaves Pictou for Charlottetown daily (except Sunday) on arrival of Day Express from Halifax.

Citizens' Line Steamers on the Hudson River leave New York daily (except Saturday) at 6.00 p. m., arriving at Troy at 6.00 a. m. Leave Troy daily (except Saturday) about 7.45 p. m. on arrival of Delaware & Hudson R. R. trains from the north. Leaves Sundays at 6.00 p. m. Sunday steamers, both north and south-bound, touch at Albany.

Deseronto Navigation Co's Steamers leave Gananoque for Clayton, etc., at 6.45 a. m. and 3.45 p. m., daily except Sunday.

Detroit & Cleveland Steam Navigation Co's Steamers for Lake Huron ports, leave Detroit 11.00 p. m. Mondays and Saturdays, and Port Huron 7.30 a. m. Tuesdays and Sundays; also leave Detroit 9.30 a. m. and Port Huron at 3.30 p. m. Wednesdays and Fridays. Leave Detroit for Cleveland 11.00 p. m. daily, Sundays included, during June, July, August and September.

Detroit, Grand Haven & Milwaukee Ry. Steamers. Steamer will leave Grand Haven at 11.45 p. m. daily (except Sunday).

Erie & Western Transportation Co., Anchor Line Steamers, leave Detroit every Saturday and, commencing with June 5th, alternate Wednesdays, at 11.00 a. m., Port Huron same days at 5.30 p. m. Arrive Mackinac Island every Sunday and commencing with June 6th, alternate Thursdays at 3.00 p. m. Sault Ste. Marie next morning at 6.00 a. m., Duluth every Wednesday and commencing with June 9th, alternate Sundays at 6.00 a. m.

Goodrich Transportation Co.'s Steamers on the Grand Haven route for Chicago will leave Muskegon at 6.30 p. m. and Grand Haven at 9.00 p. m., daily, except Saturday. Extra Saturday trips will commence May 26th and end September 8th, both days inclusive. Returning these steamers will leave Chicago every evening (except Sunday) at 7.30 p. m., and arrive at Grand Haven in time for the early trains east the following morning. Extra Sunday trips from Chicago will commence May 27th and end September 9th, both days inclusive.

Great Northern Transit Co.'s Steamers leave Collingwood Mondays, Thursdays and Saturdays at 1.00 p. m. for Sault Ste. Marie. Also leave Collingwood on Tuesdays and Fridays at 4.00 p. m. for Parry Sound, Penetang and Midland, etc.

Hudson River Day Line Steamers leave Albany daily (except Sunday) at 8.30 a. m., arriving at New York at 6.00 p. m. Returning, leave New York at 8.40 a. m., arriving at Albany at 6.10 p. m. Last trips of the season about Oct. 15.

International Line Steamers from April 30th to July 1st, leave Portland for St. John, etc., Mondays and Fridays at 5.00 p. m. From July 1st to Sept. 7th, leave Portland Wednesdays and Saturdays at 5.00 p. m.

Lake George Steamers leave Caldwell on week days at 9.30 a. m. and 4.40 p. m., arriving at Baldwin at 12.50 and 7.40 p. m. Returning, leave Baldwin at 7.00 a. m. and 1.00 p. m., arriving at Caldwell at 10.10 a. m. and 4.30 p. m.

Lake Ontario & Bay of Quinte Steamboat Co. (Ltd.) Steamer leaves Cobourg 11.55 a. m., Port Hope 11.15 a. m. week days, arriving at Charlotte, N. Y. (Port of Rochester) 2.30 p. m., except Monday, when steamer leaves Cobourg at 2.40 p. m., Port Hope 2.00 p. m., arriving in Charlotte, N. Y., at 7.30 p. m.

Northern Steamship Co. Commencing June 11th, steamer will leave Buffalo at 9.30 p. m. on Tuesdays and Fridays, Detroit 3.00 p. m. on Wednesdays and Saturdays, arriving at Mackinac Island 9.00 a. m. and Sault Ste. Marie 4.00 p. m. on Thursdays and Sundays, and Duluth 12.00 noon Fridays and Mondays.

Lake Michigan & Lake Superior Trans. Co. Express S. S. Manitou, of Lake Michigan Division, leaves Chicago for Mackinac Island Mondays 12.00 noon, Wednesdays 5.30 p. m., Saturdays 9.00 a. m. Returning, leaves Mackinac Island for Chicago Sundays 9.05 a. m., Tuesdays 2.00 p. m., Thursdays 6.15 p. m. Steamers of Lake Superior Division leave Chicago for Sault Ste. Marie, Marquette, Duluth, etc., Tuesdays and Fridays 9.00 p. m., leave Sault Ste. Marie Tuesdays and Saturdays at 8.00 a. m. Returning, leave Duluth for Marquette, Sault Ste. Marie and Chicago Tuesdays and Fridays at 10.00 a. m., leave Sault Ste. Marie Mondays and Fridays at 8.00 a. m.

Maine Steamship Co. Leave Portland on Tuesdays, Thursdays and Saturdays about 6.00 a. m., arriving at New York on Wednesdays, Fridays and Sundays about 7.00 p. m. Leave New York on Tuesdays, Thursdays and Saturdays about 5.00 p. m., arriving at Portland on Wednesdays, Fridays and Sundays about 6.00 p. m. Intermediate stops at Cottage City.

Muskoka Nav. Co.'s Steamers leave Muskoka Wharf on week days for points on Lakes Muskoka, Rosseau and Joseph, on arrival of mail train, and from 30th June until 9th Sept., twice daily. Also leave Burk's Falls daily, except Sunday, at 9 a. m., for Magnetawan River points.

Niagara Nav. Co.'s Steamers leave Lewiston, commencing June 4th, on arrival of trains from Buffalo and Niagara Falls, at 8.00, 10.30 and 11.45 a. m., and 1.20, 5.30 and 6.25 p. m. Returning, leave Toronto at 7.00, 9.00 and 11.00 a. m., and 2.00, 3.30 and 4.45 p. m. daily, except Sunday.

Niagara Falls Line Steamers. Until June 8th, leave Port Dalhousie for Toronto at 10.20 a. m., returning at 3.20 p. m. daily, except Sunday. Commencing June 9th, leave Port Dalhousie at 10.20 a. m. and 7.30 p. m. Returning, leave Toronto at 7.40 a. m. and 3.20 p. m.

North Shore Nav. Co. Steamers City of Collingwood and City of Midland leave Collingwood on Tuesdays and Fridays at 1.30 p. m., Meaford at 4.30 p. m. and Owen Sound 10.30 p. m. after arrival of night train for Sault Ste. Marie and intermediate ports. During July and August steamers will wait at Collingwood for Steamboat Express and run to Mackinac Island. Steamer City of Parry Sound leaves Collingwood Mondays and Thursdays at 1.30 p. m. for Parry Sound, Point Aux Barils, Byng Inlet, French River and Killarney. Steamer City of Toronto leaves Penetanguishene and Midland daily (Sundays excepted) after the arrival of trains from south and east for the Islands, San Souci, Rose Point and Parry Sound, connecting with Steamer City of Parry Sound at Parry Sound on Mondays and Thursdays.

North-West Transportation Co.'s Steamers leave Sarnia Tuesdays and Fridays at 4.00 p. m. as per sailing lists.

Ottawa River Nav. Co.'s Steamers leave Lachine for Ottawa daily, except Sunday, on arrival of train leaving Grand Trunk Ry. station, Montreal, at 8.00 a. m. Leave Ottawa daily (except Sunday) at 7.30 a. m., connecting at Lachine with Grand Trunk Ry. train leaving Montreal at 5.05 p. m., running the Lachine Rapids and under Victoria Bridge, arriving at Montreal 6.30 p. m.

People's Line Steamers leave Albany at 8.00 p. m. daily (except Sunday) for New York. Returning, leave New York at 6.00 p. m. daily, except Sunday.

Peterborough Navigation Co. Steamer City of Peterborough will leave Peterborough wharf Mondays, Wednesdays and Fridays at 8.00 a. m., calling at Victoria Park, Jubilee Point, Gore's Landing and Harwood (Rice Lake) at 2.00 p. m. An excursion will be run every Tuesday at 2.00 p. m., calling at above ports. Connections at Peterborough, Hastings and Harwood with G. T. Ry.

Portland, Mt. Desert & Machias S. B. Co. During May and to June 24th steamer Frank Jones will leave Rockland on Wednesdays and Saturdays at 6.00 a. m. Commencing June 24th, three trips a week, leaving Rockland Tuesdays, Thursdays and Saturdays at 6.00 a. m.

Portland Steam Packet Co., between Portland and Boston, leave Portland at 7.00 p. m. daily (except Sunday) throughout the year, and leave Boston at 7.00 p. m. in summer and 6.00 p. m. in winter. From middle of June to middle of September Sunday trips will also be made, leaving both places at 7.00 p. m.

Quebec S. S. Co's Steamer leaves Quebec at 2.00 p. m. every second Tuesday, commencing with May 28th, until the end of October.

Richelieu & Ontario Navigation Co's Steamers leave Toronto at 2.00 p. m., from June 1st till Sept. 30th, daily (except Sundays), calling at Kingston at 5.00 a. m., Clayton 6.15 a. m., Round Island 6.30 a. m., Thousand Island Park 7.00 a. m., Alexandria Bay 7.15 a. m., Prescott 9.30 a. m., shooting the Rapids of the St. Lawrence, arriving at Montreal at 6.30 p. m.

Leave Montreal daily (except Sundays) at 7.00 p. m., arriving at Quebec 6.30 a. m. Returning, leave Quebec 5.00 p. m., arriving at Montreal at 6.30 a. m.

Leave Quebec from June 24th to Sept. 15th on Tuesday, Wednesday, Friday and Saturday, at 7.30 a. m., for the Saguenay River, Ha! Ha! Bay, Chicoutimi and intermediate landings. Returning, arrive at Quebec the second day after departure. Before June 23d and after Sept. 15th, leave Quebec Tuesdays and Fridays only.

Steamer Filgate. Take 8.00 a. m. train, Montreal to Lachine, connecting with steamer and running Lachine Rapids, arriving at Montreal 9.30 a. m.

Steamer Olaf leaves Pictou every Monday after the arrival of Halifax morning express for the Magdalen Islands, touching, both going and returning, at Georgetown and Souris, P. E. I. Leave Pictou every Wednesday night after arrival of last trains from Halifax and St. John. N. B., for Cheticamp, Cape Breton, calling, both going and returning, at Port Hood, Mabou-mouth Broadcove and Margaree.

Steamer St. Pierre leaves Halifax every alternate Wednesday, calling at following ports *en route*: In Cape Breton, at St. Peters, Baddeck, Sydney, North Sydney. In Newfoundland, at Channel, Rose Blanche, La Poile, Burgeo, Pushthrough, Harbor Breton, St. Jacques, Belleoram, Grand Bank, Fortune, Buri and Placentia.

St. Lawrence River Steamboat Co.. Steamer leaves Kingston daily at 5.00 a. m. and 2.30 p. m., arriving Cape Vincent 7.00 a. m. and 4.30 p. m. Returning, leaving Cape Vincent 10.00 a. m. and 5.00 p. m., arriving Kingston 12.00 noon and 7.00 p. m.

Thousand Island Steamboat Co. Steamer leaves Kingston daily (except Sunday) at 3.00 p. m. for Clayton, Alexandria Bay and intermediate Thousand Island points.

Steamer St. Lawrence leaves Alexandria Bay every afternoon upon her "Fifty Mile Ramble," and every evening upon her "Electric Search Light Excursion."

The steamers of this Company also perform service between Cape Vincent and Clayton, and between Clayton and Alexandria Bay.

Trent Valley Navigation Company. From 1st June to 30th September, steamer leaves Lindsay daily (except Sunday) at 11.30 a. m. and 5.45 p. m. for Sturgeon Point and Bobcaygeon, except Saturday, when boat leaves at 8.20 p. m., instead of 5.45. After 30th September at 3.00 p. m. daily, except Sunday.

Yarmouth S. S. Co. Steamers commencing June 10th will leave Pier No. 1, Lewis Wharf, Boston, Mondays, Tuesdays, Thursdays and Fridays at noon for Yarmouth. Returning, leave Yarmouth for Boston every Tuesday, Wednesday, Friday and Saturday evening after arrival of train from Halifax.

SOUND STEAMER LINES.

Fall River Line. Schedule in effect till June 16th, inclusive.

From New York steamers leave Pier 18, North River, foot of Murray Street, at 5.30 p. m., touching at Newport at 3.15 a. m. Due Fall River 5.00 a. m.; connecting trains leave Fall River at 5.50 and 7.40 a. m., due Boston 6.50 and 9.00 a. m.

