

Official Tour
of

Sir C. Rivers Wilson, G.C.M.G., C.B.

President

Grand Trunk Railway System

and

Mr. Chas. M. Hays

President

Grand Trunk Pacific Railway

Directors and Officials

over

Grand Trunk Railway Lines

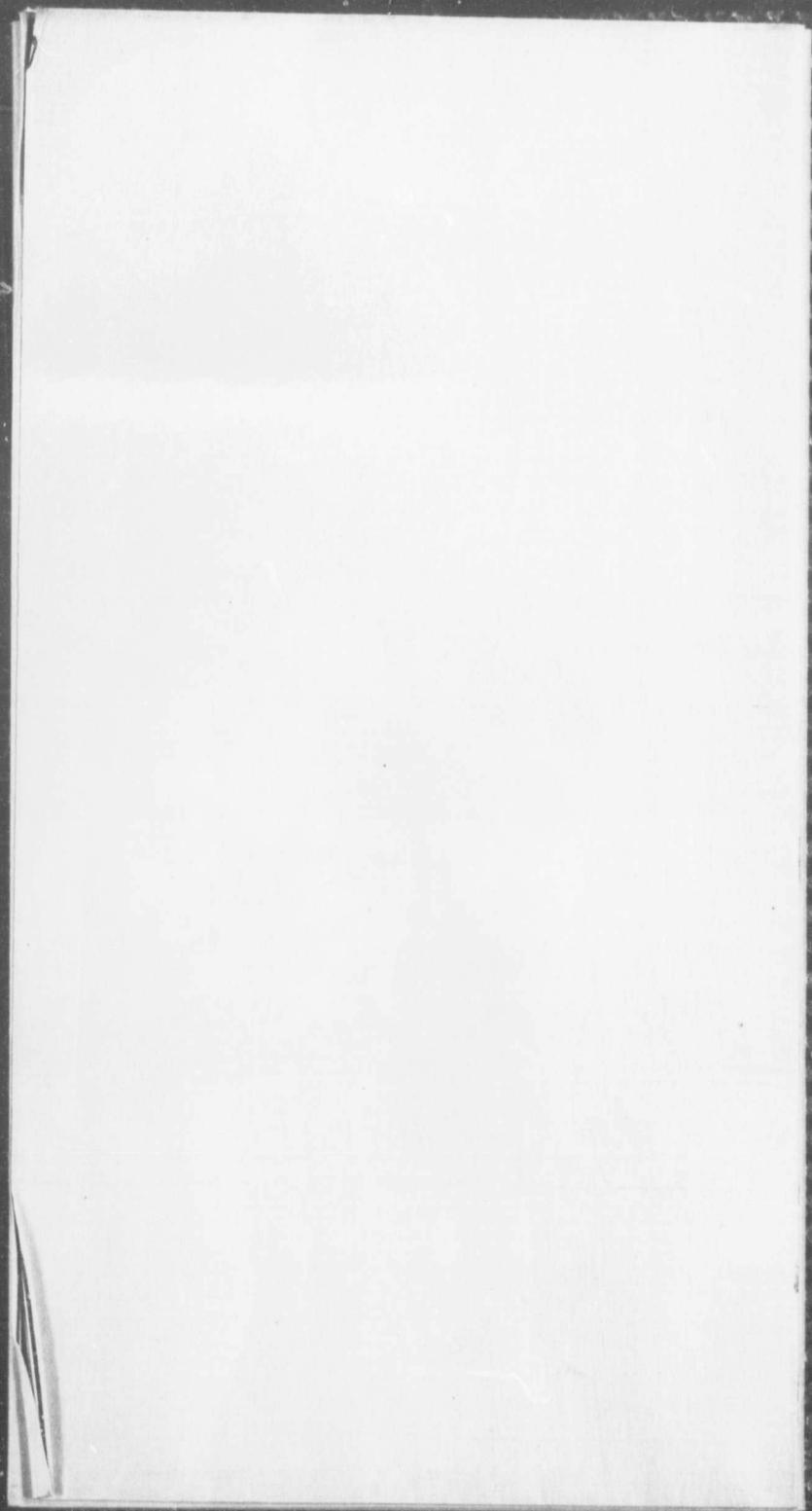
August & September

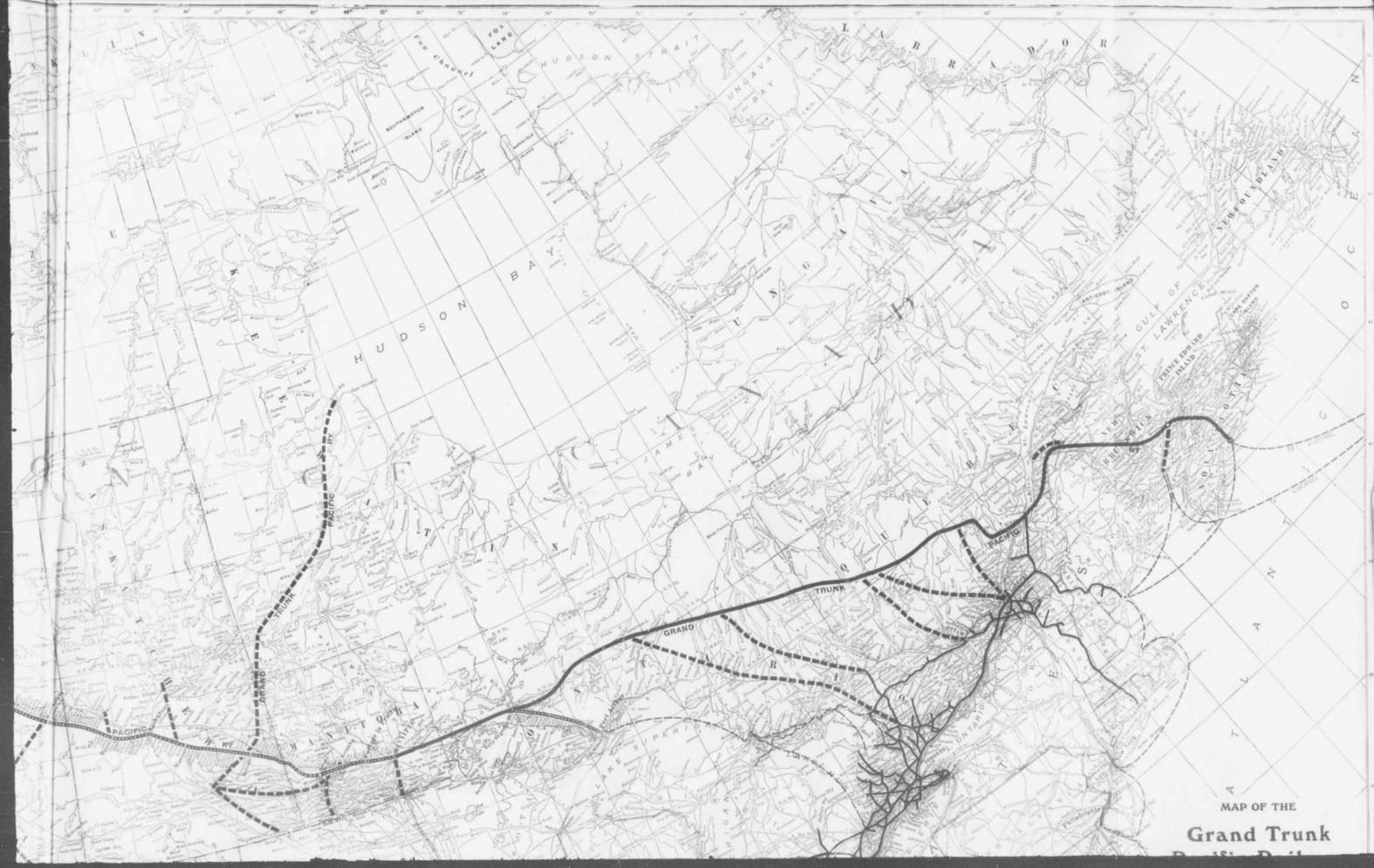
1909

MR. E. J. CHAMBERLIN

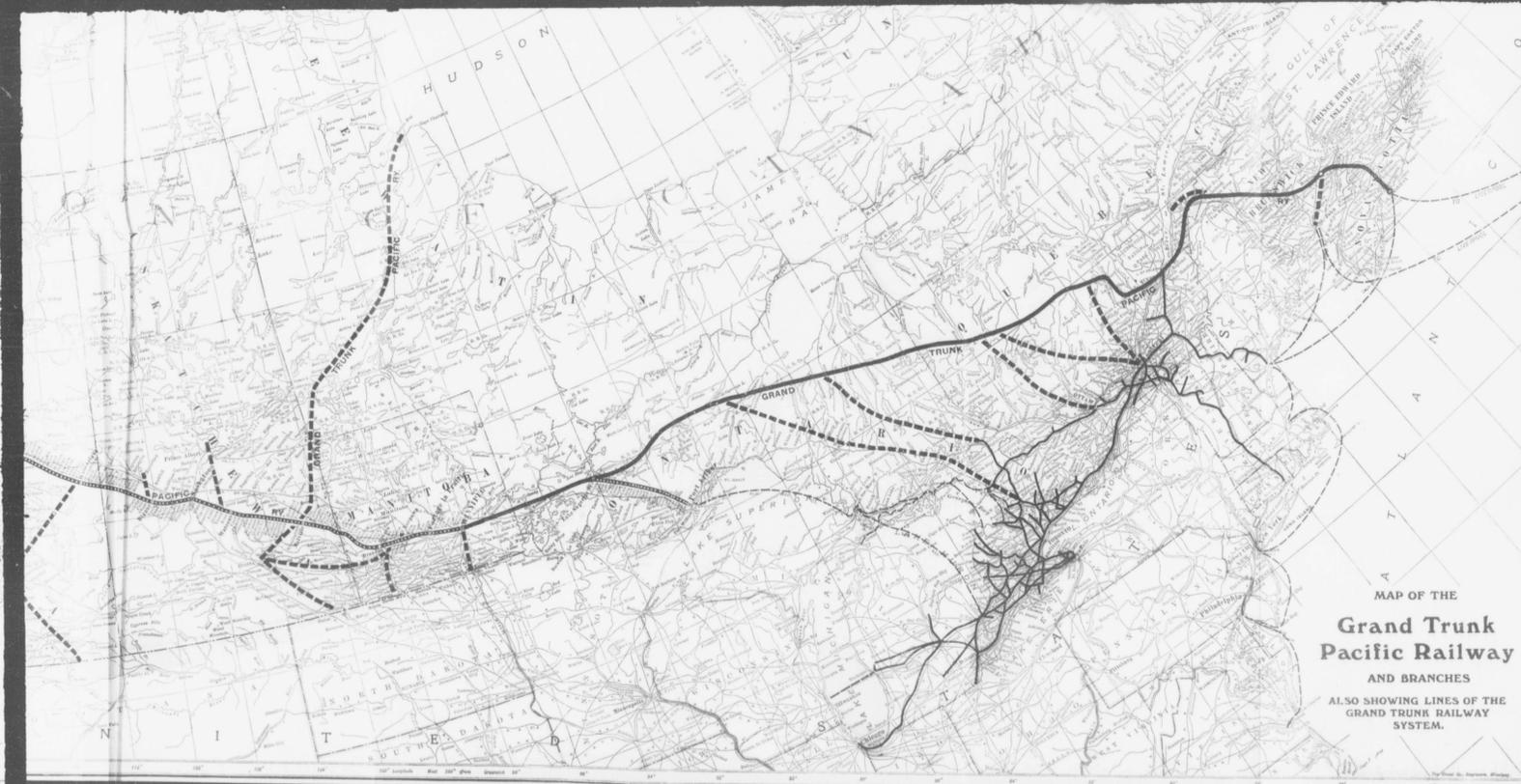


**MAP OF THE
GRAND TRUNK PACIFIC
RAILWAY
AND BRANCHES**

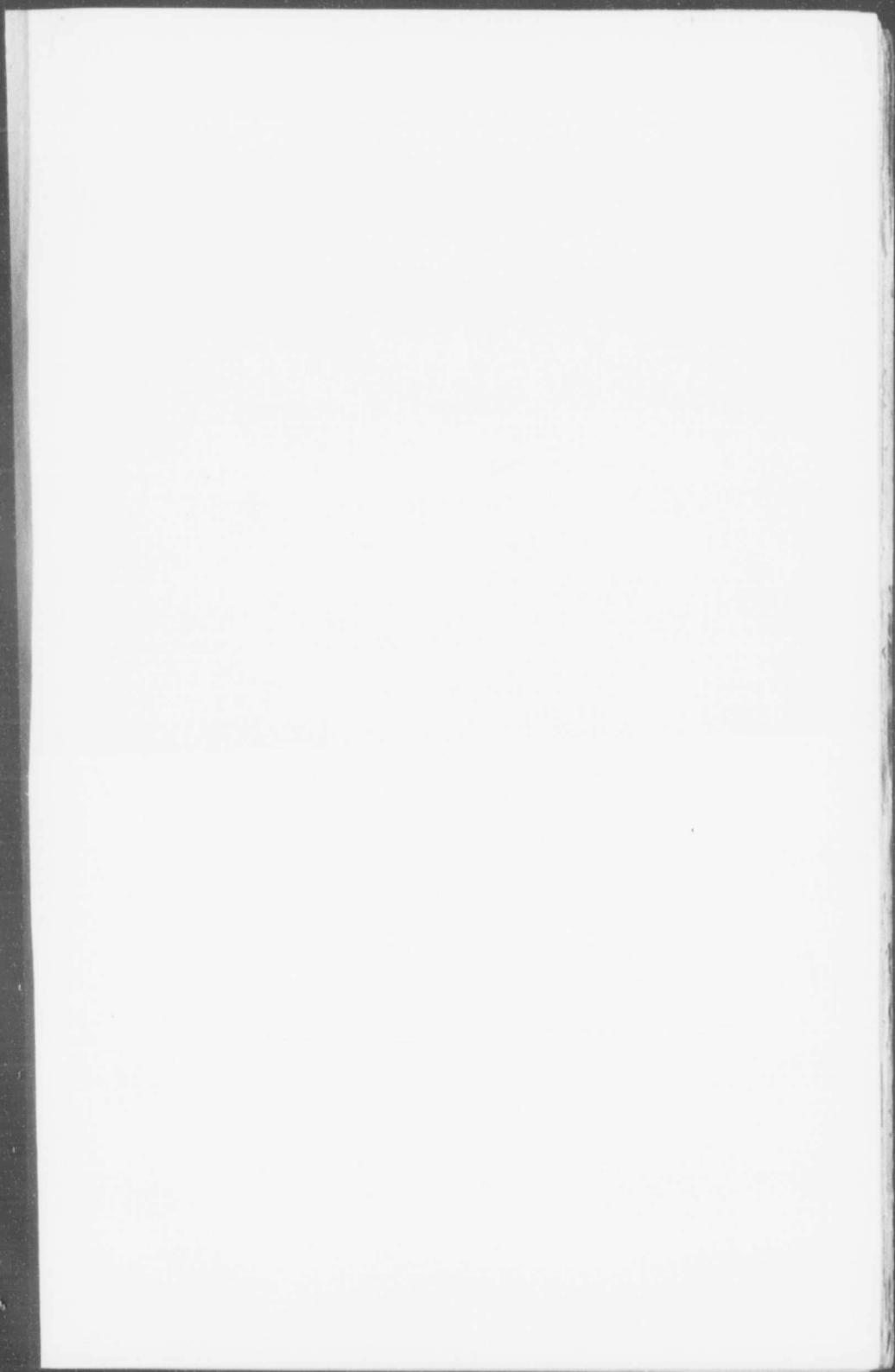




MAP OF THE
Grand Trunk
Pacific Railway



MAP OF THE
Grand Trunk
Pacific Railway
AND BRANCHES
ALSO SHOWING LINES OF THE
GRAND TRUNK RAILWAY
SYSTEM.

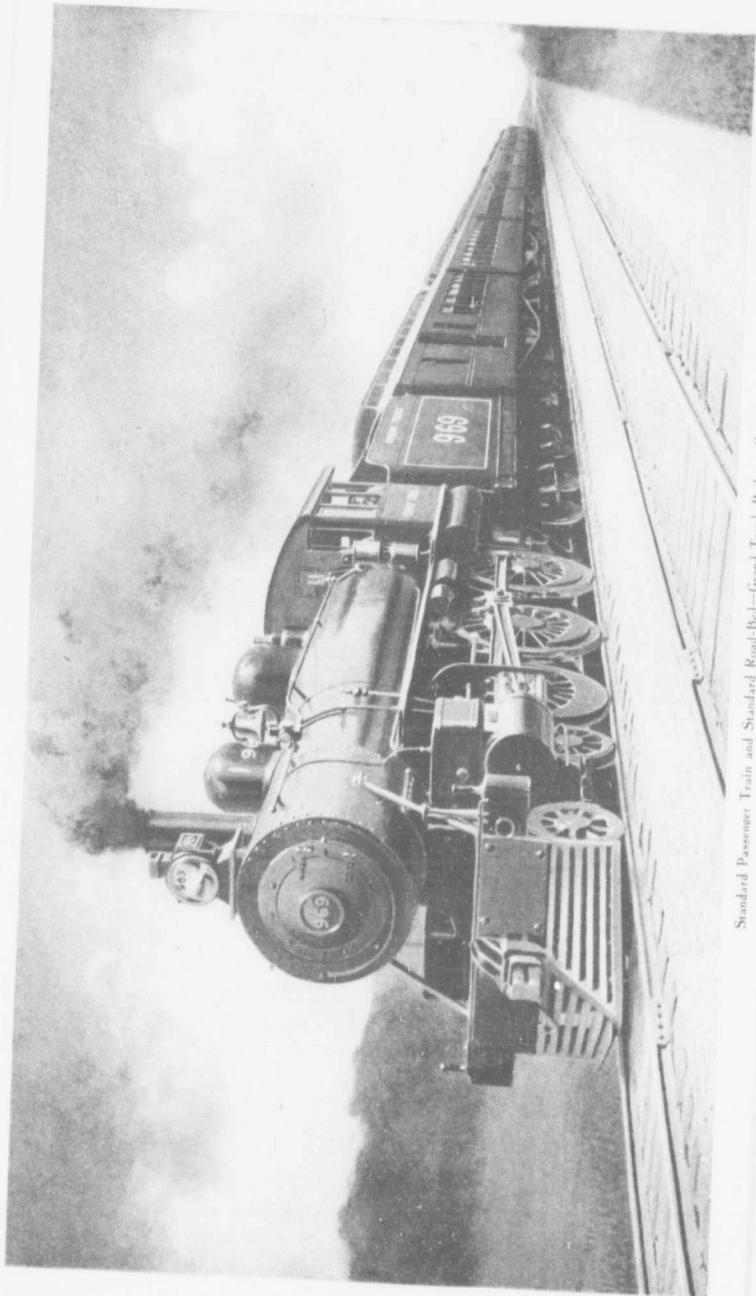






C. H. Campbell





Standard Passenger Train and Standard Road-Box—Grand Trunk Railway System.

Official Tour
of

Sir C. Rivers Wilson, G.C.M.G., C.B.

President

Grand Trunk Railway System

and

Mr. Chas. M. Hays

President

Grand Trunk Pacific Railway

Directors and Officials

over

Grand Trunk Railway Lines

August 6 September

1909

HE2N10

0125

0515

Sir C. B.

| Mileage | |
|---------|-----|
| | E. |
| | A. |
| | Iv. |
| 0 | 8 |

Special Time Table

Over Grand Trunk Railway Lines

Official Tour of

Sir C. Rivers Wilson, G.C.M.G., C.B., President Grand Trunk Railway System

Mr. Chas. M. Hays, President Grand Trunk Pacific Railway,

Directors and Officials

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|--|--|-----------------|--------------------------------|
| 0 | Eastern Time A.M. lv. 8.15 | <p>Montreal to Stratford Wednesday, August 4th.</p> <p>Montreal, the commercial metropolis of the Dominion of Canada, is situated on the south shore of the island bearing the same name, and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. The site of the city was first visited by Jacques Cartier, in 1535, and at that time he found a village of Indians situated near the foot of the mountain. He landed a short distance below the city at a point still known by the Indian name of "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian chief "Donnacona," he was so struck by the magnificent outlook that he named it in honor of his master, the "Royal Mount." Champlain also visited the site in 1611; but the village with its inhabitants had been swept away, probably by some hostile tribe. The first settlement by Europeans was made by the French in 1642 a wooden wall was erected for defence. repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of these buildings are still standing; a walk through the two or three streets still retaining these primitive buildings and</p> | 400,000 | 48.33 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>narrow paths strongly remind one of the quaint old towns of Rouen, Caen and others in Normandy. The growth of the city has been exceedingly rapid, and the view, as seen from Mount Royal, is majestic, and for beauty almost unrivalled.</p> <p>The river frontage is almost six miles in length, extending from Victoria Jubilee Bridge to the village of Maisonneuve.</p> <p>Montreal is the chief port of entry for the Dominion of Canada, and is open for seven months in the year for ocean navigation. It is at the foot of the great St. Lawrence River and the system of canal navigation to the west. This system of waterways has its outlet at Montreal, and affords a continuous route from the straits of Belle Isle to Port Arthur at the head of Lake Superior, a distance of 2,260 miles. It is owing to these facts and it being a great railroad centre that its volume of trade is so large and which amounts to over \$193,822,504 annually. About nine-tenths of the tonnage of sea-going vessels entering the harbor of Montreal are British. The chief exports are timber, grain, flour, cattle, phosphates, apples, butter and cheese. The imports include iron, glass, tea, wine, groceries and numerous manufactured articles and dry goods. The manufactures of the city are carried on in about 2,000 establishments, with an invested capital of from \$60,000,000 to \$70,000,000, and embrace boots and shoes, clothes, sugar, tobacco, beer, machinery, rubber, sacks, tools, silk, cotton, etc. The bank of Montreal, with headquarters in this city, claims to have the largest capital and rest (\$26,400,000) of any bank on the Western Hemisphere, and to be the fifth largest monetary institution in the British Empire.</p> <p>Among the several events which mark the epochs in the city's prosperity are the</p> | | |

Altitude
above
Sea Level



City of Montreal from Mount Royal.



| Mileage | Time |
|---------|------|
|---------|------|

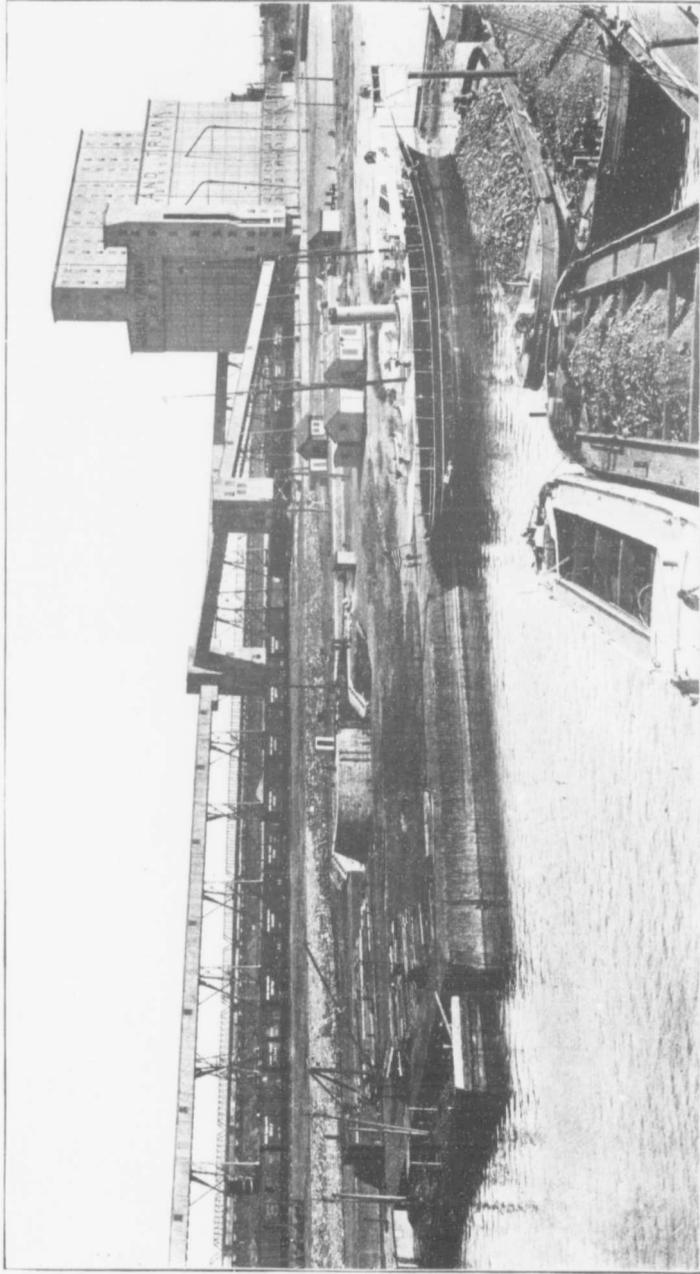
A.