From Boston trains leave Park Sq. St. at 6.00 p. m., arriving at Fall River 7.20 p. m.

Steamers leave Fall River at 7.40 p. m., Newport 9.15 p. m., and are due New York 7.00 a. m. Sunday trips will be resumed commencing May 5th. Double Summer Schedule (two boats each way daily) in effect from June 17th to Sept. 14th, inclusive. During this period the *Priscilla*, *Puritan*, *Plymouth* and *Pilgrim* will be in commission together. From New York steamers will leave at 5.30 and 6.30 p. m. week days, Sundays 5.30 p. m. only, the former running direct to Fall River, arriving at 5.00 a. m., the latter touching at Newport at 4.00 a. m., remaining there until 6.00 a. m., and then proceeding to Fall River, being due at 7.00; and trains will leave Fall River at 5.30 and 7.40 a. m., being due in Boston at 6.50 and 9.00 a. m., respectively. From Boston trains will leave Park Sq. Station at 6.00 and 7.00 p. m., connecting at Fall River with boats, leaving there at 7.40 and 8.30 p. m., due New York at 7.00 a. m. The train leaving Boston at 6.00 p. m. will connect with steamer touching at Newport at 9.15 p. m.

Stonington Line P. & S. S. Co. Steamboat Express leaves Boston (Park Sq. Station) daily (Sunday excepted) at 6.30 p. m., connecting at Stonington with steamer due at New York 7.00 a. m. Returning, steamer leaves New York at 6.00 p. m., from new Pier 36, North River, one block above Canal Street.

Providence Line (June to November) Steamboat Express leaves Boston (Park Sq. Station) daily (Sunday excepted) at 6.30 p. m., connecting at Providence with steamer due at New York 7.00 a. m. Returning, steamer leaves New York at 5.30 p. m., from new Pier 36, North River, one block above Canal Street.

Norwich Line Steamboat Express leaves Boston at 7.05 p. m. week days, steamer arriving at New York at 7.00 a. m. Returning, leaves New York at 5.30 p. m.

NOTE.—For time tables not contained herein, or other information connected with Steamer service apply to the Company's agents, who are always furnished with latest information.

For rail and stage connections, see Time Table Folder of the Grand Trunk Railway, Form A.

LIST OF SUMMER HOTELS AND BOARDING HOUSES

On or Reached via the Lines of Grand Trunk Railway.

There are a number of good Hotels at the principal points (New York, Buffalo, Detroit, Montreal, Toronto, etc.,) not shown in list. The rates are not guaranteed, but are compiled from latest data furnished.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOM- MODATIONS.	RATES.	
		PER DAY.	PER WEEK.
Adirondack District.			
TRENTON FALLS.			
Moore's Hotel Maria Moore	100	\$3.00 to \$3.50	\$14.00 to \$20.00
Kanyahoor House C. E. Moore	30		10.00 to 12.00
RAQUETTE LAKE.			
The Antlers C. H. Bennett	75		Apply.
The Hemlocks C. H. Bennett	60		Apply.
BLUE MOUNTAIN LAKE.			
Prospect House G. W. Tunnicliffe	500		Special.
Blue Mountain Lake House J. G. Holland	80		Special.
Blue Mountain House T. M. Merwin	300		Special.
LONG LAKE.			
New Sagamore E. Butler	200		Special.
CHILDWOLD.			
Hotel Childwold W. F. Ingold	300	3.00 to 4.00	15.00 to 40.00
SARANAC INN.			
Saranac Inn D. W. Riddle	125		17.50 to 40.00
UPPER SARANAC LAKE.			
Hotel Wawbeek 100		3.50 to 4.00	15.00 to 30.00
Rustie Lodge 40		3.00	12.00 to 18.00
SARANAC LAKE.			
Hotel Ampersand Eaton & Young	250	4.00 upw'ds	21.00 upw'ds
Saranac Lake House Milo B. Miller	250	3.00 to 4.00	14.00 to 28.00
Hotel Algonquin John Harding	150	3.00 to 4.00	15.00 to 25.00
The Berkeley House Streeter & Denison	100	2.00 to 3.00	14.00 to 25.00
Riverside Inn Wallace Murray	100	3.00	Special.
Franklin House John C. Morgan	60	1.00 to 1.50	Special.
Villa Dosey W. C. Rise	30		Special.
Hotel Belmonte J. E. & W. H. Meagher	100		12.00 upw'ds
The St. Bernard Frank G. Morse	35		10.00 to 20.00
Linwood Cottage F. A. Montz	25		10.00 to 15.00
Cedar Cottage Mrs. S. S. Thuer	25		8.00 upw'ds
Hotel St. Nicholas G. D. Grice	25		6.00 upw'ds
Sans Souci Mrs. H. E. Cantwell	20		8.00 upw'ds
Spring Rock Cottage Miss E. A. Wilcox	20		8.00 to 12.00
Baker Cottage A. J. Baker	15		9.00 to 10.00
Silver Maple House W. F. Roberts	15		10.00 to 15.00
O'Mally Cottage Mrs. E. L. Jones	15		8.00 upw'ds
Brenan Cottage J. Oakley	12		12.00 to 17.50
Conklin House Mrs. Conklin	10		12.00 to 15.00
Villa Oldene A. B. Moody	8		10.00 to 12.00
Olive Hill House James Hughes	6		6.00
And many Private Boarding Houses.			

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
LAKE PLACID.			
Mirror Lake House.....C. E. Martin	300	3.00 upw'ds	Special.
Stevens House.....J. A. & G. A. Stevens	300	3.00 to 4.00	Special.
The Rulisseaumont.....T. E. Krumholz	300	4.00	21.00 to 50.00
Grand View House.....Henry Allen	250	3.00	Special.
Lake Placid House.....G. W. Baldwin	100	2.50 to 3.00	Special.
Whiteface Inn.....Child & Farintosh	150	3.00	18.00
Undercliff Cottage.....Dr. C. D. Alton	70	.....	Special.
Lake Side Inn.....Fred Lamb	35	.....	Special.
Bonny Blinke Cottage.....Mrs. Frazer	25	.....	Special.
Castle Rustico.....B. Leggett	20	.....	Special.
PAUL SMITH'S.			
Paul Smith's Hotel..Paul Smith's Hotel Co	500	4.00 to 5.00	17.50 to 35.00
McCollom's.....C. A. McArthur	60	.....	10.00 to 14.00
MEACHAM LAKE.			
Meacham Lake House.....A. R. Fuller	100	.....	10.00 to 17.50
BLOOMINGDALE.			
Crystal Spring House..Robeson & Sharland	50	.....	10.00 to 17.50
RAINBOW LAKE.			
Rainbow Lake Hotel.....J. M. Wardner	50	2.50	10.00 to 15.00
LOON LAKE.			
Loon Lake House.....Ferd. W. Chase	340	4.00	17.50 upw'ds
Hunters' Home.....F. La Bombard	40	.....	8.00
Private House.....Mrs. Chas. Fadden	8	.....	Apply.
Alexandria Bay, N. Y.			
Thousand Island House.....J. B. Wistear	700	4.00	21.00 to 28.00
Crossman House.....Charles W. Crossman	400	4.00	21.00 to 28.00
Edgewood.....	100	3.00	17.50 to 21.00
Hotel Westminster.....H. P. Inglehart	250	2.50	15.00 to 17.50
Central Park.....Association	200	2.50	14.00 to 17.50
Marsden House.....G. A. Marsden	50	2.00	10.00 to 12.00
St. James Hotel.....Harrison H. Zoller	20	2.00	10.00 to 12.00
Jefferson.....Z. Bigness	50	2.00	10.00 to 12.00
(Boarding House).....W. B. Walton	25	2.00	.....
(Boarding House).....W. J. Woodworth	30	1.50 to 2.00	.....
Bay View Boarding House.....Weston Fall	50	2.00	.....
Andover, Me.			
Andover House.....A. W. Thomas	50	2.00	7.00 to 10.00
French's.....J. A. French	80	2.00	.....
Ausable Chasm, N. Y.			
Lake View House.....W. H. Tracy	150	3.00	10.00 to 18.00
Chasm House.....	20	2.00	7.00 to 12.00
Bala, Ont.			
River View House.....T. Currie	100	1.25	7.00
Clifton House.....J. Board	75	1.25	7.00
Bar Harbor, Me.			
West End.....O. M. Shaw & Son	400	3.00 to 3.50	14.00 to 21.00
St. Sauveur.....Alley Bros	200	3.00	14.00 to 21.00
Malvern.....DeGrasse Fox	150	.....	23.00 to 30.00
Newport House.....Wm. M. Roberts	150	2.00 to 3.00	14.00 to 21.00
Louisburg.....J. A. Butler	300	5.00	.....
Rockaway House.....T. L. Roberts	100	2.00 to 2.50	12.00 to 18.00
Belmont House.....J. C. Manchester	130	2.50	12.00 to 18.00
Lyham House.....J. S. Lyham	125	2.50	12.00 to 18.00
Marlboro House.....H. P. Higgins	100	2.00 to 3.00	14.00 to 21.00
Porcupine.....C. R. Bacon	100	2.00 to 3.00	10.00 to 18.00

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Bathurst, N. B.			
Kenry House.....T. F. Kenry	100	1.50	5.00 to 6.00
Carter's.....John Carter	30	1.00	4.50
International.....John Buchanan	20	.....	3.00
Power House.....M. Power	20	1.00	4.50
Albert House (Bathurst Village), M. Grant	20	1.00	4.50
Wilbur House.....P. N. Wilbur	20	1.50	.....
Foley House.....P. P. Foley	20	1.00	.....
Baysville, Ont.			
Baysville House.....R. Richards	30	1.00	5.50
Norfolk House.....G. Howard	25	1.00	5.50
Beaumaris, Ont.			
Beaumaris Hotel.....E. Prowse	150	1.50	8.00 to 10.00
Bemis, Me.			
Camp Bemis (Bemis Bay).....F. C. Barker	40	2.00	10.00 to 15.00
The Birches (Students Isl'd, Me.)	40	2.00	10.00 to 15.00
Berlin Falls, N. H.			
Berlin House.....H. F. Marston	100	2.00	10.00
Wilson House.....C. C. Knapp & Son	70	1.50	8.00
*Chandler's Hotel.....J. H. Chandler	50	1.50	10.50
Bethel, Me.			
Bethel House.....W. F. Lovejoy & Son	100	2.00	7.00 to 12.00
The Elms.....W. F. Lovejoy & Son	50	2.00	7.00 to 12.00
Spring Grove House.....Mrs. Valentine	30	1.50	6.00 to 8.00
Locke Mountain House.....P. D. Locke	40	1.00	5.00 to 8.00
Bethlehem, N. H.			
†Maplewood Hotel.....Ainslie & Webster	400	4.50	.....
†Maplewood Cottage.....Chas. S. Patten	100	3.00	10.00 to 18.00
†Sinclair House.....Durgin & Co	350	3.50	17.50 to 24.50
Highland House.....J. H. Clark	100	2.50 to 3.00	18.00 to 30.00
Strawberry Hill House.....J. K. Barrett	100	2.50	10.00 to 16.00
And many others at rates varying from \$1.50 to \$3.00 per day, and from \$5.00 to \$24.00 per week.			
Bic, Que.			
Bic.....Michael Pineault	20	1.00	5.00
Hattle Bay House.....Joseph Layole	20	.70	4.50
(Boarding House).....Wm. Chamberland	.....	1.00	5.00
(Boarding House).....M. L. Pineau	30	.75	5.00
(Boarding House).....H. Berubce	.....	1.00	5.00
Biddeford, Me.			
Goose Rocks House.....	300	2.50	10.00 to 14.00
Biddeford House.....	100	2.00	6.00 to 10.00
Block Island, R. I.			
Ocean View Hotel.....Nicholas Ball	400	3.50 to 7.00	.....
Spring House.....B. B. Mitchell	250	3.50	.....
The Manasses.....E. C. Allen	250	3.50	.....
Hygeia Hotel.....Dr. J. C. Champlin	150	2.00 to 3.00	.....
Highland House.....D. A. Mitchell	100	2.00 to 2.50	.....
Connecticut House.....Mrs. M. M. Day	100	2.00	.....
New Adrian Hotel.....Nathan Mott	100	1.50 to 3.00	.....
Pegnot House.....T. A. Ball	100	1.50 to 2.00	.....
Surf Hotel.....Mrs. C. W. Willis	100	2.00	.....
Woonsocket House.....A. J. Rose	100	2.00	.....
Neptune Hotel.....T. R. Saulsbury	90	2.00 to 2.50	.....