| | |
|------|-------|
| 1.51 | 8.20 |
| 4.66 | ..... |
| 5.88 | ..... |
| 6.60 | ..... |
| 7.04 | ..... |
| 7.94 | 8.26 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|---|-----------------|--------------------------------|
| | A.M. | <p>opening of the Lachine Canal in 1825; the incorporation of the Champlain and St. Lawrence Railway from La Prairie to St. Johns in 1832; the formation of the Grand Trunk Railway in 1852; the construction of the Victoria Tubular Bridge by the Grand Trunk Railway in 1859; and the establishment of the Allan Line of ocean steamers in 1856. The population of Montreal in 1800 was 10,000 souls, while to-day the city proper is about 400,000, while the city with its immediate suburbs is about 480,000.</p> <p>At the time of the completion of the Victoria Tubular Bridge in 1860 this structure was considered the eighth wonder of the world, and was the admiration of not only the promoters of the Railway Company, but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old bridge had become inefficient to meet the demands of the Grand Trunk Railway System, and the management concluded that it must be replaced with a structure that would meet all needs. Accordingly, a new open work steel bridge, with double tracks, carriage ways and foot-walks for pedestrians, now rests on the piers which held the old Victoria Bridge for so many years.</p> <p>Our special train leaves Bonaventure Station sharp on time and proceeds west over the double-tracked main line of the Grand Trunk Railway System, passing through the western suburbs of Montreal.</p> | | |
| 1.51 | 8.20 | St. Henri | See Montreal | 61. |
| 4.66 | ..... | Montreal West | 450 | 68. |
| 5.88 | ..... | Rockfield | 1,140 | 86. |
| 6.60 | ..... | Dominion | See Lachine | 89.5 |
| 7.04 | ..... | Convent | 100 | 115. |
| 7.94 | 8.26 | Lachine | 8,846 | 131. |
| | | which are noticeable in close proximity to a | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|--|-----------------|--------------------------------|
| | A.M. | large city. Many large manufacturing concerns are seen en route between Montreal and Lachine. The expansion in this direction has been very marked within the past few years, and year after year many new works are established. Lachine is one of the first of the many suburban resorts situated on Lake St. Louis that are so popular during the summer months for the residents of the city. It is also the starting point for tourists from the city who desire to make the trip down the famous Lachine Rapids, the shortest but most violent of the rapids of the St. Lawrence River. Several large industries are located in or near Lachine. Near the foot of the Lachine Rapids is the power-house of the Montreal Light, Heat & Power Company, which develops some twelve thousand electrical horse-power for use in the City of Montreal. | | |
| 9.22 | ..... | Dixie | ..... | 99.5 |
| 10.33 | 8.30 | Dorval | 1,076 | 87. |
| 12.20 | ..... | Strathmore | ..... | 89. |
| 12.79 | ..... | Valoisville | 400 | 89.3 |
| 13.36 | ..... | Lakeside | ..... | 96.6 |
| 14.65 | 8.35 | Pointe Claire | 1,550 | 107.4 |
| 15.71 | ..... | Beaconsfield | ..... | 104.5 |
| 17.59 | ..... | Beaurepaire | ..... | 105.5 |
| 19.23 | ..... | Bale d'Urfe | ..... | 114. |
| | | The points now passed between Lachine and Ste. Anne de Bellevue are all located on Lake St. Louis, and are the favored resorts for the thousands of people who get away from the city during the heated spell of the summer months. At Dixie, on the left of the train, is noticed the splendid eighteen-hole golf links of the Royal Montreal Golf Club, on which has also been erected a most charming club-house. Again on the left, while passing Valoisville, a pretty vista of Lake St. Louis is had. When passing Beaconsfield the spacious and imposing building on the right is the summer residence of Sir George A. Drummond, a wealthy resident of Montreal. | | |
| 20.80 | 8.42 | Ste. Anne de Bellevue While approaching Ste. Anne's station a large stock farm to | 2,500 | 122.3 |

Altitude
above
Sea Level



Grand Trunk Elevator—Harbour of Montreal.

99.5
6 87.
89.
0 89.3
96.6
0 107.4
104.5
105.5
114.

0 122.3

Mileage

TI

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>the right of the train is seen. This is owned by Mr. Robert Reford, a wealthy citizen of Montreal, and one of the leading figures in the shipping world, and on the opposite side the extensive buildings of the Macdonald Agricultural College.</p> <p>This splendid institution was founded by Sir Wm. Macdonald, of Montreal, and is being directed by Dr. W. Robertson, who set himself some years ago to the task of helping the farmer, his children and his children's children. Already the college is full of students and enough more on the waiting list to fill another school of the same size and same capacity. At Macdonald College they take children into a room where they are taught with lessons in nature; here they learn to know what air is, the meaning of hydrogen and oxygen, the nature and formation of rock, the creation of soil and what it will produce. Later they are taught how plants grow—what they feed them on. They are taken into the fields and are taught to plant and rear plants.</p> <p>This nature study forms the foundation of the education of the students at Macdonald College. The farm surrounding this agricultural college holds something like 700 acres of land. Experiments are carried on in grain breeding. Already they have produced a barley which will yield, under ordinary conditions upon the average farm, from four to six bushels per acre more than is harvested to-day. Dr. Robertson estimates that the value of the farm products in the Province of Quebec could be doubled if the farms were tilled and taken care of just as the Macdonald farm is tilled and cared for. In view of the fact that Canada is primarily an agricultural country, a country of farms and farmers, it is easy to see that millions upon millions of dollars could be secured by the</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|---|-----------------|--------------------------------|---------|
| | | <p>improvements suggested by Dr. Robertson and with the expenditure of practically the same amount of money and labor by the farmer.</p> <p>It is the opinion of thoughtful men that no other single movement in Canada promises more or better returns to the people than is promised by this great educational institution. Moreover, they go into the field and gather up the children that other colleges and educational institutions have overlooked. They help those first who need it most and by helping them they enrich the Dominion beyond measure.</p> <p>It is only about four years since the foundation was laid for the first building at Macdonald College, but they have been busy since that day. Sir William, through his able representative, has been spending money at the rate of \$1,000,000.00 per year and already there is a remarkable showing. In addition to grain breeding there is stock breeding and poultry breeding.</p> <p>All these things—these lessons taught by these experiments—show what is possible for every farmer, for every child educated here who may become a farmer. Best of all, the farmer's daughter is taken into this college and taught to wash and iron, to make and mend her own clothes. When she graduates she appears in a hand-made gown which she has made herself. She also learns to cook, to make butter and cheese; and all the while she is living in a wholesome atmosphere in healthy sanitary surroundings.</p> <p>Already thousands of people make pilgrimages every summer to Ste. Anne de Bellevue for the sole purpose of seeing and learning about this interesting agricultural college, which, as above stated, is destined to do so much for Canada and for Canadians.</p> | | | |

24.45 8.4

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|------|--|------------|--------------------------|
| | | | A.M. | <p>Ste. Anne de Bellevue is seen on the left of the track and is situated on the Ottawa River near the confluence of the St. Lawrence. In addition to its being a popular summer resort it is a favorite spot for the angler during the open seasons, and for the hunter in the fall. Among the fish that are to be found here are black bass and maskinonge, the latter being caught weighing as much as sixty pounds to a fish. Ste. Anne's has more than a reputation as a summer resort, as it was the scene of many stirring events in the early days of the French settlers. It was the headquarters of the voyageurs of the early regime, who gave the Irish poet, Tom Moore, the inspiration for his "Canadian Boat Song." The house in which Tom Moore lived while at this place in 1805 is still in existence, and can be seen from the car window when passing. After leaving the town, and while crossing the bridge over the river, a good view of the Lake of Two Mountains can be had to the right. This lake is a portion of the water route for river steamers between Ottawa and Montreal. After passing over the bridge we cross Isle Perrot, an island about six miles wide, which divides the Ottawa into two separate streams, and we cross the other arm of the river just before reaching Vaudreuil.</p> | | |
| | | 24.45 | 8.47 | <p>Vaudreuil Passing through the picturesque village of Vaudreuil we see on the right the ruins of an old windmill and fort which was built by one of the early French settlers in 1787 as a protection from the hostile attacks of the Iroquois and Mohawk Indians. The village is situated on an arm of the Ottawa River, and is the summer home of many of Montreal's prominent people. Within a short distance of this village, and down the river is the entrance to the Soulanges Canal, a fine piece of engineering work, constructed</p> | 600 | 85.2 |

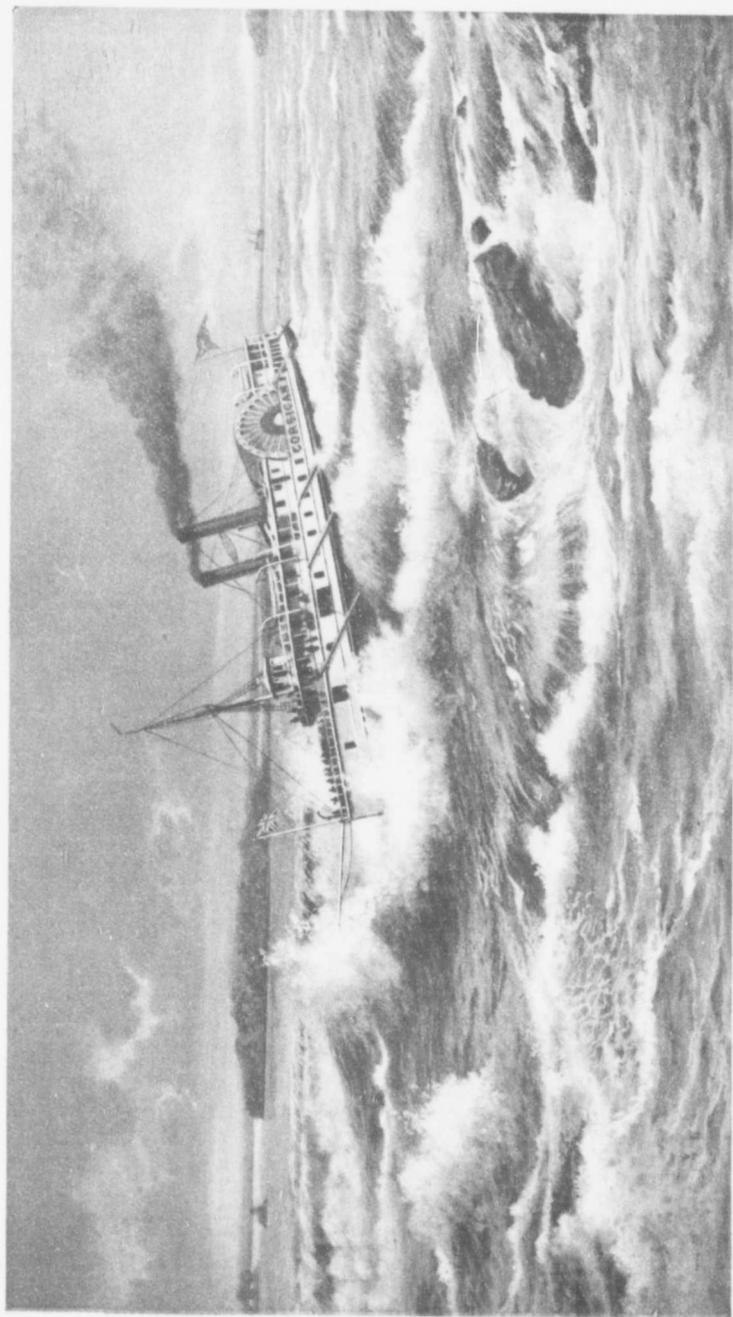
| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|---|-----------------|--------------------------------|------------|
| | A.M. | to overcome the rapids lying between this point and Lake St. Frances, a distance of eleven miles, in which the river drops eighty-two feet. | | | |
| 31.29 | 8.55 | St. Dominique Coteau Jct. Leaving Vaudreuil the line passes through a flat and fertile country skirting the St. Lawrence River, furnishing fine views of which we have glimpses to the left. At Coteau Junction the line to the City of Ottawa diverges from the main line and proceeds through a good farming country and passes from the Province of Quebec into the Province of Ontario. While en route through the Province of Quebec one feature which will strike the visitor is the peculiar subdivision of the farms which were originally seignories under the French regime. The country in this vicinity is flat with little diversity of scenery, but the soil is excellent, the produce being chiefly hay, oats and dairy products. | 400 | 159. | |
| 37.85 | 9.03 | | 1,148 | 160.3 | |
| 43.41 | 9.09 | River Beaudette Cornwall is one of the | 275 | 167.3 | 72.50 9. |
| 48.60 | 9.15 | Bainsville largest and most enterprising towns between Montreal and | 150 | 173.9 | 77.31 9. |
| 53.96 | 9.21 | Lancaster | 695 | 163.6 | 84.17 10. |
| 59.68 | 9.28 | Summerstown Toronto, and has a | 200 | 182.9 | 92.60 10. |
| 67.66 | 9.40 | Cornwall population, including | 8,200 | 191.4 | 99.28 10. |
| 69.04 | 9.43 | Cornwall Junct. its suburbs, of about | ..... | 201.0 | 104.78 10. |
| | | 10,000. It enjoys a green old age, as Canadian towns go, having been founded in 1784, and settled by discharged soldiers of British regiments, including the King's Royal Rangers of New York (raised by Sir John Johnston), and the 84th Royal Highlanders. Selected as the county seat of the counties of Stormont, Dundas and Glengarry, and being in a fertile section, it soon became a place of importance, and in its old Grammar School some of the leading men of Canada were educated. | | | 113.87 10. |
| | | | | | 120.56 ... |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|-------|---|------------|--------------------------|
| 400 | 159. | | A. M. | <p>Situated at the foot of the Cornwall Canal, a waterway built to overcome the Long Sault Rapids on the St. Lawrence River, its water-power was soon utilized to turn the wheels of numerous industrial establishments, until at present it possesses two cotton mills, employing nearly 2,000 people, woollen mills, flour mills, furniture factory and paper mills, making the finest grades of paper.</p> <p>A few miles west at Mille Roches, there is an extensive installation for the production of electric energy. Already 5,000 horse-power have been developed, utilized in the lighting of the canal, working the lock gates, and in various industrial concerns. At almost nominal cost the quantity of power can be increased ten times.</p> <p>Few places are so well provided with railway facilities as Cornwall, and, in consequence, it is an excellent site for manufacturing.</p> | | |
| ,148 | 160.3 | | | | | |
| 275 | 167.3 | 72.50 | 9.48 | Mille Roches | 600 | 225.3 |
| 150 | 173.9 | 77.31 | 9.54 | Wales | 350 | 235.5 |
| 95 | 163.6 | 84.17 | 10.02 | Aultsville | 375 | 247.7 |
| 100 | 182.9 | 92.60 | 10.12 | Morrisburg | 1,535 | 268. |
| 100 | 191.4 | 99.28 | 10.19 | Iroquois | 1,000 | 242. |
| ... | 201.0 | 104.78 | 10.26 | Cardinal | 1,275 | 276. |
| | | 113.87 | 10.38 | Prescott | 3,019 | 308.6 |
| | | 120.56 | ..... | Maitland | 300 | 327. |
| | | | | <p>Passing Mille Roches, Wales and Aultsville, three small stations on the line, we reach Morrisburg, an important town for dairy and farm products. Between Aultsville and Morrisburg, about five miles from Aultsville, on the left can be seen the monument erected to commemorate the Battle of Chrysler's Farm, which was fought at this spot in 1812. Iroquois is situated at the foot of the Edwardsburg Canal. Between Iroquois and Cardinal there is a drop of over 14 feet in River St. Lawrence, which is overcome by the Galops Canal. Very fair water power could be developed at Iroquois, and the town is at present offering inducements to manufacturers to locate there.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|---|-----------------|--------------------------------|
| | A.M. | <p>Prescott is one of the most beautiful towns in the valley of the St. Lawrence. Among its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. At this point there are also large distilleries located and extensive cold storage plants.</p> | | |
| 125.64 | 10.58 | <p>Brockville, situated at the eastern end of the famous Thousand Islands of the River St. Lawrence, is a solid prosperous town of nearly 9,000 inhabitants. It is one of the old historic towns of Canada, and has produced many prominent Canadians and men of note. The Buells, Crawfords, Sherwoods, Richards, Jones, and many "United Empire Loyalist" families are closely associated with Brockville, which in 1811 took its name from Sir Isaac Brock. In the war of 1812 Brockville was raided by the United States soldiery from the neighboring town of Ogdensburg, in the State of New York. Brockville subsequently joined in the assault and capture of Ogdensburg.</p> <p>Since those days Brockville has steadily and substantially grown, until to-day it is one of the handsomest towns in Ontario, its private residences being very attractive. It is a busy manufacturing town, too, possessing a large carriage factory, an extensive stove and hardware foundry, a large glove factory, a hat factory, a mineral water works, and a number of lesser industries. Brockville owns its own lighting and water-works plants, and was one of the first Canadian towns to demonstrate the merits of municipal ownership. It is famous for being the centre of the celebrated dairy section which bears its name. When a cheese bears on its head the brand "Brockville," it is a good cheese. There are 225 cheese factories in Brockville section, and their product, in round numbers,</p> | 9,000 | 280. |

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
|-----------------|--------------------------------|

7,000 280.



River Steamer running the Lachine Rapids of the St. Lawrence River—Near Montreal.

Mileage

129.81 11
138.29 11
146.54 11
153.95 11

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|---|-----------------|--------------------------------|
| | A.M. | reaches 350,000 to 400,000 cheeses a year. Out of twenty-one million dollars' worth of cheese which Canada supplied to the world, in one year Brockville section contributed three million dollars' worth, a very large proportion for a comparatively small district. | | |
| | | Brockville is beautifully situated on the St. Lawrence, and is noted for its water sports. There are two flourishing boating clubs, and many local and national canoe and rowing regattas have been held on the excellent course in front of the town. A short railway runs from Brockville to Westport, a village 45 miles north-west of the town, on the Rideau River. This road runs through some picturesque lakes, famed for their bass and salmon trout fishing. | | |
| 129.81 | 11.04 | Lyn At Thousand Islands | 500 | 284.4 |
| 138.29 | 11.14 | Mallorytown Junction connection is | 350 | 335. |
| 146.54 | 11.24 | Lansdowne made with the Thous- | 500 | 332.8 |
| 153.95 | 11.34 | Thousand Isl. Jct. and Islands Railway and the steamers of the Deseronto Navigation Company, Limited. This forms a gateway from the east and west, via the Grand Trunk, to the famous island region. Approaching the islands from Gananoque, a large manufacturing centre and where the Gananoque Inn is situated, the tourist meets at once with these famous islands, and they extend to within a few miles of Brockville. Very many fine hotels are also located on the American shore in this neighborhood. There are many steamers in connection with the business of the Thousand Islands, and various trips are given which are called "rambles." These trips are made by threading the narrow waters between the many islands, and are most enjoyable. After leaving Thousand Islands Junction we run past some smaller and less important points until we reach | ..... | 306.3 |

| Mileage | Time | DESCRIPTIVE DATA | Popu- tion | Altitude above Sea Level | Mileage |
|---------|---------------|---|---------------|--------------------------------|---------|
| 160.14 | A.M. 11.40 | <p>Findley Rideau Just after reaching this station we cross the Rideau River, and one of the extensive locks of this chain of waters can be seen from the car windows. The scenery on this river and Rideau Lakes is grand, and the district is fast becoming popular with the ever-increasing brotherhood of tourists who are coming into Canada.</p> <p>At the close of the war of 1812-13, the British Government determined to construct an independent waterway from Montreal to the great lakes, which would be available for the transport of warlike material, and be at such a distance from the St. Lawrence as to be free from probability of interruption in case of renewal of hostilities.</p> <p>The route chosen was through what was then a virgin forest, and followed an inland natural waterway of lakes and rivers, known as the Rideau Chain, consisting of ten lakes varying in size and shape, each set in its own framework of forest clad hills, and connected by streams; forming a group of wondrous beauty.</p> <p>By the deepening of the connections between the lakes, and the building of locks, where made necessary by the difference of levels, the lake system was made available for navigation between Kingston on Lake Ontario and Ottawa River at the City of Ottawa; being completed in the year of 1832, at a cost closely approximating five millions of dollars. The work impresses one with its air of solidity and massiveness, and stands to-day as an enduring monument to British pluck and financial resources.</p> | ..... | ..... |  |
| 168.84 | | | | | 302.3 |
| 173.06 | 11.59 | <p>Kingston Junction</p> <p>Kingston was a French fort in 1672, and was founded by Frontenac, the celebrated Frenchman. It was also for a great many years one of the headquarters of the British</p> | 150 | 273.4 | |
| | | | | 20,000 | 249. |

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
| | |
| ..... | 302.3 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>troops in North America. It is now well fortified, although the fortifications are in a somewhat dismantled state. Fort Henry occupies a very commanding position near Kingston, and near this fort is situated a military school of the Dominion. The city of Kingston is the seat of the Provincial government asylum, a magnificent building, and also the Dominion Penitentiary, where the few "bad people" of Ontario are safely housed.</p> <p>Kingston is known as the "Limestone City" and stands guard at the foot of Lake Ontario, where the channel of the St. Lawrence River begins to define itself. It has a beautiful and commanding situation, and its spacious harbor is fenced in by islands from Lake Ontario storms.</p> <p>Some of the main attractions in Kingston are those which owe their importance to history and tradition, and which have been accumulated since the log walls of Fort Frontenac were first built on the site of the present Tete du Pont Barracks in the year 1672. The Royal Military College, Fort Henry, and other military institutions, are always points of special interest to visitors. From a commercial point of view perhaps we might mention first the ship-building interests. This is the point at which for years past grain from the Great Lakes has been transhipped to the river barges. Three large elevators bear evidence of Kingston's endeavors to prevent the transshipment from drifting further down the river.</p> <p>Kingston has rail and water facilities which are unequalled, and grain from the Northwest and coal from Charlotte and Oswego are continually coming into the harbour, while the Grand Trunk Railway System keeps the harbor front busy with traffic. A charter exists for a new line of railway to</p> | | |

0 273.4
0 249.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | T |
|---------|-------|--|-----------------|--------------------------------|---------|-----------------|
| | P.M. | open up marl deposits in the neighbouring townships, which will lead to the establishment of important cement works. As a summer resort, on account of the beauty of its location where lake and river meet, and in close proximity to the Thousand Islands, the Rideau waters and the Bay of Quinte, Kingston should have few rivals. As a location for commercial industries, its central position and rail and water facilities, ought to commend it. | | | | |
| 180.47 | 12.09 | Collins' Bay | 200 | 284. | | |
| 188.09 | 12.19 | Ernestown | 180 | 324.5 | | |
| 193.80 | ..... | Fredericksburg | 500 | 307.2 | | |
| 198.94 | 12.34 | Napanee | 3,143 | 312.7 | | |
| | | The name Napanee is derived from the Mississauga word Naw-Paw-Nay, which signifies flour. As breadstuffs are the staple of Napanee's trade, the name is highly appropriate. The town is situated on the Napanee River, the deep and sombre waters of which are swayed by a mysterious tide every two hours. The tide represents a variation of sixteen inches in mean level and sometimes attains a fluctuation of thirty inches. The town is seen on the left. | | | | |
| 207.05 | 12.45 | Marysville | ..... | 335. | | |
| 213.56 | 12.53 | Shannonville | 272 | 334. | | |
| | | At Deseronto there are several manufacturing plants, notably the Rathbun Company's lumber mills, charcoal, iron works, Standard Chemical Company's works, car works and many others. North of Deseronto is situated two large cement-producing plants, manufacturing cement which is second to none in any part of the world. Immense beds of marl are located on the Bay of Quinte line. The marl is composed of ancient sea shells disintegrated, and the substance is now a plastic white marl, some- | | | 220.68 | ar1.10 v2.05 |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|--------------|--|------------|--------------------------|
| 200 | 284. | | | <p>what the same as plasterer's putty. These are claimed to be the largest and purest beds known in America. This, with the admixture of clay in proper proportions, is the basis of one of the most celebrated cements in America.</p> <p>Not far from Deseronto is situated two gold-producing plants, known as the Cordova and Delora. The quantity of ore in the Cordova mine seems inexhaustible and produces \$6 to \$7 per ton profit. The Delora mine is not quite so good, but the tailings left are full of arsenic, and it is proposed to establish a large arsenic works.</p> <p>It appears that there are about 5,000 tons of arsenic used in America per annum, and the whole of this could be supplied by these mines. There is scarcely any arsenic in the United States, so therefore great things may be expected in the line of arsenic in the immediate future.</p> <p>At Bath, a small village on the Bay of Quinte, the first steamer which navigated Lake Ontario and the upper part of the River St. Lawrence, was built. The first Masonic lodge in Canada was installed just west of Bath. The first brewery established in Upper Canada (Ontario) was built just west of Bath. The Bath Academy was one of the earliest educational establishments in that part of the country.</p> | | |
| 180 | 324.5 | | | | | |
| 500 | 307.2 | | | | | |
| 1,143 | 312.7 | | | | | |
| ... | 335. | | | | | |
| 172 | 334. | 220.68 | 1.10 2.05 | <p>Belleville Few places in Canada can claim as many natural advantages as this beautifully located city. As an educational centre it has been known throughout the northern part of the continent for over half a century, and scores of the men who are now controlling the mercantile, manufacturing and educational interests of this country look back with a throb of pride and interest to their early days, spent either as scholars in the public schools or as students in her colleges.</p> | 11,000 | 295. |