* Post-Office address, Dummer, N. H.

† Post-Office address, Maplewood, N. H.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Block Island, R. I.—Concluded.			
National Hotel..... R. G. Lewis	90	2.50 to 3.50	.....
Eureka House..... M. A. Ball	80	2.50 to 3.00	.....
Sea Side House..... Francis Willis	60	1.50 to 2.00	.....
South Cliff Cottage..... Mrs. A. E. Vail	60	2.00	.....
The Windsor..... C. C. Rose	60	2.00	.....
Ocean Cottage..... H. A. Mott	50	1.50 to 2.00	.....
Block Island House..... G. W. Conley	50	1.50 to 2.00	.....
Central House..... R. S. Littlefield	50	2.00	.....
Mitchell's Cottage..... A. W. Mitchell	40	2.50	.....
Rose Cottage..... Mrs. M. Rose	40	1.50 to 2.00	.....
Norwich House..... J. E. Rose	35	1.50 to 2.00	.....
Bellevue House..... L. B. Mott	30	1.50 to 2.00	.....
Harbor Cottage..... C. C. Ball	25	1.50 to 2.00	.....
Fair View Cottage..... L. Dodge	25	1.50	.....
Bluff Point, N. Y.			
Hotel Champlain..... O. D. Seavey	550	5.00	.....
Bobycaygeon, Ont.			
Rockland House..... Mrs. Goulals	100	1.00 to 1.50	Special.
Reid House..... Garduer Hunter	75	1.00	Special.
Boston, Mass.			
Brunswick..... Barnes & Dunklee	.....	Amer. and	Europ. Plan.
Victoria..... C. A. Gleason	.....	European	Plan.
Vendome..... C. H. Greenleaf & Co	.....	American	Plan.
United States..... Tilly Haynes	.....	Amer. and	Europ. Plan.
American House..... Geo. A. Keeler	.....	Amer. and	Europ. Plan.
Revere House..... J. F. Morrow & Co	.....	European	Plan.
Adams House..... George Hall	.....	European	Plan.
Parker House..... J. R. Whipple & Co	.....	European	Plan.
Young's..... J. R. Whipple & Co	.....	European	Plan.
Quincy..... Sinclair & Mann	.....	Amer. and	Europ. Plan.
Copley Square..... F. S. Risteen	.....	Amer. and	Europ. Plan.
Thorndyke..... E. A. & J. L. Damon	.....	European	Plan.
Bracebridge, Ont.			
British Lion..... W. J. Sebbett	50	1.00 to 1.50	Special.
Queen's..... J. Higgins	100	1.50 upw'ds	Special.
Dominion..... A. Foster	50	1.00 to 1.50	Special.
Brockville, Ont.			
St. Lawrence Hall..... Amos Robinson	100	2.00 to 3.00	.....
Revere House..... J. C. Bann	75	2.00 to 2.05	.....
Grand Central..... S. Conner	42	1.50	7.00
*Angler's Inn (Rideau Lake).....	50	3.00	15.00
†Armstrong House (Charleston Lake).....	40	1.50	4.50
Bruce Mines, Ont.			
Queen's Hotel.....	50	1.00 to 1.50	.....
Bryant's Pond, Me.			
Glen Mountain House..... John M. Tobin	75	1.00 to 2.00	6.00 to 8.00
Buckhorn, Ont.			
Buckhorn Hotel..... T. Eastwood	15	1.50	5.00
Buffalo, N. Y.			
Iroquois..... Woolley & Gerrans	500	4.00 to 5.00	.....
New Tiffs..... John Hood	400	2.50 to 4.00	17.50 upw'ds
Genesee..... Walter Cary Estate	400	3.00 to 5.00	17.50 to 25.00

* On Rideau Lake, reached via B. W. & S. S. M. R'y from Brockville. Post-Office and Telegraph address, "Angler's Inn," Brockville, Ont.

† Reached via B. W. & S. S. M. R'y to Athens, thence by team.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Buffalo, N. Y.—Concluded.			
Nagara.....C. J. Spaulding	200	3.50 to 5.00	Special.
Breezel.....B. L. Sheldon & Son	175	2.50 upw'ds	17.50
Mansion House.....Stafford & Co	300	2.50 to 3.00	.....
Arlington.....H. C. Orr	200	2.00	14.00
Continental.....C. J. Baker	300	2.00	10.50
Stafford.....A. S. Warner	175	2.00 to 2.50	14.00
Carlton.....Jas. Cairns	125	1.50	10.50
Gruener's.....G. F. Boller	50	2.00	Special.
Tucker's.....I. H. Taggart	100	2.00	10.50
United States.....W. E. Gibbs	200	1.00 to 2.00	7.00
Burleigh Falls, Ont.			
Burleigh House.....J. Holmes	15	1.50	5.00
Burk's Falls, Ont.			
Burk House.....D. F. Burk	75	1.50 to 2.00	8.00 to 10.00
Clifton House.....Fred Brasher	50	1.00	6.00
Cacouna, Que.			
St. Lawrence Hall.....T. D. Shipman	600	1.50 to 3.00	.....
Mansion House.....	300	1.00	.....
Various Boarding Houses at rate of \$5.00 per week.			
*Caledonia Springs, Ont.			
The Grand Hotel.....Grand Hotel Co	300	2.50 to 3.00	10.50 to 17.50
Lake Cottage Hotel.....J. S. McDougall	150	1.00	4.50 to 7.00
Victoria Cottage Hotel.....	75	1.00	4.50 to 7.00
Cambridge, N. H.			
See Lakeside.			
Castine, Me.			
Acadian.....E. P. Walker & Co	125	2.50	10.00 to 14.00
Castine House.....S. A. Lovejoy	40	1.50	7.00 to 10.00
Bay View.....Henry Gridell	50	1.25	7.00 to 10.00
Charlottetown, P. E. I.			
Hotel Davies.....J. J. Davies	100	2.00	10.00
Queen's Hotel.....P. P. Archibald	50	1.50 to 2.00	7.00 to 10.00
Rankin House.....Simon Bolger	55	1.00	4.00 to 5.00
Eureka Hotel.....C. Benolt	25	1.50	6.00
Chateaugay Lake, N. Y.			
Banner House.....J. S. Kirby	50	2.00 to 2.50	10.00 to 15.00
Chemong, Ont.			
Chemong Park Hotel.....A. Fobert	25	1.50	5.00 to 7.00
Chicoutimi, Que.			
Martin's Hotel.....	.....	1.25 to 2.00	7.50 to 12.00
(Boarding House).....J. Ouellette	.....	1.00	15.00 per mo.
Clayton, N. Y.			
Isaak Walton House.....T. M. Esselstyn	250	2.00 to 3.00	14.00 to 17.50
Hubbard House.....Mrs. J. T. Hubbard	200	2.50 to 3.00	14.00 to 17.50
The New Windsor.....W. P. Hawes	100	2.50	14.00 to 17.50
Hayes House.....P. K. Hayes	20	1.50	10.00
Dewey House.....B. J. Battlinger	40	1.50	10.00
(Boarding House).....R. M. Esselstyn	10	1.50	10.00
The Frontenac.....E. D. Dickinson	350	3.00 to 3.50	14.00 to 21.00
Colebrook, N. H.			
Monadnock House.....T. G. Rowan	100	2.00	10.00

* Railroad Station, Vanleek Hill; Stage connection for Caledonia Springs.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Connecticut Lake, N. H.			
*Connecticut Lake House.....O. C. Bumford	25	1.50 to 4.00	10.00 to 21.00
Cottage City, Mass.			
Pawnee House.....	150	Europ. and	Amer. Plan.
Island House.....	100	2.50	15.00
Oakwood Cottage.....	50	Europ. and	Amer. Plan.
Vineyard Grove House.....	50	Europ. and	Amer. Plan.
Hotel Naumkeag.....	150	Europ. and	Amer. Plan.
Prospect House.....	150	Europ. and	Amer. Plan.
Bellevue.....	75		
Mottakeset Lodge.....	150	2.00 to 3.00	
The Narragansett.....	100	2.00 to 3.00	
Ocean View.....		2.00	
Sunset Pavillion.....			
Temple House.....			
Central House.....	50	2.00	
Crawford, N. H.			
Crawford House.....Barron & Merrill	400	4.50	21.00 to 28.00
Dalhousie, N. B.			
Murphy's.....Thos. Murphy	50	1.50	7.00 to 9.00
Clifton.....J. McLeod	50	1.50	7.00
Chaleur.....G. E. Mercier	40	1.00	3.00 to 5.00
Detroit, Mich.			
Hotel Cadillac.....Van Eat & Graves	800	3.00 to 5.00	
Russell House.....Crittenden & McCreary	200	3.00 to 4.50	
Wayne.....Jos. R. Hayes	200	2.00 to 5.00	
Hotel Normandie.....Carr & Reeve	100	2.00 to 2.50	
Hotel St. Clair.....Whitney & Beyer	100	2.50	
Dixville Notch, N. H.			
†Dix House.....Mrs. Geo. W. Parsons	40	2.00	7.00 to 12.00
Dorset, Ont., (Cedar Narrows).			
Norway House.....D. McElroy	35	1.00	6.00
Summit House.....G. H. Cole	50	1.25	7.00
Dwight, Ont.			
Dwight House.....	25	1.00	5.50
Elizabethtown, N. Y.			
The Windsor.....Orlando Kellogg	200	2.00 upw'ds	10.00 to 15.00
Maplewood Farm.....E. J. Coonrod	14		7.00 to 10.00
Mansion House.....Mrs. S. J. Lamson	150	2.50 to 3.00	10.00 to 14.00
Valley House.....W. H. Sherburn	125	2.00	10.00 to 12.00
Pine Grove House.....W. W. Sellingham	25	1.50	8.00 to 10.00
Errol, N. H.			
†Umbagog House.....W. A. Bragg	100	2.00	8.00
†Errol Dam House.....F. R. Allan	50	2.00	8.00
Fabyans, N. H.			
Fabyan House.....Barron & Merrill	400	4.50	17.50 to 28.00
Franconia Notch, N. H.			
Profile House.....Taft & Greenleaf	500	4.50	21.00 to 28.00
Flume House.....Elliot Bros	150	3.50	14.00 to 21.00
Fox Point, Ont.			
Vanamella.....H. Cunlinton	20	1.00	5.50
Maple Valley.....J. McCutcheon	25	1.00	5.50

* Post Office address, Connecticut Lake, Pittsburg, N. H.

† Post Office address, Colebrook, N. H.

‡ Post-Office address, Errol, N. H. Daily stage from Berlin Falls.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Gaspe, Que.			
Baker's.....	100	2.00	Special.
(Boarding House).....Mrs. Dumaresq	40	2.00	Special.
Morin's.....	40	1.50	Special.
Gilead, Me.			
Glen Cottage.....Mrs. D. C. Lary	15	1.00	5.00
(Boarding House).....Mrs. Gammon	13	1.00	5.00
(Boarding House).....M. B. V. Watson	15	1.00	5.00
(Boarding House).....Geo. H. Robertson	20	1.00	5.00
Gore Bay, Ont.			
Mansion House.....	40	1.00 to 1.50	.....
Queen's Hotel.....	40	1.00 to 1.50	.....
Gorham, N. H.			
Alpine House.....G. D. Stratton	150	3.00	15.00
Willis Cottage.....Mrs. Evans	40	1.50	5.00 to 8.00
Grove Cottage.....Chas. E. Philbrooke	25	1.50	6.00 to 10.00
Randolph Hill House.....Chas. E. Lowe	100	1.50	6.00 to 10.00
Lary House.....Miss A. Lary	60	1.50	6.00 to 10.00
Eagle House.....L. L. Jackson	50	2.00	3.50 to 5.00
Ravine House.....L. M. Watson	75	1.50	6.00 to 10.00
Gravenhurst, Ont.			
Windsor.....D. B. LaFramler	75	1.00 to 1.50	7.00
Albion.....F. Wesley	50	1.00	7.00
Caledonian.....Jno. Sharp	45	1.00	7.00
Grimsby Park, Ont.			
Lake View House.....J. D. Strawn	150	1.50 to 2.00	8.00
Park House.....J. D. Strawn	200	1.00 to 1.50	4.00
Groveton, N. H.			
Metcher House.....E. E. Tibbetts	75	2.00	7.00 to 14.00
Eagle Hotel.....Merriam, Johnson & Co	40	2.00	7.00 to 14.00
Union House.....H. Bowker	20	1.00	3.00 to 4.00
Hal Hal Bay, Que.			
McLeans.....	.....	1.00 to 2.00	.....
Also, various private houses, at rate of \$1.00 per day, and \$16.00 per month.			
Halifax, N. S.			
Queen's.....A. B. Sheraton	200	2.00 to 2.50	Special.
Halifax.....H. Heslein & Son	350	2.50 to 3.00	Special.
Royal.....Mrs. Mullenhey	50	1.25	5.00 to 6.00
Waverley House.....Mrs. Romans	60	2.50	10.50
Carleton House.....Mrs. Mayeson	40	1.25 to 1.50	5.00 to 7.00
The Acadian.....Mrs. Nichols	40	1.25	6.00
Albion.....Grant Bros	75	1.50	7.00
Lorne House.....Jno. S. Lomas	50	1.50 to 2.00	5.00 to 9.00
Hamilton, Ont.			
Royal.....Hood & Bro	200	2.50 to 4.00	.....
St. Nicholas.....Smith & McLean	150	2.00	10.50
Commercial Hotel.....H. Maxly	100	1.00	.....
Revere.....John Staunton	50	2.00	10.00
American.....F. W. Bearman	70	1.00 to 1.50	.....
Dominion.....T. Armsburg	60	1.00	.....
Victoria.....J. Rowan	50	1.00	4.00 to 5.00
Huntsville, Ont.			
Reid House.....J. M. Reid	150	1.50 upw'ds	Special.
Dominion Hotel.....J. A. Kelley	30	1.00	3.00 to 5.00
Gilchrist House.....Edward Pyn	25	1.00	3.00 to 5.00
Vernon.....John Cooke	50	1.00	3.00 to 5.00
Also various private houses at rates of \$1.00 per day and \$4.00 to \$6.00 per week.			