| Mileage | Time | DESCRIPTIVE DATA | Popu- lation | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>As a market, it is acknowledged to be the best in Central Ontario, as it is in the centre of one of the richest tracts of fertile and productive dairy, grain and fruit growing land in the Province of Ontario.</p> <p>A glance at its history will take us back to the time of the French domination in this part of North America, a period of nearly three hundred years. It is generally accepted as a historical fact that Samuel Champlain, in the year 1615, when returning from his unfortunate expedition against the powerful Iroquois tribe of Indians, passed down the Trent River to its mouth, and then followed the Bay to the St. Lawrence. It is also recorded that the great French navigator and colonizer, with his followers, wintered on the very spot where Belleville now stands. This gives the city a special claim to distinction in connection with the charming piece of water along which it is so beautifully located.</p> <p>Belleville has transportation facilities unsurpassed. It is one of the main terminal points of the Northern Division of the Grand Trunk, and has extensive repair shops and round houses here.</p> <p>The Bay of Quinte barley, cheese and canned goods have an established reputation, and large quantities are annually shipped to the United States and to Europe. There are also mines of iron, gold, galena, lithographic stone, slate, mica and asbestos existing a few miles north of the city, adjacent to the lines of railway. Excellent limestone quarries are conveniently near the eastern and northern suburbs of the city, and the superiority of the stone is so marked that shipments of it are made to all parts of the Dominion. It was used exclusively in the Murray Canal, Soulanges Canal and Kingston dry dock.</p> | | |

Popula-
tion

Altitude
above
Sea Level



Grand Trunk Railway System General Offices and Canadian Express Building, McGill Street, Montreal.

| Mileage | T |
|---------|---|
|---------|---|

| | |
|--|---|
| | F |
|--|---|

| | |
|--------|----|
| 232.85 | 2. |
|--------|----|

| | |
|--------|------|
| 241.98 | 2.30 |
| 249.58 | 2.38 |
| 256.16 | 2.45 |

| | |
|--------|------|
| 264.12 | 2.58 |
|--------|------|

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | P.M. | There is also at this point one of the largest cement works in Canada, having a capacity of 2,500 barrels per day. | | |
| 232.85 | 2.20 | Trenton This town is situated at the mouth of the wide and picturesque Trent River, the outlet of Rice Lake, one of the best duck-hunting regions in these parts. It is near the west end of the Bay of Quinte, and is the junction point for the Central Ontario Railway for Picton, etc. North of this town and in the vicinity of Rice Lake, was the headquarters of the Mississauga Indians, a branch of the Ojibways. At this point one of the largest lumber and planing mills in the country is situated, and in addition to an ordinary planing business, the company manufactures egg-cases, doors, and other interior house-fittings. The town also possesses a canning factory, evaporating factory, and has an up-to-date cold storage for the handling and winter shipment of apples for export to Great Britain. Trenton will also be the terminus of the Trent Valley Canal, when the latter is complete. | 4,000 | 280. |
| 241.98 | 2.30 | Brighton After leaving Trenton the train | 1,378 | 302.9 |
| 249.58 | 2.38 | Colborne passes through a magnificent | 1,100 | 321. |
| 256.16 | 2.45 | Grafton apple district until it reaches Cobourg. The train also skirts Lake Ontario from Brighton to Toronto, a distance of eighty miles. The first view of the lake is had at this point, and vistas of this mighty inland sea are seen from time to time. The lake is on the left of the train, and is a magnificent body of water, 200 miles long, 60 miles wide, and 600 feet deep. | 400 | 283.1 |
| 264.12 | 2.58 | Cobourg Eight miles further on is the town of Cobourg, formerly the seat of the Victoria College, which has now been amalgamated with Toronto University. Cobourg now relies for her commercial life upon her | 4,039 | 295.1 |

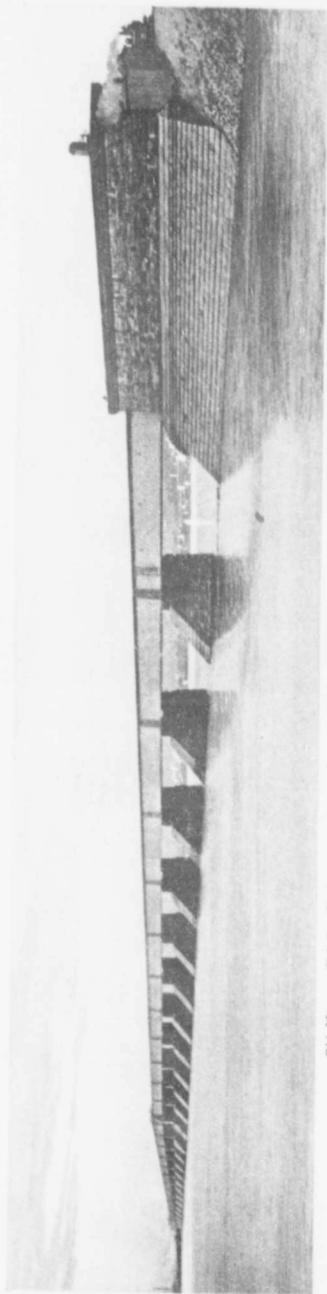
| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | Tim |
|---------|------|---|-----------------|--------------------------------|---------|-----|
| | | <p>manufactures, her trade, her car works, and her breweries.</p> <p>Cobourg is also a fashionable summer resort for wealthy Americans, many of whom make this their headquarters during the heated term of the summer months. Just before reaching Cobourg, on the left of the train, will be noticed some beautiful summer residences of the tourists who make this place their summer haven.</p> <p>Besides the distinction of decided picturesque-ness which Cobourg possesses, and the large number of handsome homes and villas overlooking Lake Ontario, which are occupied each summer by their owners from all parts of the United States and sometimes with house parties in the winter season; Cobourg has recently achieved the distinction of being the only inland all-year-round port in Canada.</p> <p>The Grand Trunk Railway System anxious to extend its connections across Lake Ontario to provide a short cut to the coal fields and manufacturing districts of Pennsylvania, placed in operation a year ago one of the largest Canadian vessels so far built, and which in addition to freight car facilities, provides as well extensive and luxurious passenger accommodation. This vessel is the "Ontario No. 1" and is the largest in operation on Lake Ontario or the upper St. Lawrence, being 317 feet in length, 56 feet beam and cost \$360,000.</p> <p>On the four tracks under deck a freight train of 30 loaded cars are carried and the 1,000 passengers which the vessel carries are not aware that such extensive cargo is under deck, if they have not been curious enough to watch the loading and unloading at either side of the Lake, which is done about as quickly as the passengers disembark.</p> | | | | |

| Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|---------|------|--|-----------------|--------------------------------|
| | | | | <p>It will be seen by the illustration that the "S.S. Ontario No. 1" resembles in some respects a man-of-war, her lines are symmetrical excepting that the stern appears to have had a "huge bite" taken out of it. This is necessary in order to permit the cars being loaded and unloaded from the railway tracks, which by the use of an apron between the boat and the railway allows the cars to be run onto the corresponding tracks on the boat, and unload again with celerity and safety.</p> <p>The "S.S. Ontario No. 1" plies throughout the entire year between Cobourg and Charlotte, N.Y., the port of Rochester. As special docks must necessarily be constructed for this leviathan of the Great Lakes, a new landing near Charlotte, and only five miles below Rochester on the Genesee River has been created for this traffic exclusively, known as the Genesee Docks of Charlotte.</p> <p>At this point connection is made with the Buffalo, Rochester & Pittsburg Ry., which has an interest with the Grand Trunk in the operation of the boat. The former railway operates directly between the coal fields and manufacturing districts of Pennsylvania and the two gateways of Canada, Buffalo and Rochester, the distance to Rochester being only 45 miles further than to Buffalo, and as the distance to Cobourg is only 62 miles as against the round about route via Buffalo and the Grand Trunk Railway System from that point, either over the International or the steel arch bridge at Niagara Falls—it can be readily appreciated that the Grand Trunk Railway System and the people of Eastern Ontario obtain an immense benefit from the operation of the new line, providing as it does practically for the extension of the system across Lake Ontario and a short route not alone for the coal and manu-</p> | | |

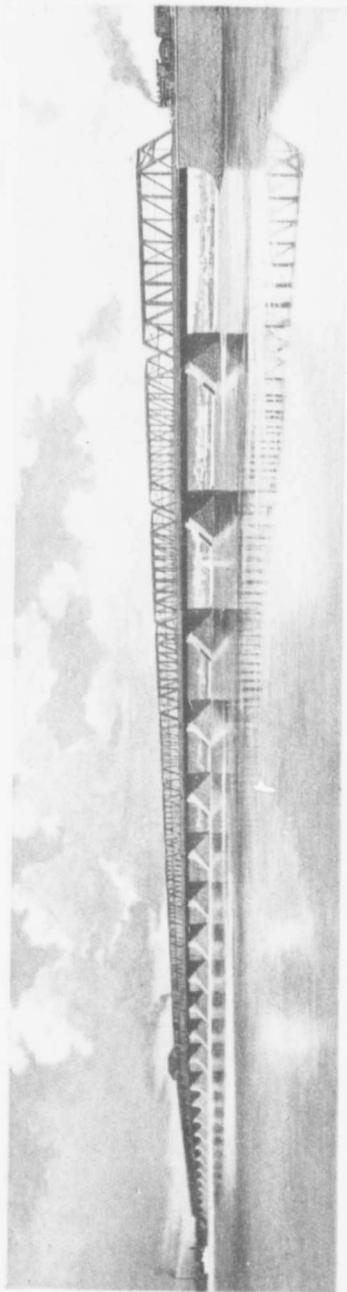
| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>factured products of the coal fields and of Pittsburg, but in opening up a route for the economical transportation of minerals and raw materials from Eastern Ontario to points in Pennsylvania and New York States.</p> <p>The trip across from Cobourg to Genesee Docks, 62 miles, is made in about four hours, the vessel having an average speed of about sixteen miles per hour, and finds no trouble in making way regardless of the weather or of ice. The trip embraces three miles of the Genesee River from the Charlotte break-water up to Genesee Docks, the high bank of the river with the attractive town of Charlotte spread out along the way with numerous pleasure resorts and beaches at the entrance of the river, lending variety to one of the most unique and pleasant short trips that are afforded on inland waters.</p> <p>The passenger accommodations of the "S. S. Ontario No. 1" are all on the upper deck, a permanent canopy covering the entire deck affording clean and roomy sitting out or promenade advantages, which makes the boat an ideal one for large excursion parties, and frequently during the past season the city of Rochester has loaded the boat to its full capacity for the round trip to Cobourg, which comfortably occupies the day. Roomy and comfortable state rooms are available for those who wish the accommodation, and luxurious retiring and smoking rooms are provided.</p> <p>A spacious dining room extending across the boat from all parts of which an unobstructed view of the Lake is obtained, has proven not the least of the attractions of the boat, as there is no finer dining room service on any inland Canadian boat.</p> <p>The boat started operations on November 20th, 1907, and has operated regularly ever since. The ice conditions last winter tried</p> | | |

Popu-
lation

Altitude
above
Sea Level



Old Victoria Tubular Bridge across the St. Lawrence River, Montreal—Opened for Traffic by H.R.H. the Prince of Wales in the Year 1860—Reconstructed 1868



Victoria Jubilee Bridge across the St. Lawrence River, Montreal—Built on same Piers as the Old Victoria Tubular Bridge—Opened for Traffic 1898

| Mileage | Time |
|---------|------|
| | P.M. |
| 270.84 | 3.08 |
| 278.50 | 3.19 |
| 286.38 | 3.30 |
| 290.80 | 3.35 |
| 294.35 | 3.39 |
| 300.51 | 3.47 |

F
P
E

D:
O:

1
4
4

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | P.M. | | | |
| | | the boat thoroughly and not the slightest difficulty was experienced in making the trips. | | |
| 270.84 | 3.08 | Port Hope Seven miles west of Cobourg we arrive at Port Hope, an important harbor of Lake Ontario, between Toronto and Kingston. This town is a very pretty one, and is seen on the right of the train. It is a junction point for the northern division of the Grand Trunk, and a gateway to the Kawartha Lakes region. This point has two large elevators which are used for distributing purposes for grain, and is also an extensive distributing centre for lumber from Northern Ontario consigned to United States points by water. | 4,188 | 286. |
| | | Kawartha Lakes district is a chain of lakes situated in the counties of Victoria and Peterborough, with unlimited attractions for the tourist, sportsman, and followers of Izaak Walton. This chain of lakes has a navigable steamer route of seventy miles, and is part of the waterway of the proposed Trent Valley Canal, which will connect the Georgian Bay with the St. Lawrence River. | | |
| 278.50 | 3.19 | Newtonville Passing through the small | 300 | 392. |
| 286.38 | 3.30 | Newcastle villages of Newtonville and | 645 | 295.2 |
| 290.80 | 3.35 | Bowmanville Newcastle we reach the important town of Bowmanville. One of the most interesting features of this place is the fact that in a small town of this size they have 17 miles of granolithic pavement. Some of the largest piano and organ factories and rubber works in Canada are also located here. | 2,800 | 261.5 |
| 294.35 | 3.39 | Darlington Nine mile west of Bow- | ..... | 379. |
| 300.51 | 3.47 | Oshawa Jct. manville we pass Oshawa, one of the best manufacturing towns for its size in Canada, named after an Indian chief, the word meaning "Over the Water." The surrounding | 5,000 | 333. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|---------|--|-----------------|--------------------------------|
| | P.M. | country is a remarkably fertile district, rich in fruit. The largest malleable iron works in Canada are located here (The Ontario Malleable Iron Works), the plant of this concern covering seven acres of ground, and the buildings, if put in a straight line would occupy a space 60 feet wide by a mile and a half long. Just after leaving Oshawa a small stream, known as Oshawa Creek, is crossed, and a pretty vista is had on the right of the track. | | |
| 304.96 | 3.52 | Whitby Jct. Just beyond Oshawa is Whitby, the site of the Ontario Ladies' College, which is seen on the right before reaching the station. From here a branch of the Grand Trunk runs north past the town of Lindsay (one of the gateways of the Kawartha Lakes), to its terminus at Haliburton. Whitby is used as an extensive distributing point for lumber from Northern Ontario consigned to United States points by water. | 2,110 | 267. |
| 311.47 | 3.59 | Pickering On approaching Pickering, | 1,000 | 287. |
| 313.31 | ..... | Dunbarton the town is seen on the right. | 200 | 280.2 |
| 315.97 | ..... | Rosebank This town is the home of a | ..... | 280.6 |
| 317.55 | 4.06 | Port Union Quaker settlement, and Pickering College (a Quaker institution) can be seen from the train. Large Quaker gatherings assemble here annually. | ..... | 264.9 |
| 325.01 | 4.19 | Scarboro Jct. York is the terminal of the | 350 | 545.3 |
| 328.60 | 4.24 | York Eastern and Northern Divisions of the Grand Trunk | 3,500 | 425. |
| 334.04 | or 4.45 | Toronto Railway System, and the extensive freight yards are visible from both sides of the train. | 300,000 | 254. |
| | | After leaving York the golf links of the Toronto Golf Club are seen on the right, and it may be said that they are probably the best grounds for this popular game in Canada. | | |

| Mileage | Time |
|---------|--------|
| 334.04 | or 5.4 |

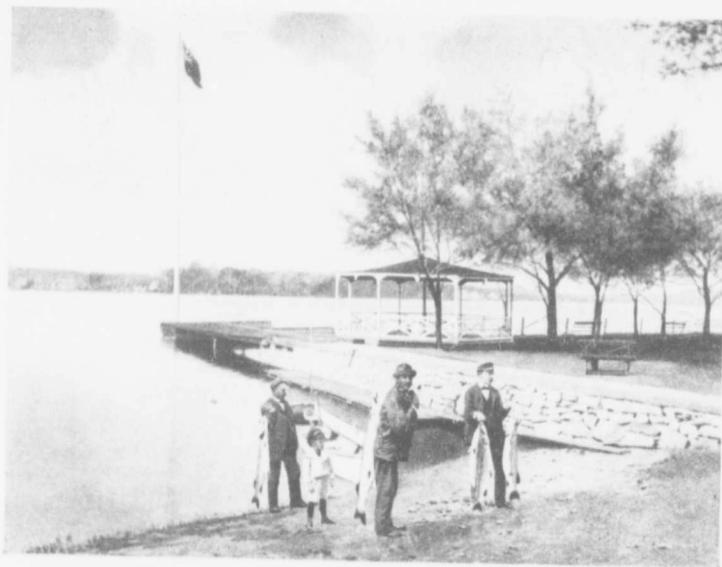
| Population | Altitude above Sea Level |
|------------|--------------------------|
| 1,110 | 267. |
| 1,000 | 287. |
| 200 | 280.2 |
| .... | 280.6 |
| .... | 264.9 |
| 350 | 545.3 |
| 500 | 425. |
| 1,000 | 254. |

| Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|---------|-----------|---|------------|--------------------------|
| 334.04 | 5.00 P.M. | <p>Toronto Beautifully situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, handsome 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."</p> <p>The town was founded by Governor Simcoe in 1794, and was given the name of York, by which it was known until its incorporation as a city in 1834, when it received the name it now bears. At that date it had a population of less than 10,000, but gave promise of rapid growth, which has been fully realized.</p> <p>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 a social point of view.</p> <p>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. At this writing there are in Toronto about 60 public schools with 580 rooms, accommodating at least 35,000 pupils.</p> <p>Toronto is also the objective point for the very large tourist traffic that annually makes its way into the "Highlands of Ontario," a</p> | 300,000 | 254. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|---|-----------------|--------------------------------|
| | P.M. | <p>region replete with attractions that appeal to the lover of Nature, the Nimrod and sportsman, and which includes the 30,000 Islands of the Georgian Bay, the Muskoka Lakes District, the Lake of Bays District, the Maganetawan River, and the Lake Nipissing and French River Districts, Temagami District and the Algonquin National Park of Ontario.</p> <p>The position of the City of Toronto as a commercial centre, especially for a share of the great trade in the Canadian Northwest, makes it of importance, and its foreign trade is valued at over \$40,000,000. The chief articles of export are timber, horses, wool, bacon, grain, clover and grass seeds, and various manufactured articles. Its manufactures include foundry products, stoves, leather, flour, whiskey and beer, and have a total annual value of about \$50,000,000. The Massey-Harris Agricultural Machinery Works and Gooderham & Worts whiskey distillery are widely known throughout the world. The assessed value of taxable property in Toronto is about \$150,000,000.</p> | | |
| 334.04 | 5.00 | Toronto | 300,000 | 254. |
| 336.32 | 5.10 | North Parkdale | See Toronto | 303. |
| 338.89 | 5.20 | West Toronto | See Toronto | 405. |
| 342.45 | 5.28 | Weston | 1,083 | 425. |
| 349.16 | 5.38 | Malton | 250 | 549. |
| 355.14 | 5.47 | Brampton | 3,300 | 712. |
| 360.73 | 5.56 | Norval | 400 | 818. |
| 363.13 | 6.00 | Georgetown | 2,000 | 846. |
| 366.30 | ..... | Limehouse | 175 | 1,002. |
| 369.39 | 6.24 | Acton West | 1,500 | 1,198. |
| 375.07 | 6.34 | Rockwood | 600 | 1,182. |
| | | <p>Leaving Toronto we proceed over the 15th District of the main line of the Grand Trunk Railway System passing through several of the prosperous suburbs of the "Queen City." After leaving Brampton the Credit River is crossed and we reach Georgetown where the main line diverges to the Northern Division of the Grand Trunk which runs from Hamilton to the famous "Highlands of Ontario." Proceeding on our way</p> | | |



Five Ma



Five Maskinonge with an Aggregate Weight of 118 Pounds—Caught at Ste. Anne de Bellevue, near Montreal.

254.
303.
405.
425.
549.
712.
818.
846.
1,002.
1,198.
1,182.

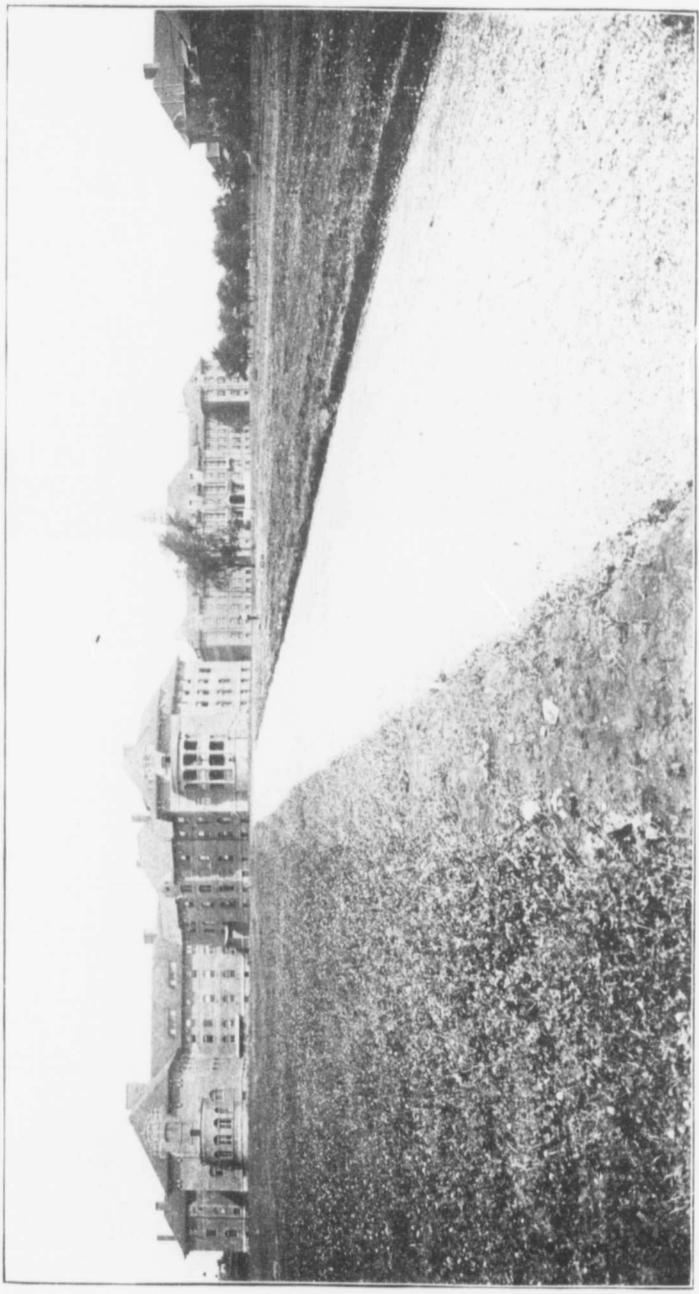
| Mileage | Time |
|---------|-------|
| | P.M. |
| 382.43 | 6.45 |
| 383.42 | ..... |
| 387.43 | 6.51 |
| 392.11 | 6.57 |
| 396.38 | 7.05 |
| 402.86 | 7.22 |
| 406.27 | 7.27 |
| 408.71 | 7.30 |
| 415.78 | 7.40 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|--|-----------------|--------------------------------|
| | P.M. | twenty miles west of Georgetown we pass Guelph, the "Royal City" of Canada, and a flourishing manufacturing point. | | |
| 382.43 | 6.45 | Guelph | 15,000 | 1,067. |
| 383.42 | ..... | Guelph Jct. | ..... | 1,074.7 |
| 387.43 | 6.51 | Mosborough | ..... | 1,084. |
| 392.11 | 6.57 | Breslau | 300 | 1,023. |
| | | <p>Guelph has a population of 15,000 souls, extensive manufactures are found here including organs, pianos, sewing machines, etc. It is well known for its Agricultural College, the "Cirencester of Canada." This college is one of the greatest institutions of its kind in America, and is located just outside the city limits. Students are attracted to it from all parts of Canada, the United States, Europe and many other countries. Attached to the college is an experimental farm of about 550 acres. The city is also known as the "Royal City," and is beautifully situated on the River Speed forty-nine miles west of Toronto. The Provincial Winter Fair, an institution of international interest to stock breeders, is also located here. The surrounding country is one of the best agricultural and stock raising districts in Canada, and the weekly fair on Saturdays is quite an interesting feature. There are from forty to fifty important manufacturing establishments located in Guelph.</p> | | |
| 396.38 | 7.05 | Berlin | 13,083 | 1,100. |
| 402.86 | 7.22 | Petersburg | 153 | 1,210. |
| 406.27 | 7.27 | Baden | 1,000 | 1,156. |
| 408.71 | 7.30 | New Hamburg | 1,208 | 1,126. |
| 415.78 | 7.40 | Shakespeare | 500 | 1,182. |
| | | <p>Berlin is twenty-six miles east of Stratford, and has a population of nearly 14,000. It is conceded to be one of the best towns in Canada, a place of fine residences and a most desirable place to live in. It has a first-class system of waterworks and lighting plants, both of which are owned by the town. The places of interest are Victoria Park, Berlin and Waterloo Hospital, Carnegie Library, the</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|----------------------------|--|-----------------|--------------------------------|
| | P.M. | <p>County Buildings, and the several churches. It is essentially a manufacturing town, and industries of every description are located here, the principal ones being furniture factories.</p> <p>Stratford, Ont., to Battle Creek, Mich. Thursday, August 5th</p> | | |
| 422.38 | at 7.55 A.M. or 9.00 | <p>Stratford Our next point of importance is Stratford, an industrial and agricultural city with a population of nearly 14,000. This is a railway centre of great importance, and has lines radiating in all directions, the Grand Trunk branch lines reaching the several ports on the eastern coast of Lake Huron.</p> <p>It was about the year 1832 that the foundations of Stratford were laid. The town is situated on the River Avon, and was named Stratford-on-Avon by a small group of early pioneers who, making their way to the then terminus of Western travel, pushed midway between Toronto and Lake Huron and peopled the little hamlet set beside a stream, which in the exuberance of their fancy they christened after the home of the famous bard himself. Hence the name which Stratford is known by to-day, the "Classic City" where humble log huts then stood are now occupied by the imposing Government Buildings, and radiating from that point, streets bounded by other buildings of brick and stone. The beautiful homes in the residential portion of the city are a source of pride to the citizens, and the hustle, bustle and progressiveness which characterizes the people give evidence of the spirit that predominates and which is bringing Stratford up to her zenith. At this point the Grand Trunk Railway System have their locomotive repair shops for Western Ontario, and which are the greatest industry</p> | 14,000 | 1,188.8 |