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Island Pond, Vt.			
Stewart House.....C. M. Dyer	100	2.00	10.00 to 14.00
Essex House.....M. C. Davis	70	1.00	5.00 to 8.00
Jefferson, N. H.			
The Waumbek.....Porter & Judd	300	4.00	18.00 to 28.00
Plaisted House.....P. C. Plaisted	150	3.50	12.00 to 15.00
Stallbird House.....Levi Stallbird	25	2.00	6.00 to 10.00
Cold Spring House.....W. H. Crawford	3	1.00	7.00
Jefferson Hill House.....E. E. Bedell	100	3.50	10.50 to 17.50
Grand View House.....F. M. Bradley	40	3.00	10.00 to 18.00
Hillside Farm House.....N. M. Davenport	30	1.50	7.00 to 8.00
*Mount Adams House.....J. W. Crawshaw	60	.....	7.00 to 12.00
*Crawford House.....E. A. Crawford	50	.....	8.00 to 12.00
*Piny Range House..G. W. Crawford & Son	50	2.00	6.00 to 10.00
*Highland House.....J. L. Pottle	50	.....	7.00 to 10.00
Union House.....Hight Brothers	30	1.50	7.00 to 10.00
Cloverdale Cottage.....Palmer & Kenison	25	1.25	7.00
Kagawong, Ont.			
Hilliard House.....	50	1.00 to 1.50	.....
†Kamouraska, Que.			
St. Louis.....W. Blais	150	1.00	7.00
Labrie.....Miss E. Labrie	100	1.00	7.00
Temperance.....Miss Dechenes	60	1.00	7.00
Ward's.....Thos. Ward	50	1.00	7.00
Langlais.....Miss M. Langlais	40	1.00	7.00
Keene Valley, N. Y.			
Adirondack House.....S. Kelly	100	2.50	10.00 to 15.00
St. Hubert's Cottage.....Beede & Houghton	40	2.00	10.00 to 18.00
St. Hubert's Inn.....Beede & Houghton	300	.....	15.00 to 35.00
Estes House.....J. H. Estes	35	2.00	8.00 to 12.00
Kennebunkport, Me.			
Ocean Bluff.....	450	3.00 to 4.00	15.00 to 28.00
Parker House.....	150	3.00 to 3.50	12.00 to 21.00
§Beach House.....	70	1.50 to 2.00	8.00 to 12.00
Cliff House.....	150	.....	7.00 to 15.00
Glen Cottage.....			7.00 to 15.00
§Granite State House.....	80	2.00	10.00 to 13.00
§Seaview House.....	50	1.50	7.00 to 15.00
Seaside House.....	50	2.00	8.00 to 15.00
Ledge Cottage.....	15	1.50	8.00
†Sea Grove Cottage.....	25	1.50	8.00
Riverside House.....	75	2.00	8.00 to 15.00
Grand View Cottage.....	15	2.00	8.00 to 15.00
Highland House.....	50	.....	7.00 to 15.00
Nonantum House.....	50	2.00	9.00 to 15.00
Arundel House.....	50	2.00	10.00 to 15.00
Norton House.....	50	2.00	8.00 to 12.00
Beckford House.....	75	2.00	9.00 to 15.00
†Eagle Rock House.....	75	2.00	8.00 to 14.00
Shiich House, Cape Porpoise.....	40	1.00 to 2.00	7.00 to 12.00
|| Grove Hill House.....	125	.....	.....
|| Bass Rock House.....	40	2.00	10.00 to 13.00
†The Ridgewood.....	40	.....	.....
Killarney, Ont.			
Killarney House.....	40	1.00 to 1.50	.....

* Post-Office address Jefferson Highlands.

† Reached from St. Paschal Station, Intercolonial Railway.

§ Railroad Station, Kennebunk Beach.

‡ Railroad Station, Kennebunk Beach.

|| Grove Station.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Kingston, Ont.			
Hotel Frontenac..... T. Crate	150	2.50 to 4.00	15.00 to 25.00
British-American..... T. Crate	150	2.00 to 3.00	10.00 to 15.00
City Hotel..... J. S. Randolph	150	1.50 to 2.00	8.00 to 10.00
Anglo-American..... H. Moreland	75	1.00 to 1.50	5.00 to 7.00
Windsor..... A. J. Fralick	50	1.00 to 1.50	6.00 to 8.00
Lake Edward.			
Laurentides House..... J. W. Baker	.....	1.50 to 2.00	.....
Lake George, N. Y.			
The Sagamore..... M. O. Brown	400	4.00	15.00 to 25.00
Fort William Henry.....	700	4.00	15.00 to 18.00
Carpenter's..... J. H. Carpenter	50	2.00 to 3.00	12.00 to 17.00
Crosbyside..... F. G. Crosby	200	3.00	10.00
Hundred Island House..... R. O. Brady & Co.	100	2.50 to 3.00	.....
Roger's Rock..... T. J. Treadway	.....	3.00	.....
Trout Pavillon..... J. M. Cronkhite	80	2.50	.....
Bolton House..... L. D. Waters	125	3.00	10.00 to 12.00
Mohican House..... E. B. Winslow	90	3.00	12.00 to 19.00
Also many other hotels and boarding houses.			
Lake St. John, Que.			
Hotel Roberval..... T. Kenna	300	3.00 to 5.00	Special.
Island House..... T. Kenna	125	3.00	Special.
Lake St. Joseph.			
Lake View House..... Chas. White	125	1.00	6.00
Lakefield, Ont.			
Tremont Hotel..... N. Ingram	25	1.50	5.00 to 7.00
Queen's Hotel..... R. J. Munroe	25	1.50	5.00 to 7.00
Lakeside, N. H.			
The Lakeside..... Andros. Lake Trans. Co.	40	2.00	10.50
Lancaster, N. H.			
Lancaster House..... L. B. Whipp	150	2.50 to 3.00	14.00 to 21.00
Williams House..... John Hopkins	75	1.50	7.00 to 10.00
Hillside Cottage..... W. L. Rowell	40	.....	7.50 to 10.00
Elm Cottage..... Mrs. B. F. Huncking	15	1.50	7.00 to 10.00
(Boarding House)..... Mrs. W. A. Hicks	10	.....	7.00 to 10.00
Little Current, Ont.			
Mansion House.....	40	1.00 to 1.50	.....
Queen's Hotel.....	40	1.00 to 1.50	.....
Little Metis, Que.			
Turriff Hall..... R. Turriff	100	1.50	6.00 to 7.00
Seaside House..... W. Astle & Bros	150	1.50	6.00 to 7.00
Cascade House..... G. McNider	100	1.50	7.00 to 8.00
Woodland House..... J. Smith	50	.....	.....
Green Hill House..... W. Turriff	30	.....	.....
Roy's..... A. Roy	20	.....	.....
Magalloway, Me.			
Flint's.....	40	2.00	10.50
Manitowaning, Ont.			
Lake View Hotel.....	75	1.00 to 1.50	.....
Maplewood. (See Bethlehem, N. H.)			

† Post-Office address, Roberval, Quebec.

§ Post-Office address, Grand Discharge, Quebec.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Massena Springs, N. Y.			
Hatfield House.....A. Hatfield	400	2.50	10.00 to 14.00
White's.....W. C. White	250	2.00	Special.
Harrowgate House.....W. R. Stearns	150	2.00	6.00 to 12.00
Smith's.....E. M. Smith	30	1.50	6.00 to 10.00
Allen House.....J. Reed	40	1.50	6.00 to 10.00
Middle Dam, Me.			
Angler's Retreat....And. Lakes Trans. Co.	40	2.00	10.50
Midland, Ont.			
Queen's.....J. Hanley	40	1.00	4.00
Howls.....C. Pellittier	40	1.00	4.00
Gladstone.....H. J. Nicklin	40	1.00	4.00
American.....Jos. Hill	30	1.00	3.00
Moncton, N. B.			
Brunswick Hotel.....Geo. McSweeney	100	2.00	10.00 to 12.00
Royal Hotel.....Wm. Wallace	100	2.00	7.00 upw'ds
Queens Hotel.....Thos. F. LeBlanc	50	1.50	4.00 to 5.00
Commercial Hotel.....P. Gallagher	100	2.00	7.00 to 10.00
Montreal, P. Q.			
Windsor.....H. S. Dunning	500	3.50 to 5.00	.....
St. Lawrence Hall.....Henry Hogan	400	2.50 to 4.00	17.50 to 24.00
Balmoral.....E. H. Dunham	350	2.00 to 3.50	14.00 upw'ds
Queen's.....B. G. Frazer-Crierle	250	2.00 upw'ds	.....
Albion.....Kinne & Peavy	200	1.50 to 2.00	10.00 upw'ds
Richelieu.....I. B. Durocher	150	2.50 to 3.50	12.00 upw'ds
Hotel Cadillac.....J. W. Lewis	150	1.50 to 2.50	10.50 upw'ds
St. James.....C. & N. Vallée	150	2.00 to 2.50	14.00 upw'ds
Waverly House.....W. Bogle	100	1.50 to 2.50	9.00 to 15.00
Riendeau.....J. Riendeau	100	2.00 to 3.00	10.50 upw'ds
Turkish Bath Hotel.....F. E. McKyes	200	1.75 to 2.50	.....
Mount Washington, N. H.			
Summit House.....Barron & Merrill	150	5.00	.....
Murray Bay, Que.			
Lorne House.....— Chamard	.....	1.50	8.75
Narragansett Pier, R. I.			
Rockingham.....J. G. Burnes & Son	500	3.00 to 7.00	.....
Mathewson House.....S. W. Mathewson	300	3.00 to 4.50	.....
Atlantide House.....S. T. Browning	200	2.50 to 4.00	.....
The Revere.....J. A. Rose	200	2.50 to 4.00	.....
Green's Inn.....H. W. & N. R. Green	120	3.00 to 5.00	.....
The Continental.....Gilbert Johnson	240	3.00 to 4.00	.....
Hotel Columbus.....W. A. Nye	120	3.00 to 5.00	.....
The Gladstone.....W. A. Nye	400	3.00 to 6.00	.....
Chandler House.....G. Fred Perry & Co.	100	2.00 to 3.00	.....
Atwood House.....J. A. Tucker	200	3.00 to 4.00	.....
Massasoit.....John Babcock	130	3.00 to 5.00	.....
Metatozet House.....J. H. Caswell	200	3.00 to 5.00	.....
Arlington.....E. L. Caswell	100	3.00 to 4.00	.....
Congdon House.....Henry Sherman	30	1.00 to 3.00	.....
Pettaquamscutt House.....Peleg Brown	60	3.00 to 4.00	.....
Rockingham Annex.....J. G. Burnes & Son	200	Amer. and	Europ. Plan.
Tower Hill House.....C. H. Priday	300	1.50 to 2.50	.....
New Glasgow, N. S.			
Windsor.....Mrs. C. McKenzie	50	1.50	4.00 to 5.00
Norfolk.....H. Murray	50	2.00	5.00 to 7.00
Vendome.....D. McDermid	75	1.50	5.00 to 7.00