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
|-----------------|--------------------------------|

1,000 1,188.8



Vista of part of the Macdonald Agricultural College, Ste. Anne de Bellevue, Que.

Mileage

427.46 9
432.44 9
433.44 9
439.24 9
444.28 9
447.04 ...
449.24
451.96 10.
453.14
455.06 at 10.

to 10.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|----------|--|--|--------------------------------|
| | A.M | <p>of the city. There are several large manufacturing concerns located here and increasing their plants from time to time to keep pace with the growth of the country.</p> <p>The shops of the Grand Trunk Railway System in Stratford were completed this year and consist of the general locomotive shops of the Middle and Southern Divisions including a machine and erecting shop 616 x 175 ft., a boiler shop 135 x 154 ft., and a power house 90 x 108 ft. In addition to these buildings there is contemplated in the future the erection of a foundry 110 x 140 ft. and a pattern shop 50 x 120 ft.</p> | | |
| 427.46 | 9.10 | St. Pauls | From Stratford our | 1,165. |
| 432.44 | 9.20 | St. Mary's Jct. | journey takes us through | 1,082. |
| 433.44 | 9.25 | St. Mary's | a number of small places, | 3,374 1,082. |
| 439.24 | 9.35 | Kelly's | the principal of which is | 1,082. |
| 444.28 | 9.44 | Thorndale | St. Mary's, at which place | 208 934. |
| 447.04 | ..... | Wyton | may be found several | 907. |
| 449.24 | ..... | Fairfield | thriving industries. Pass- | 899. |
| 451.96 | 10.00 | Pottersburg | ing on through a fertile | 250 864. |
| 453.14 | ..... | London East | farming district we reach | 4,000 819. |
| 455.06 | ar 10.20 | London | London. | 50,000 805. |
| | iv 10.30 | London | is a beautiful city known as the "Forest City" on account of the many trees that line the principal streets. It has a population of about 50,000 and many attractions for summer visitors. Like its English prototype it has its River Thames, and boating is one of the summer recreations. | |
| | | | The manufacturing interests cover a wide range of products, and many of them are on an extended scale. It is an important railway centre, and its station is always a busy place. If the visitor can obtain a point of vantage on top of some of the higher buildings in Lon- | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|---|-----------------|--------------------------------|---|
| | | <p>don, a beautiful bird's-eye view may be had. As far as the eye can reach in all directions are to be seen fine residential avenues in addition to the many business streets, bordered on each side by the umbrageous maple or spreading chestnut, while the parks and other breathing spaces are made pleasant by an abundance of vernal shade fashioned from nature's mould by the hand of art. London is a busy, bustling centre of commerce, a wholesale mart and a vast manufacturing point. Among its chief industries are agricultural implements, breweries, the Grand Trunk car shops, foundries, stove works, etc.</p> <p>In the nomenclature of the London of to-day there is much that is reminiscent of the larger London of England. There are Blackfriars and Westminster Bridges, St. Paul's Cathedral, Oxford, Regent, Piccadilly, Pall Mall, Cheapside, Kensington and other street names, while the two spacious parks — Victoria and Queen's — are delightful places of resort, and strongly suggestive of the old land which sent pioneers to found a lesser Britain on this side of the broad Atlantic. The court-house is a large building in the Elizabethan style of architecture, being an exact copy of Malahide Castle, Ireland, and possesses a great deal of historical interest from the fact that in the jail at its rear were confined many of the so-called "rebels" of 1837, and on this spot no less than seven of them offered up their lives on the scaffold for participation in the rebellion led by William Lyon Mackenzie. And their descendants are no less proud of the advocacy of democracy by their forefathers than are the descendants of the United Empire Loyalists of the stock from which they sprang.</p> <p>The growth of manufacturing industries during the past thirty years or so has been</p> | | | <p>459.23 10.4 462.84 465.11 10.5 475.12 11.0 481.34 11.1 488.35 11.2 492.60 11.2 496.66 11.3 500.37 11.4 506.25 11.4 P.M. 513.99 at 12.05 C.T. at 11.33 P.M. 513.99 at 12.15</p> |

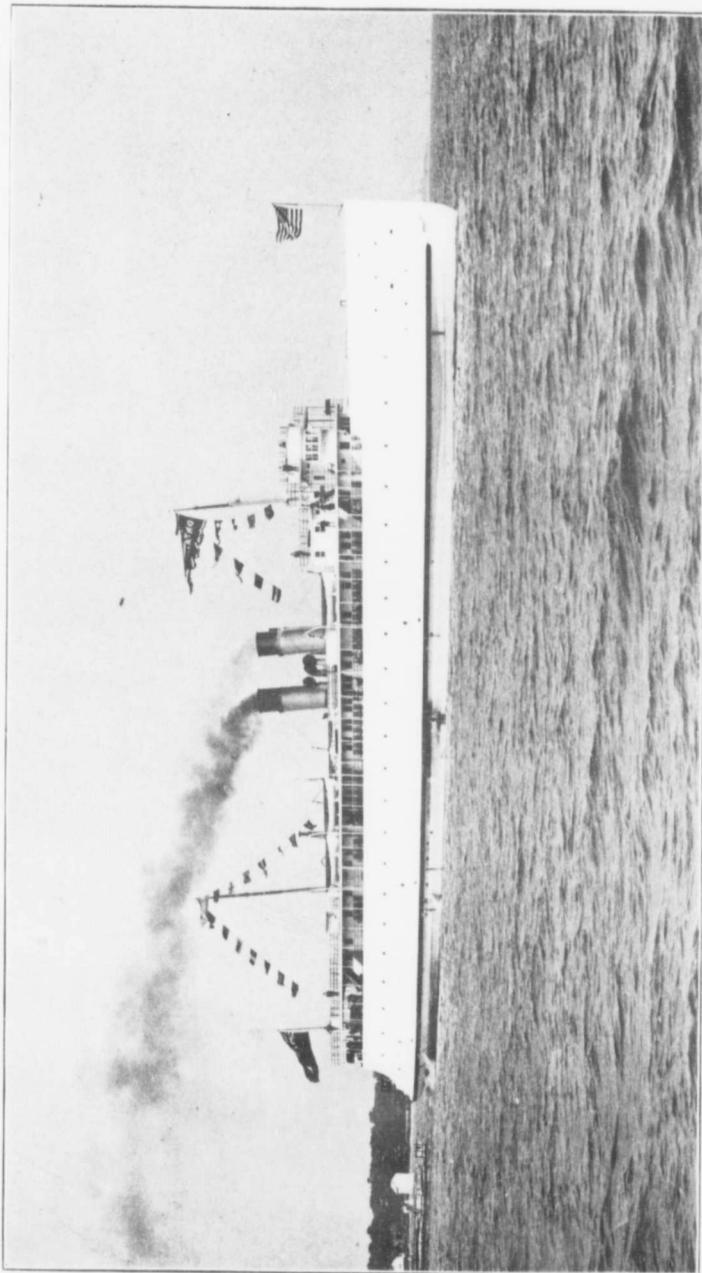
| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|------------------|---|------------|--------------------------|
| | | | A.M. | <p>almost marvellous. It was early in the sixties that manufacturers began to be attracted thither, and to-day foundries and factories, with their armies of operatives, are to be found in all quarters of the city. Every year new industries are being introduced, adding to the population, wealth and influence, until now there are scores of firms engaged in wholesale manufacturing. It is also an important commercial centre, and, in proportion to its population, does a larger banking business than any other city in Canada.</p> <p>"D" Company, Royal School of Infantry, part of the permanent corps of Canada, is located here in extensive and commodious barracks.</p> | | |
| | | 459.23 | 10.40 | Hyde Park Jct. | 300 | 883. |
| | | 462.84 | ..... | Lobo Town Line | ..... | 860. |
| | | 465.11 | 10.50 | Komoka | 250 | 808. |
| | | 475.12 | 11.05 | Strathroy | 2,933 | 744. |
| | | 481.34 | 11.14 | Kerwood | 250 | 768. |
| | | 488.35 | 11.23 | Watford | 1,279 | 783. |
| | | 492.60 | 11.29 | Kingscourt Jct. | ..... | 709. |
| | | 496.66 | 11.34 | Wanstead | 150 | 700. |
| | | 500.37 | 11.40 | Wyoming | 829 | 709. |
| | | 506.25 | 11.48 | Mandaumin | ..... | 645. |
| | | 513.99 | P.M. ar 12.05 | Sarnia | 10,600 | 587. |
| | | | C.T. ar 11.33 | Power House | ..... | ..... |
| | | 513.99 | P.M. lv 12.15 | Sarnia On the eastern side of the St. Clair River is the town of Sarnia, a progressive and busy place with a population of 10,600 people and possessing many attractions as a summer resort with fine beaches on the shores of Lake Huron lying to the north, with their fine bathing, boating and fishing | 10,600 | 587. |

The trains of the Grand Trunk Railway System are run on Eastern Standard time as far west as Sarnia, and Central Standard time west of that point. Central time is one hour slower than Eastern time.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>facilities. The business interests embrace manufacturing and agricultural pursuits including oil refineries, manufactories of lumber, salt, leather goods, agricultural implements, stoves and vehicles. It is surrounded by a good grain growing country and the eastern terminus of the great St. Clair Tunnel is within a short distance of the centre of the town. The Grand Trunk Railway System have extensive round houses and works at this point. This is also the point of embarkation for the great "fresh water sea voyage" through Lakes Huron and Superior to Sault Ste. Marie, Port Arthur, Fort William and Duluth via the magnificent steamers of the Northern Navigation Company of Ontario, Limited. The Grand Trunk have also erected new terminals at the docks at this place to properly handle the ever increasing traffic that is coming this way. From Sarnia we proceed through the St. Clair Tunnel to Port Huron, Michigan, thence to the beautiful city of Detroit.</p> | | |
| | | <p>The St. Clair Tunnel</p> | | |
| | | <p>In view of the fact that the St. Clair River is the channel through which there annually passes a volume of shipping greater than that which enters the port of New York, the crossing of the stream, in the interest of a commerce equal in importance to that of the waterway itself, became a question of increasing gravity with each succeeding year, and was happily solved by the successful construction and operation of the wonderful St. Clair Tunnel. The structure is equally interesting as an engineering feat, and its conception and completion reflects great credit upon its projectors. "It seems significant that this tunnel permits the intersection of this great water highway by an equally great railway system, without jeopardizing the international interests which</p> | | |

opula-
tion

Altitude
above
Sea Level



Car Ferry Ontario No. 1. Route—Cobourg, Ont. to Charlottetown, N.Y.