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Newport, R. I.			
Ocean House.....W. F. Leland	400	4.00	Special
Perry House.....W. S. O'Brien	100	3.00	Special
Brayton House.....J. B. Brayton	100	1.50 to 2.50	
Ambrose Hotel.....J. S. Stitt	10	2.00	
Aquidureh House.....Thos. J. O'Neill	150	4.00	
Central House.....Geo. E. Houghton	75	1.50 to 2.50	
Cliff Ave. Hotel.....Louis P. Roberts			
United States Hotel.....F. P. Gott	75	1.00 to 3.00	
New York, N. Y.			
Hoffman House, 1111 Broadway.....		European	Plan.
Imperial, corner Broadway and 32d Street.....		European	Plan.
Marlborough, cor. Broadway and 36th St.		4.00	
Metropole, 42d St. and Broadway.....		European	Plan.
Fifth Avenue.....Hitchcock, Darling & Co.		5.00 and up.	
Albermarle, cor. Broadway and 24th Street.....			
.....Janier & Walter		European	Plan.
Astor House, 221 Broadway.....		European	Plan.
Cosmopolitan, Chambers St. W. Broadway.....			
.....G. K. Lansing		European	Plan.
Murray Hill, 4th Ave. and 40th St.		Amer. and	Europ. Plan.
Brevoort, 11 5th Avenue.....		European	Plan.
Brunswick, 255 Fifth Avenue.....		European	Plan.
Everitt, cor. 4th Ave. and 17th Street.....		European	Plan.
Glisey, Broadway and 29th Street.....		European	Plan.
Grand Union, 4th Ave. and 42d Street.....		European	Plan.
Windsor, 5th Ave. and 46th Street.....		American	Plan.
Holland, 276 Fifth Avenue.....		American	Plan.
Plaza, Fifth Ave. and 59th Street.....		Amer. and	Europ. Plan.
Morton, Broadway and 14th Street.....		European	Plan.
New York, 721 Broadway.....		American	Plan.
Grand, Broadway and 31st Street.....		European	Plan.
New Netherlands, 5th Ave. and 59th St.		European	Plan.
St. Cloud, 42d Street and Broadway.....		Amer. and	Europ. Plan.
Savoy, Fifth Ave. and 59th Street.....		European	Plan.
Waldorf, 33rd Street and Fifth Ave.		European	Plan.
Niagara Falls, N. Y.			
International.....Horace Fox	500	3.00	
Cataract.....J. E. Devereaux	350	4.00	
Koltenbaeh.....A. Koltenbach	50	3.00	
Hotel Porter.....R. P. Murphy	200	2.50	
Harvey House.....M. G. Lampkins	75	2.00	
Salt's New Hotel.....Salt & Tobey	100	2.00	
Niagara House.....Jno. Hayes	75	2.00	
Prospect House.....D. Isaacs	30	3.50	
Hotel Atlantique.....	60	2.00	
United States.....M. McMahon	50	2.00	
Niagara Falls.....R. A. Ferguson	50	2.00	
Cosmopolitan.....J. Callahan	50	2.00	
Rapids House.....J. Beaver	50	2.00	
Temperance House.....H. Hubbs	100	1.50	
Columbus Hotel.....J. Callahan	100	2.00	
Imperial Hotel.....R. C. Owen	150	2.50	
Hotel Milley.....M. Milley	75	2.00	
Tower Hotel.....Geo. F. Hurlbert	50	2.00	
American Hotel.....J. A. Buckley	50	2.00	
European Hotel.....Frank Nassor	50	2.00 to 2.50	
Niagara Falls, Ont.			
Clifton House.....G. M. Colburn	600	4.00	
Waverley House.....W. Henry		1.50	
Imperial.....Thos. King	15	1.00 to 1.50	
Keating House.....Jas. Keating	15	1.00 to 1.50	
American Hotel.....Jas. Williams	15	1.50 to 2.00	
Windsor Hotel.....Jas. McGregor	15	1.50 to 2.00	
Rosli House.....Wm. Byrne	15	3.00	

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
North Stratford, N. H.			
Willard House.....C. E. Moses	40	2.00	5.00
Perey House.....D. J. McConnell	25	1.00	3.50
Norway, Me.			
Beal House.....W. K. Blekford	80	2.00	10.00
Elm House.....W. W. Whitmarsh	50	1.50	8.00
Ogdensburg, N. Y.			
Seymour House.....F. J. Tallman	125	2.00 to 3.00	10.50 to 12.50
Windsor House.....J. B. Jillson	60	2.00 to 2.50	10.00 to 12.00
Hotel Lovejoy.....Chas. Harris	25	2.00	10.00 to 12.00
Old Orchard Beach, Me.			
Old Orchard House.....	500		
Hotel Fiske.....	300	3.00 to 3.50	14.00 to 21.00
Sensation House.....	300	3.00 to 4.00	14.00 to 25.00
Lawrence House.....	150	2.50	9.00 to 15.00
Gorham House.....	100	2.00 to 2.50	
Aldine House.....	125	2.00 to 3.00	10.00 to 16.00
Hotel Belmont.....	125	2.00 to 3.00	15.00 to 30.00
Irving House.....	100	1.00 to 2.00	7.00 to 10.00
Montreal House.....	100	2.00	10.00 to 15.00
Revere House.....	100	1.50 to 2.00	14.00
Hotel Everett.....	150	2.00 to 3.00	10.00 to 17.00
The Imperial.....	400	2.00 to 3.00	9.00 to 20.00
Cleaves Restaurant.....	75	2.00	10.00
Cleaves House.....	40	2.00	10.00 to 12.00
Pine Cottage.....	35	1.50	7.00 to 10.00
Staples Cottage.....	60		7.00 to 8.00
Central Park House.....	50	1.00 to 1.50	
Linwood House.....	50	2.00	7.00 to 10.00
Western.....	35		7.00 to 12.00
Ingleside Cottage.....	50	1.50	7.00 to 10.00
Waverley Cottage.....	25		7.00
Atlantic House.....	75	1.50 to 2.50	0.00 to 12.00
Lowell House.....	50	1.50 to 2.00	7.00 to 12.00
Lynn Cottage.....	50	1.50	
Senside House.....	45	1.00 to 1.50	
Granite State House.....	75	1.50 to 2.00	
Lawrence Cottage.....	50	2.00	
Home Restaurant.....	50		
Howard House.....	25		
Cedar Brook Cottage.....	25	1.00 to 1.50	8.00 to 10.00
Ottawa, Ont.			
The Russell.....F. X. St. Jacques	500	2.50 to 4.00	
Grand Union.....John Graham	130	2.00	
Windsor.....S. Daniels	200	2.00 to 2.50	
Brunswick.....John Huckell	75	1.00	
Dominion Hall.....Mrs. C. F. Pattie	50	1.00	
Revere House.....M. Quinn	50	1.00	
Parry Sound, Ont.			
Belvidere Hotel.....	150	1.00 to 1.50	6.00 to 8.00
Canada Atlantic.....	50	1.00 to 1.50	6.00 to 8.00
Mansion House.....	40	1.00 to 1.50	6.00 to 8.00
Rose Point.....	75	1.50 to 2.00	8.00 to 10.00
Sans Souci.....	50	1.00 to 1.50	
Penetang, Ont.			
The Penetanguishene, address the Steward			10.00 upw'ds
Lakeside.....	200	2.00	10.00
Bay View House.....Wm. Hickey	25	1.00	3.00 to 4.00
Canada House.....J. Cloutier	50	1.50	4.00 to 6.00
Georgian Bay Hotel.....Mrs. E. Devlin	75	1.50	4.00 to 6.00
Northern Hotel.....J. Dusome	50	1.00	3.00 to 4.00

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Peninsula Portage, Ont.			
Lake View Hotel.....John Henderson	50	1.00	6.00
Pictou, N. S.			
Revere.....N. Doherty	75	2.00	8.00 to 10.00
Central.....D. P. Adamson	15	1.00	3.00 to 5.00
Victoria.....L. Forrester	20	.75	1.00
Dominion.....J. W. Lewis	20	1.25	4.00 to 5.00
Poland Springs, Me.			
Poland Spring House.....H. Ricker & Son	500	*4.50 to 5.00	20.00 to 35.00
Mansion House.....H. Ricker & Son	100	3.00	12.00 to 18.00
Port Carling, Ont.			
Inter-Laken Hotel.....R. A. Arksey	40	1.25	7.00
Stratton House.....J. Fraser	50	1.25	7.00
Port Cockburn, Ont.			
Hotel.....H. Fraser & Sons	150	1.50	10.00
Portland District.			
PORTLAND, ME.			
Falmouth.....J. K. Martin	100	3.00 to 4.00	20.00 to 30.00
Preble House.....J. C. White	100	3.00 to 3.50	14.00 to 30.00
West End Hotel.....H. M. Casper	100	2.00 to 3.50	.....
United States.....Foss & O'Connell	150	2.00 to 2.50	14.00
Merchant's Exchange.....C. S. Sweet	100	1.50 to 2.00	6.00 to 12.00
St. Julien.....R. W. Underwood	100	1.50 to 2.00	.....
CUSHING'S ISLAND.			
Three miles from Portland by Steamer.			
Ottawa House.....N. S. Gibson	400	3.00 to 4.00	14.00 to 30.00
FALMOUTH FORESIDE.			
Six miles from Portland, on the shore of Casco Bay.			
(Boarding House).....M. Starling	80	1.50	7.00
" ".....Mrs. A. Norton	12	1.50	7.00
" ".....J. Thompson	8	1.50	7.00
" ".....E. H. Ramsdell	50	1.50	6.00
" ".....E. Gilmont	12	1.50	7.00
" ".....L. D. Wells	15	1.50	10.00
" ".....Dr. C. P. Kenny	10	1.50	15.00
" ".....J. Winning	6	1.50	6.00
" ".....F. Thompson	4	1.50	7.00
" ".....Miss L. Sturdevant	12	1.50	7.00
" ".....Mrs. W. Blanchard	20	1.50	7.00
" ".....D. Hamilton	12	1.50	7.00
LITTLE CHEREAQUE ISLAND.			
Six miles from Portland by Steamer.			
Summer Side House.....J. E. Jenks	30	2.00	7.00 to 10.00
PEAK'S ISLAND.			
Two and one-half miles from Portland, in Casco Bay.			
Avenue House.....M. C. Sterling	50	2.00	10.00
Bay View.....J. T. Sterling & Sons	75	1.50 to 2.00	10.00 to 12.00
Bethel House.....Mrs. A. McDonald	30	1.50	7.00
Oak Cottage.....R. T. Skellings	20	1.50	8.00
Central Cottage.....S. Skellings	20	1.50	8.00
Central House.....S. S. York	20	1.50	8.00
Hyland Cottage.....W. J. Gardiner	20	1.50	8.00 to 10.00
Innis House.....Mrs. S. Innis	20	1.50	8.00
Oak Cottage.....H. Skellings	20	1.50	8.00 to 10.00

* From July 6th to Sept. 10th. At other times \$3.50 to \$4.50.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
PEAK'S ISLAND.—Concluded.			
Oceanic House.....R. F. Sterling	60	2.00	10.00
Peak Island House.....E. A. Sawyer	30	2.00	10.00
Summer Retreat.....Mrs. Torrington	60	2.00	10.00
Toronto Cottage.....A. V. Ackley	20	1.50	8.00
Union House.....E. A. Jones	65	2.00	10.00
Valley View House.....W. S. Trefethen	75	1.50 to 2.00	10.00 to 12.00
Hillside House.....Mrs. E. A. Jones	20	1.50	8.00 to 10.00
Prospect House.....C. I. Blake	20	1.50	8.00
Willow Cottage.....Josiah Sterling	20	1.50	8.00
HOPE ISLAND.			
In Portland Harbor.			
Hope Island House.....J. B. Osgood	25	1.50 to 2.00	7.00 to 9.00
LONG ISLAND.			
Four Miles from Portland by Steamer.			
Casco Bay House.....C. E. Cushing	65	1.50 to 2.00	7.00 to 9.00
Dirigo House.....J. Perry	80	1.50 to 2.00	8.00 to 10.00
Granite Spring House.....E. Ponce	100	1.50 to 3.00	10.00 to 20.00
PINE POINT BEACH.			
Nine Miles from Portland, on R. & M. R. R.			
Meredith House.....Mrs. R. Hooper	25	1.50 to 2.00	8.00 to 10.00
Pine Point House.....M. F. Milliken	25	1.50	7.00
Sportsman's House.....J. W. Pillsbury	40	2.00	10.50
Port Sandfield, Ont.			
Prospect House.....E. Cox	150	1.25	8.00
Portsmouth, N. H.			
Rockingham House.....	300	4.00	20.00 to 25.00
Kearsarge.....	75	2.00 to 3.00	8.00 to 14.00
Langdon.....	75	2.00	7.00 to 14.00
Prescott, Ont.			
Daniels.....L. H. Daniels	75	2.00 to 3.00	5.00 to 7.00
Revere House.....J. S. Huntingdon	30	1.50	5.00 to 7.00
Profile House (See Franconia Notch.)			
Quebec, Que.			
Chateau Frontenac.....	350	3.50 to 5.00	Special.
Florence.....Benj. Trudel	200	2.50 to 3.50	12.00 to 18.00
Hotel Victoria.....Thos. E. Shallow	200	2.00 to 3.00	.....
Clarendon.....Madam Pelletier	100	1.50 to 2.50	10.00 to 15.00
Henchy's.....P. Henchy	150	1.50 to 2.50	10.00 to 15.00
(Boarding House).....Miss Leonard	50	1.50 to 2.00	10.00 to 15.00
(Boarding House).....Dennis O'Hare	50	1.50 to 2.00	10.00 to 15.00
(Boarding House).....Miss Esendler	50	.....	.....
Rangeley Outlet, Me.			
Mountain View House.....H. T. Kimball	60	2.50	14.00
Rice Lake, Ont.			
Idyl-Wild Hunting Lodge.....*H. Calcutt	.....	1.00	.....
Jubilee Point Hotel.....*H. Calcutt	.....	1.00	.....
Richibucto, N. B.			
Union.....Mrs. Hannah	60	1.50	5.00
Kent.....G. A. Irving	50	1.50	5.00
Rimouski, Que.			
St. Lawrence Hall.....A. St. Laurent & Son	72	1.50	5.00 to 7.00
Rimouski.....F. St. Laurent	60	1.25	6.00
Ocean Steamers.....Louis Lenzhan	40	1.00 to 1.50	5.00 to 6.00
Windsor.....Elz. Ouellett	30	1.00	5.00

* Address, Peterboro, Ont.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMODATIONS RATES.	RATES.	
		PER DAY.	PER WEEK.
Rosseau, Ont.			
Hotel.....J. Montelth	150	1.25	8.00
Hotel Maplehurst.....J. P. Brown	75	2.00	10.00 to 12.00
St. Andrews, N. B.			
Algonquin.....Albert Miller	200	3.00 to 5.00	15.00 to 28.00
St. Hilaire, Que.			
Iroquois House.....	300	2.50 to 3.50	10.00 to 21.00
St. John, N. B.			
Royal Hotel.....Thos. F. Raymond	150	3.00	.....
Victoria Hotel.....D. W. McCormick	175	2.00 to 3.00	.....
Clifton.....A. N. Peters	50	2.00	7.00 to 10.00
Belmont.....Jno. Sime	100	.....	.....
New Victoria.....J. L. McCloskey	100	2.00 to 2.50	7.00 to 14.00
Saratoga, N. Y.			
Grand Union.....Wooley & Gerrans	1500	4.00 to 5.00	25.00 to 50.00
United States.....Tompkins, Gage & Co	1200	5.00	35.00
Congress Hall.....Clement & Co	1000	3.00 to 3.50	21.00 to 25.00
Congress Park House.....H. W. Slocum	80	2.00 to 3.00	12.00 to 20.00
The Clarendon.....Root & Halsted	350	4.00	.....
The Windsor.....Willard Lester	300	.....	.....
Huestis House.....W. B. Huestis	150	3.00	15.00 to 21.00
Dr. Strong's.....Drs. S. S. & S. E. Strong	200	2.00 to 3.50	.....
And many other Hotels and Boarding Houses at rates varying from \$1.50 to \$3.00 per day, and from \$7 to \$21 per week.			
Severn, Ont.			
Severn.....C. Cleland	40	1.00	3.50
Shelburne, N. H.			
Philbrook House.....A. E. Philbrook	50	1.00 to 1.50	6.00 to 10.00
Shelburne Spring House.....S. J. Morse	60	1.00 to 1.50	6.00 to 8.00
Winthrop House.....C. C. Hebbard	35	1.50	6.00 to 8.00
Cottage.....S. A. Gates	35	1.00 to 1.50	6.00 to 10.00
Sherbrooke, Que.			
Sherbrooke House W. A. Richardson & Co.	300	2.00 to 3.00	8.00 to 15.00
Magog House.....H. H. Ingram	200	2.00	8.00 to 12.00
Grand Central.....J. A. Gauthier	200	1.50 to 2.00	7.00 to 10.50
Continental.....Camirand & Dupont	200	1.50 to 2.00	7.00
Albion.....S. Lebouveau & Co.	100	1.50 to 2.00	7.00
South Arm, Me.			
Lake View Cottage...And. Lakes Trans. Co.	12	2.00	10.50
Sault Ste. Marie, Mich.			
Algonquin.....	100	2.00	.....
South Paris, Me.			
Andrews House.....W. M. Shaw	30	2.00	3.50 upwards
Paris House.....	31	2.00	3.50 upwards
*Hubbard House, Paris, Me.....H. Hubbard	25	1.25 to 1.50	8.50 to 10.00
*Union House, Paris, Me.....H. Cummings	20	1.50	6.00
South River, Ont.			
Queen's.....Jos. Prunty	25	1.00	3.50
Sturgeon Point, Ont.			
Sturgeon Point Hotel.....W. H. Simpson	200	1.50	6.00 to 10.00
Sundridge, Ont.			
Queen's.....Jno. Jackson	5	1.00	5.00
Grand Central.....David Auldjo	6	1.00	5.00

*Three miles distant, stage connecting with all mail trains.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Sydney, C. B.			
Sydney Hotel..... B. Granges	125	2.00 to 3.00	.....
McKenzie House..... H. R. McKenzie	30	1.50	6.00
Clark House..... Wm. Clark	30	1.50	6.00
International Hotel..... J. McKinnon	30	1.00	.....
Armstrong House..... Mrs. Armstrong	25	1.00	.....
Bellevue House..... McDearmid	30	1.00	.....
Tadousac, Que.			
Tadousac.....		2.00 to 2.50	12.00 to 15.00
Many private houses.			
Thousand Island Park, N. Y.			
Columbian..... Haddock & Inglehart	400	2.00 to 3.50	14.00 to 21.00
Grand View.....	75	2.00	.....
Pullman House.....	100	2.00	.....
Toronto, Ont.			
Queen's..... McGaw & Winnett	400	3.00 to 4.00	.....
Rossin House..... Nelson Bros.	400	2.50 to 4.00	.....
Walker House..... David Walker	200	2.00 to 3.00	.....
Arlington..... W. H. Havill	200	2.00 to 3.00	.....
Palmer..... J. C. Palmer	200	2.00	.....
Kensington..... C. Palmer	150	2.00	.....
Richardson House..... S. Richardson	100	1.50	.....
Elliot..... J. Hurst	100	2.00	.....
Grand Union..... J. Soley	100	1.50 to 2.00	.....
Twin Mountain, N. H.			
Twin Mountain House..... W. A. Barron	300	4.00	17.50 to 25.00
Watch Hill, R. I.			
Larkin House..... F. S. Aldrich	500	.....	15.00 to 25.00
Watch Hill House..... Mrs. A. R. Hale	400	.....	15.00 to 25.00
Plympton House..... Wm. Hill	350	.....	15.00 to 25.00
Narragansett Hotel..... Wm. Hill	350	.....	12.00 to 18.00
Ocean House..... J. F. Champlin	300	.....	15.00 to 25.00
Atlantic House..... Mrs. O. S. Spencer	200	.....	12.00 to 18.00
Bay View House (Annex)..... Wm. Hill	100	.....	15.00 to 25.00
Columbia Hotel..... Price & Clark	100	.....	10.00 to 15.00
West Paris, Me.			
Maple House..... J. R. Tucker	25	2.00	7.00
Westport, Ont.			
Wardrobe House..... Wm. Garrett	25	1.00	4.00
Windsor Hotel..... R. Hogan	20	1.00	3.00
Amerlean Hotel..... J. B. Mulville	60	1.00	3.00
Whitefield, N. H.			
Mountain View House, Wm. F. Dodge & Sons	150	3.00	10.00 to 12.50
Kimball Hill House..... H. J. Bowles	25	1.00	6.00 to 7.00
Fiske House..... F. A. Cofran	50	2.00	7.00 to 12.00

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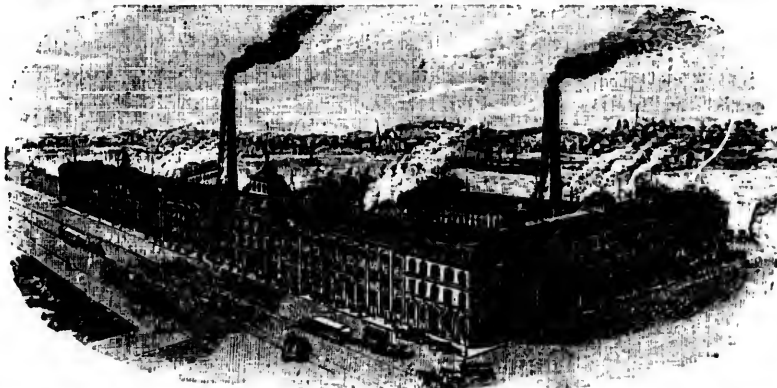
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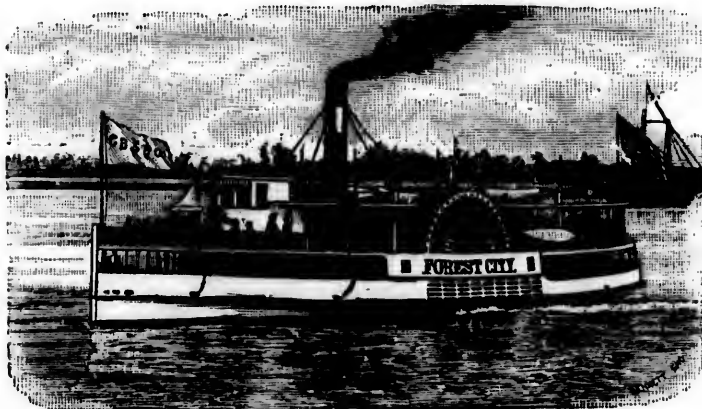
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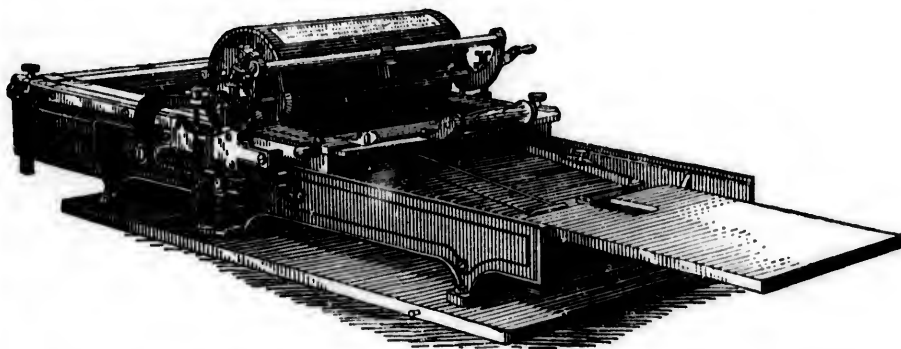
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From many of its rooms — as well as from its own magnificent private park and beautiful new dining room, opening directly upon the State Reservation — the rapids, the beautiful islands and the American Falls are in plain view, and only **one minute's walk** therefrom.

The International is thoroughly modern in its appliances and conveniences. Its cuisine and attendance are unsurpassed. The hotel will be under the management of Mr. Horace Fox, long and favorably known in hotel circles, and formerly of the Beckel House, Dayton, the Grand Hotel, Chautauqua, and "The Niagara," Buffalo.

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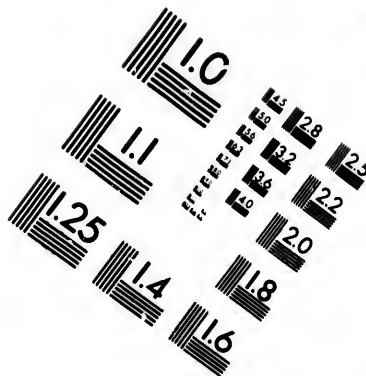
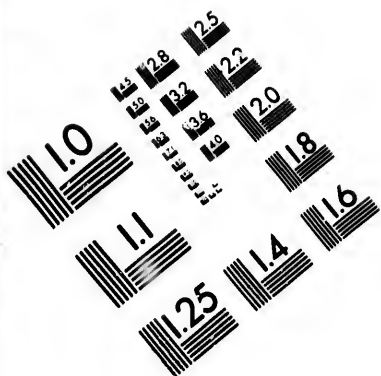
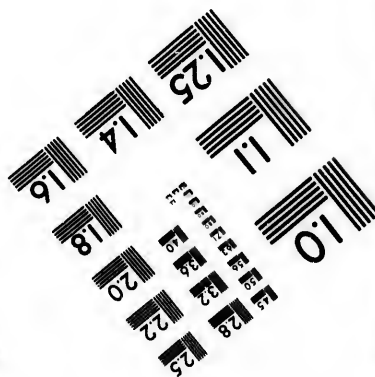
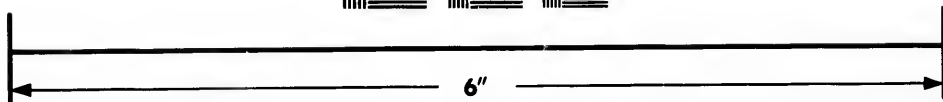
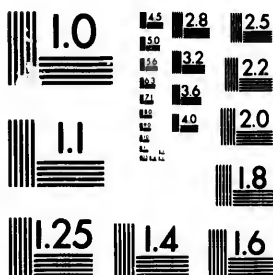


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Elegance and comfort are combined in the happiest manner. The Queen's has always been the home of Royalty when visiting Toronto, and has been largely patronized by the nobility and the best families.

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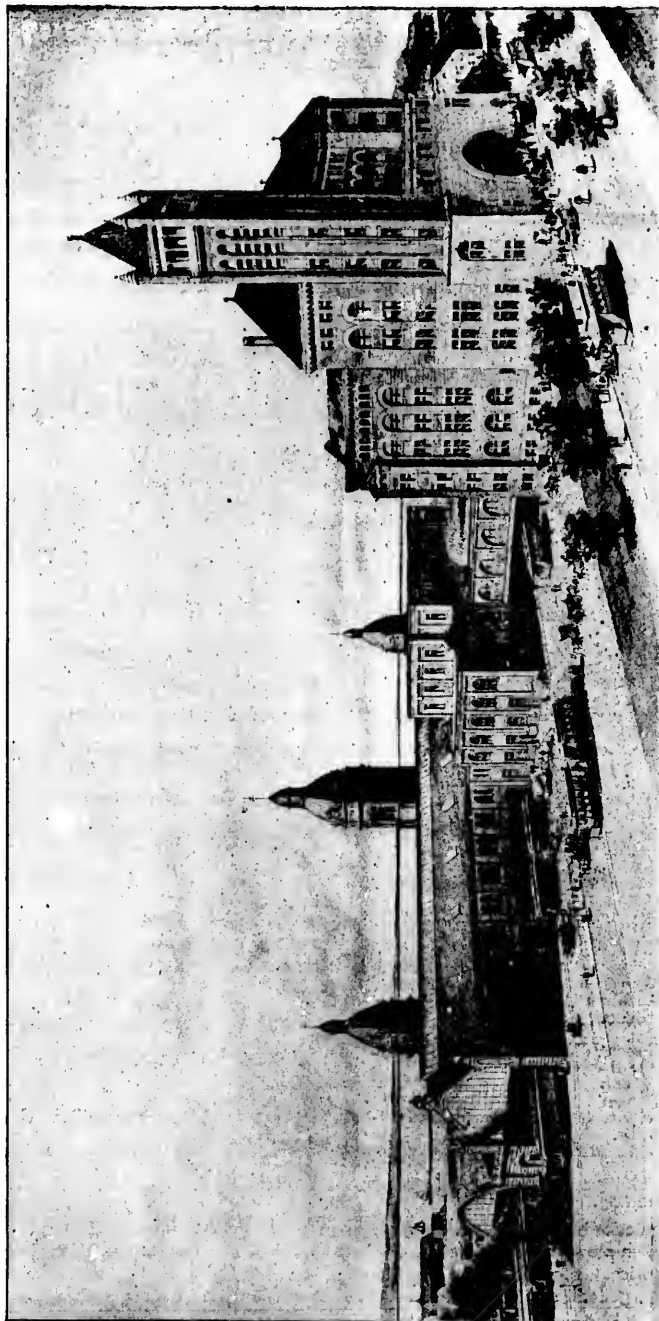
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NEW UNION STATION, TORONTO.

NEW UNION STATION, TORONTO.

This fine station building, now nearing completion, will be one of the best arranged railway stations in Canada. The view on the preceding page will give a good idea of its architectural appearance, and the arrangement of the interior will correspond, in convenience and comfort. The following contractors have in their hands the details of construction, and are giving the work their best skill and attention:—

Mr. Edmund Wragge, as Chief Engineer, and representing the Grand Trunk and Canadian Pacific Railways, has the general supervision of the entire work.

Strickland & Symons, of Toronto, are the Architects, and it is from their designs, under instructions from Mr. Wragge, that the work of construction is being executed.

Barnabas Gibson, of Toronto, is the chief contractor engaged upon the work, which includes the stone, brick and concrete work, platforms, approaches, etc., etc.

The red sandstone used in the construction of the arches and piers inside of the station has been furnished from the Moat Quarries, Dumfries, Scotland.

The Central Bridge and Engineering Co., Ltd., of Peterborough, Ont., are furnishing the iron arches and all other iron superstructures for the south train shed, and the beams and columns for the waiting-room block and the Simcoe Street foot bridge, besides the umbrella roofing and the new iron work required for the reconstruction of the roof over the north train shed.

Hamilton Bridge Works, Hamilton, Ont., are furnishing the columns, beams and iron flooring for the Front Street building and the bridge block, also the foot bridge through the north train shed.

Carroll & Vick, Toronto, proprietors of the Credit Valley brown stone quarries at Credit Forks, Ont., are supplying all the brown stone used in the construction of the station.

Douglas Bros., Toronto, are manufacturing and erecting all the galvanized iron work, roofing and skylights, except that over the umbrella roofing (which is being done by Wheeler & Bain). They are also doing all the tiling and other roofing work on the Front Street and waiting-room blocks.

Taylor Bros., Toronto, are furnishing the enamelled and fine pressed brick used inside of the station.

Geo. Rathbone, Toronto, carpenter and builder, has the contract for the wood and joiner work for the Front Street and waiting-room blocks and bridge blocks, and the foot bridge through the north train shed.

The Longford Stone Co., Longford Mills, Ont., finished all the foundation stone for the station from their quarries.

R. Laidlaw & Co., Toronto, supplied lumber, lime and some stone for the station.

Bennett & Wright, plumbers, gas-fitters and electricians, of Toronto, are executing all the plumbing work and heating appliances, except the boilers.

Owen Sound Cement Co., Owen Sound, Ont., are supplying the "Samson" brand of cement for the station.

The Warren-Scharf Paving Co., Cleveland and Toronto, are laying the asphalt pavements for the platforms in the south train shed.

Goldie & McCulloch, Galt, Ont., are making all the vaults for the station.

Babcock & Wilcox are supplying and erecting their celebrated boilers.

The Murphy Iron Works of Detroit, are making the furnaces.

The Rathbun Co., Deseronto, are supplying a large portion of the cement.

J. G. Gibson, Toronto, is doing the marble flooring and the marble columns in Entrance Hall.

The General Electric Co. are supplying the electric engines and dynamos, the engines being of the Robb-Armstrong type.

W. J. Hynes is doing all the staff work and plastering.

Geo. Fensom, Toronto, is supplying the elevators.

Wilcox Bros., Chicago, are supplying the architectural and iron grill work for the elevator shaft.

J. M. Causland & Co. are painting the work in the Front Street and waiting-room blocks.

F. E. Phillips is doing the painting of the umbrella roofs and of the old parts of the station building.

The exterior of the building, of which the principal front is on Front Street, is of Credit Valley brown stone and red brick, and has a very handsome elevation. The lofty tower forms a noticeable feature in the landscape. The upper floors of this building will accommodate the general offices of the Grand Trunk and Canadian Pacific Railway Companies.

B. Gibson, Contractor

FOR

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OF

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Railways, Bridge Piers,

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I am now engaged in executing the important contract for all the additions to, and improvements upon, the

GRAND TRUNK RAILWAY'S UNION STATION AT TORONTO,

Comprising the Stone, Brick and Concrete Work, Platforms, Approaches, etc.

Among the other public improvements upon which I have been engaged in the past, may be mentioned:—

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Public Water Works at Ottawa, Ont., Can.

Have been employed by GRAND TRUNK RAILWAY FOR OVER 40 YEARS, upon various kinds of **Construction Work.**

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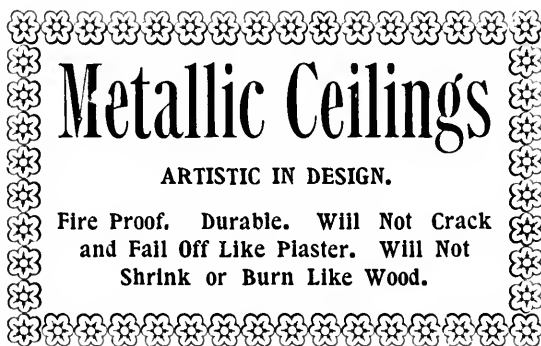
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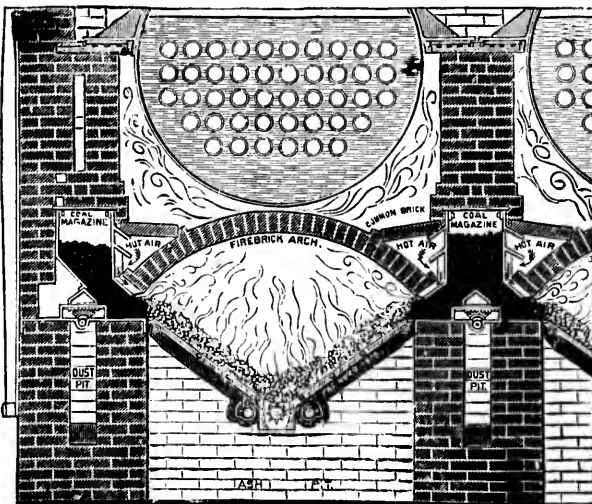
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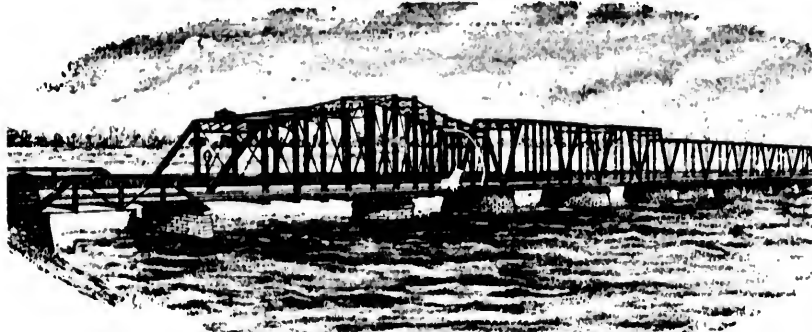
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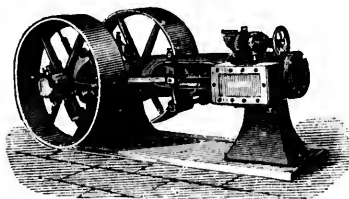
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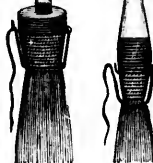
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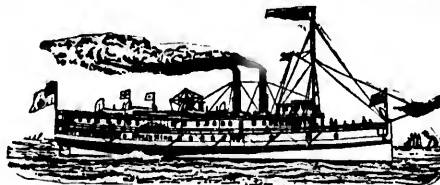
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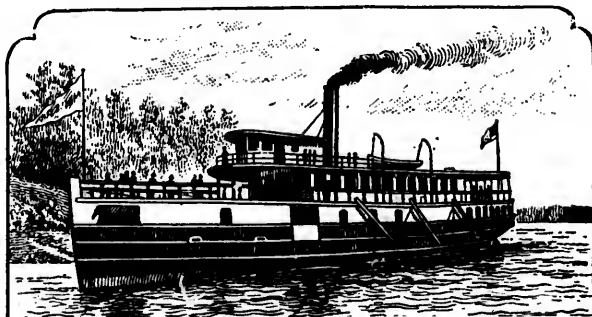
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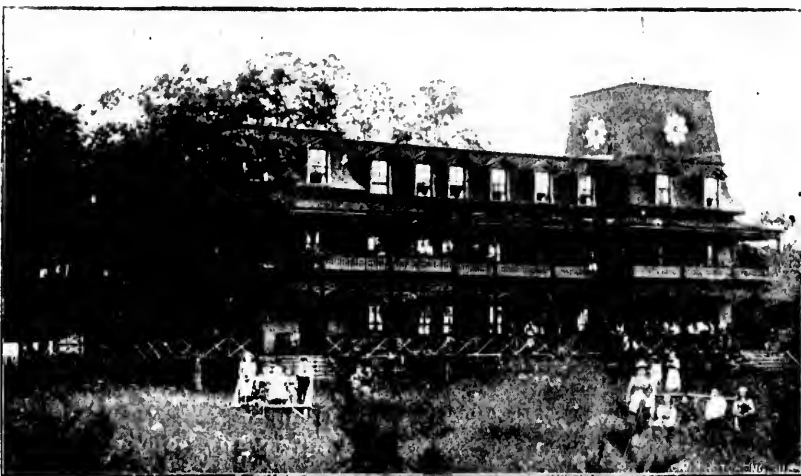
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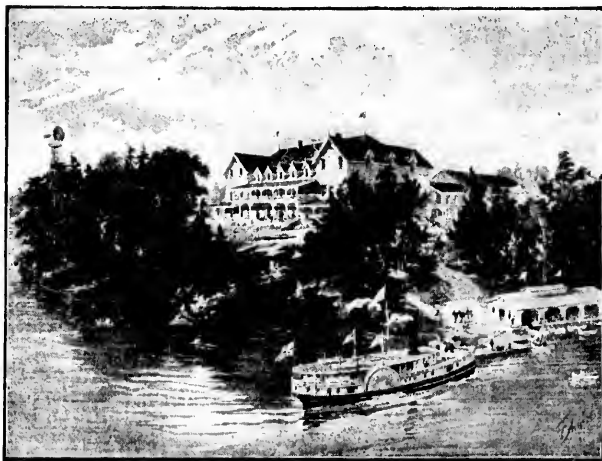
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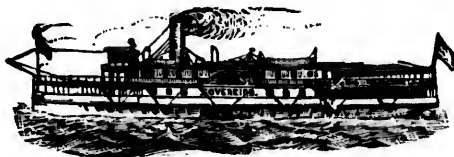
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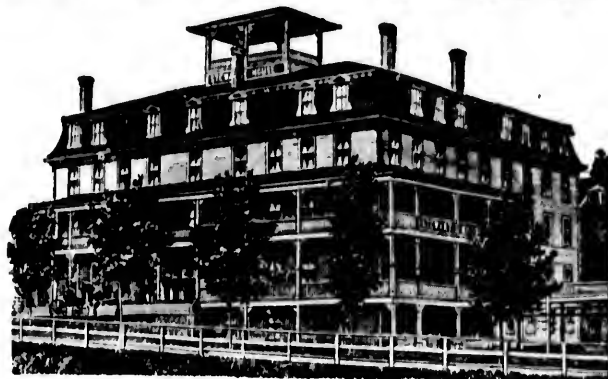
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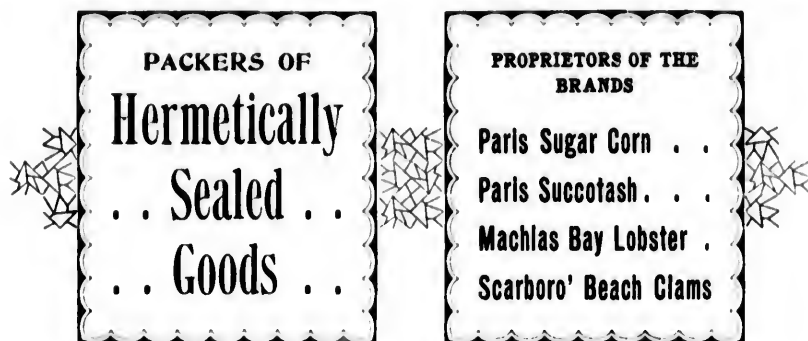
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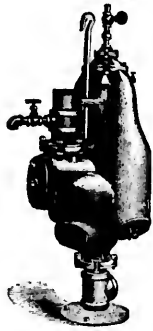
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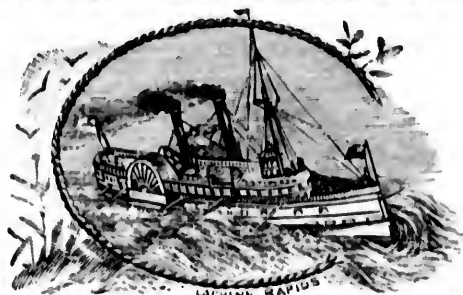
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In addition to the regular line from **Toronto** to **Montreal**, from July 15 to August 26, Steamer will leave **Kingston** every **Monday** at 5.00 a. m., and **Clayton** at 6.20 a. m. for **Montreal**, calling at all intermediate ports, thereby making a daily service between these dates from **Kingston** to **Montreal**.

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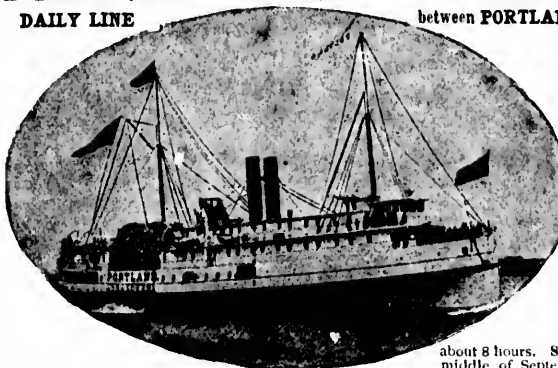
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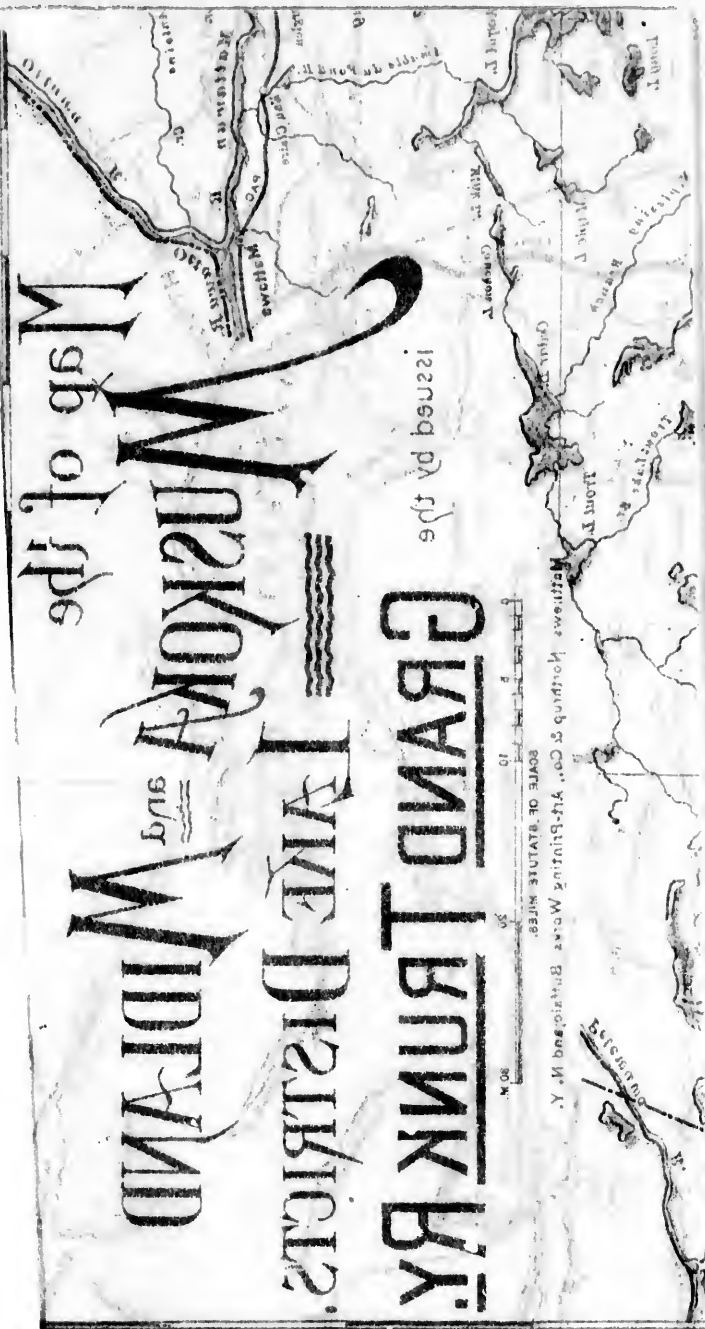
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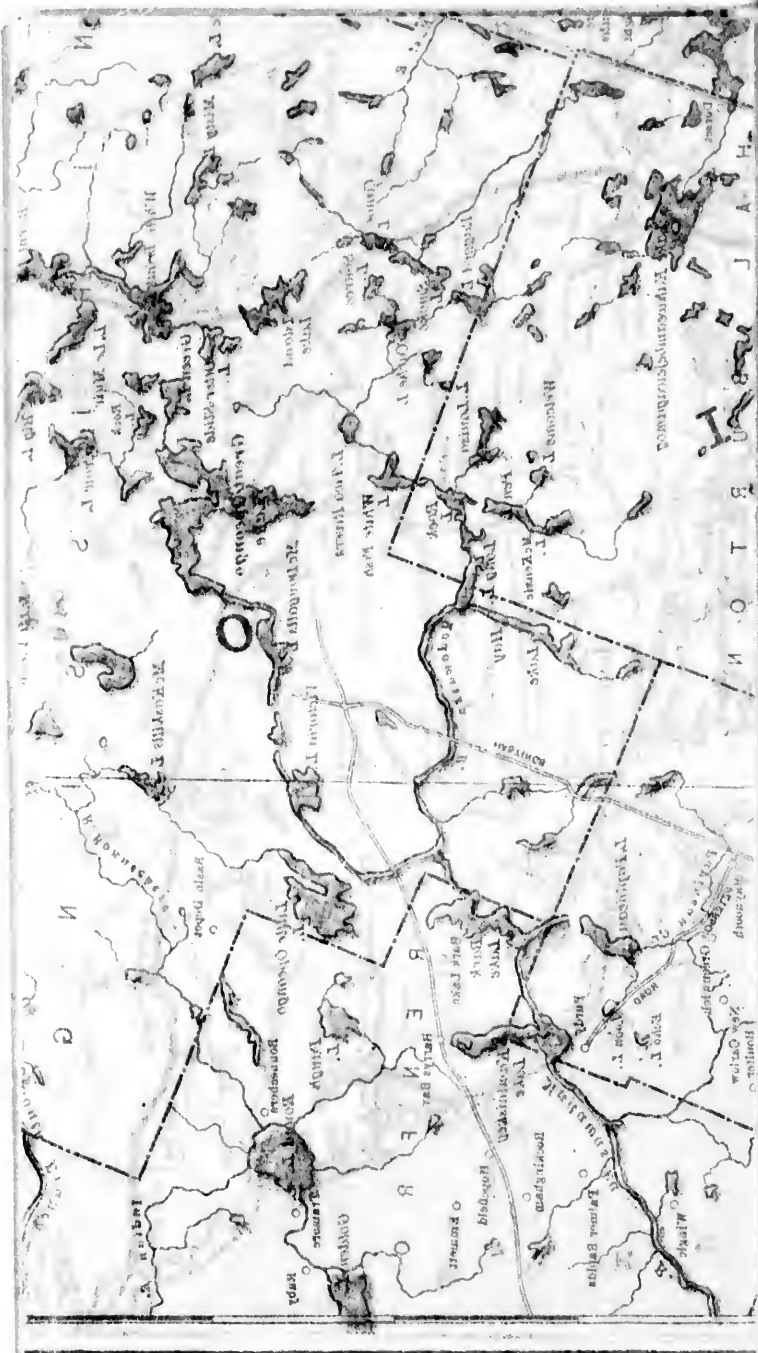
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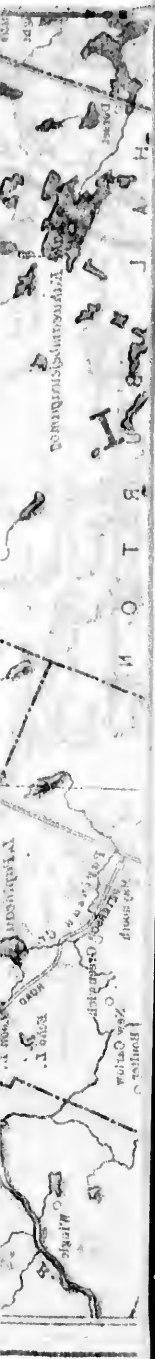
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