Mileage

Time

i
t
v
r
s
A

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>are involved in both, and renders especially appropriate the title, 'the link that binds two great nations.'"</p> <p>The St. Clair Tunnel was opened for traffic in 1890 by the St. Clair Tunnel Company, organized as a subsidiary company to the Grand Trunk Railway System. The tunnel, located under the St. Clair River, is the connecting link between the terminal of the Western Division at Port Huron, Michigan, and the terminal of the Eastern Division at Sarnia, Ontario. The length of the tunnel from portal to portal is 6,032 feet. The open tunnel approaches are of considerable magnitude; that on the Port Huron side being slightly over 2,500 feet in length, while that on the Sarnia side is nearly 3,300 feet in length, the total distance between the American and the Canadian summits being 12,000 feet, or about $2\frac{1}{4}$ miles. The grade on the tunnel approaches and the inclined sections of the tunnel is 2 per cent, while the flat middle section of the tunnel, about 1,700 feet in length, has a grade of 0.1 per cent downward toward the east, just enough to provide for the proper drainage of any seepage water.</p> <p>A single track extends through the tunnel, while a double track is laid in both of the tunnel approaches. The necessary tracks for handling the freight and passenger traffic are provided in the yards at Port Huron and Sarnia.</p> <p>The tunnel shell consists of cast iron rings built up in sections, the inside diameter being about 19 feet. The hydraulic shield was used in advancing the bore from each of the tunnel portals, by which means the entire work of construction was carried on with reasonable expedition. A vertical shaft was sunk near the bank of the river on both the American and Canadian sides.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>The disposal of the rainfall on the tunnel approaches required particular attention. The areas of the Port Huron and Sarnia approaches are approximately 11 and 13 acres respectively. Water precipitated on these areas during a rainfall is discharged into waste ditches on the bank above by means of pumps of large capacity. Retaining levees have been constructed, so arranged as to impound a large proportion of the water falling on the approaches. By this method the pumps have to handle only the water falling on the central portion of the approach during the rainstorm. Later the impounded water is discharged into the pump sump by valves provided for the purpose.</p> <p>As is evident, this pumping service is of great importance in the operation of the tunnel, as, should the tunnel become flooded with water, entire interruption of the traffic would ensue. For the operation of the steam drainage pumps, boiler plants were provided at each portal, and attendants were constantly on duty, it being necessary to keep up steam during a large part of the year in order to take care at a moment's notice of any rainfall that might occur.</p> <p>Four steam locomotives of special design had been in commission since the construction of the tunnel for handling the freight and passenger traffic. They are designed to provide the necessary high tractive effort required to operate the trains over the grades in the tunnel and on the approaches, and arranged to burn anthracite coal, in order to minimize the inconvenience due to excessive smoke in the tunnel. These locomotives have given good account of themselves, and have handled the traffic in a satisfactory way throughout their service. Their maximum tractive effort limited the weight of the trains handled to about 760 tons, and</p> | | |

Popu-
lation

Altitude
above
Sea Level



City of Toronto—The Queen City of Canada—From Legislative Buildings.



Mileage

T

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>even with this load the speed up the 2 per cent grade was often very slow. With the constantly increasing traffic, at times the capacity of the tunnel with its steam equipment was taxed in handling the tonnage delivered to the Tunnel Company by the adjacent divisions of the Grand Trunk Railway System, and it was thought desirable to make changes in the operation of the tunnel as would increase its possible capacity for handling traffic, and at the same time obviate the danger and inconvenience due to the presence of the locomotive gases in the tunnel.</p> <p>The advantage of the use of electric locomotives, on account of the freedom from smoke and the attendant discomfort, together with the possible greater economy in operation, led finally to the decision to provide an electrical equipment to handle the tunnel service, this equipment to provide for the operation of the trains through the tunnel by means of electric locomotives; the handling of the drainage and seepage water by means of electric pumps; the lighting of the passenger stations, the tunnel and the roundhouses by electricity, as well as furnishing a certain amount of power to the roundhouses; also, provision was made for a limited amount of outside lighting in the form of arc lamps. The different electrical systems available for such service were considered, and estimates as to the relative cost and efficiency of the various systems were prepared and submitted to the Tunnel Company. These estimates covered the direct current system both with and without battery, as well as estimates on the alternating current systems. Complete specifications were prepared, covering both the direct and alternating current systems, and propositions on these received and considered. Decision was finally made in</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | Tim |
|---------|------|---|-----------------|--------------------------------|---------|-----|
| | | <p>favor of alternating current, using a 3-phase system for the distribution of power required for pumping and for shop motors with single phase distribution for locomotives and lighting.</p> <p>The St. Clair Tunnel Company is operated as an independent division of the railroad, the trains being delivered by the Western Division in the yards at Port Huron, and taken by the tunnel locomotives through the tunnel, and delivered to the Eastern Division at the yards in Sarnia, the westbound trains being handled in the reverse order. The steam locomotives operating on the divisions adjacent to the tunnel are never operated through the tunnel.</p> <p>In order to increase the capacity of the tunnel, it was desirable to provide for the maximum practicable tractive effort in the new locomotives.</p> <p>The capacity limit was determined by the maximum pull to which it was deemed wise to subject the drawbars on the mixed rolling stock that must be handled, without danger of breaking trains in two. For this reason the locomotives were specified of sufficient capacity to develop a drawbar pull of 50,000 pounds, when operating at a speed of 10 miles per hour. It was estimated that such a locomotive would be able to make the complete trip through the tunnel from terminal to terminal with a 1,000-ton train in fifteen minutes, or four 1,000-ton trains per hour, which would provide a capacity for traffic about three times larger than the actual maximum demands up to the present time.</p> <p>It was estimated that the pumping service, for which adequate provision must be made, would require the installation at the Sarnia portal of two pumps each of capacity of 5,500 gallons per minute, and at the Port Huron</p> | | | | |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|------|------------------|------------|--------------------------|
|------------|--------------------------|---------|------|------------------|------------|--------------------------|

portal the installation of two pumps each with a capacity of 4,000 gallons per minute. To provide absolute continuity of service, duplicate pumping equipments were provided in each portal, as well as duplicate feeder lines leading from the power plant to the pump houses. As noted above, the pumps must always be in readiness for operation day and night throughout the entire year, which in case of electrical pumps simply necessitates the presence in the pump house of a pump operator and the continuous operation of the power plant.

Three locomotives have been provided for this service, each consisting of two half-units, each half-unit mounted on three pairs of axles driven through gears by three single phase motors with a nominal rating of 250 h.p. each, the nominal horse power of the complete locomotive unit being 1,500. In so far as the electric motors have a very liberal overload rating, it is easily possible to develop 2,000 h.p., and on occasion in excess of this, in one locomotive. The half-units are duplicate in every respect, and as the multiple unit system of control is used, they can be operated when coupled together with the same facility that a single phase half-unit can be operated.

As previously stated, the locomotives are designed to develop a draw-bar pull of 50,000 pounds at the comparatively low speed of ten miles per hour. The locomotives are powerful enough to start a 1,000-ton train on a 2 per cent. grade in case this should be necessary. At a test made on a half-unit, using a dynamometer car, it was found that a single half-unit developed 43,000 pounds drawbar pull before slipping the wheels. This was done on a comparatively dry rail, with a liberal use of sand. On this basis it would be possible to develop about 86,000 pounds drawbar pull with a

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>complete locomotive. The maximum speed of the locomotives is 35 miles per hour. However, it is not the intention of the Tunnel Company to operate the locomotives at a speed in excess of 30 miles per hour. Speed indicators are provided, which indicate on a large dial located in the locomotive cab near the engine driver's seat the speed at which the locomotive is running, and at the same time record the speed throughout the length of the run. This assists the locomotive driver in keeping the speed of trains within prescribed limits at all times, and furnishes records of the exact speed of the trains throughout all trips, for the inspection of the superintendent of the tunnel.</p> <p>The locomotive cab is rectangular in section, constructed of sheet metal supported by structural steel shapes. Inside of the cab are located practically all of the apparatus used in connection with the locomotive, with the exception of the motors and the brake rigging. Included in this apparatus is a single phase transformer used for reducing the voltage from 3,300 to a voltage suitable for application to the motor. The transformer, as well as the motors, are air-cooled, the supply of air being furnished by an electrically driven blower, also located in the locomotive cab. The blower is driven by a single phase motor, the current being supplied at 100 volts by a tap from the main transformer. With the moderate supply of cooling air furnished by the blower fan, both transformers and motors are able to operate at full capacity with comparatively little increase in temperature above that of the surrounding air. The air for the cooling is taken through a suitably designed shutter located in the side of the locomotive cab, and is distributed through sheet metal ducts installed under the cab floor to the three motors under the cab, and to the transformer.</p> | | |



A Vista of Lake and Island Scenery—"Highlands of Ontario"—Grand Trunk Railway System.



Mileage

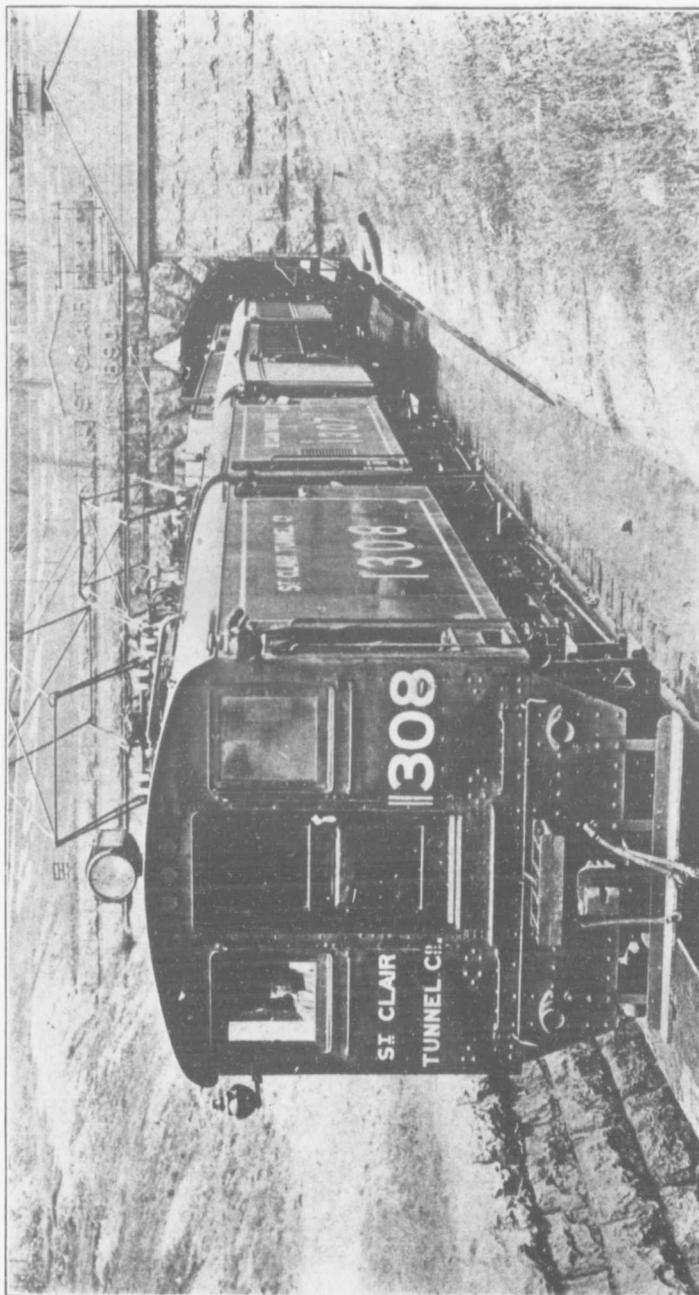
| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>From the latter the air passes either through an opening in the floor of the cab into the open air, or, if desired, into the interior of the cab. In the latter case an appreciable amount of heat can be secured from the main transformer for utilization in heating the cab during cold weather.</p> <p>Motor driven air compressors are also located in the cab. The air brake equipment is of the standard type used for electric cars and locomotives, with the exception of the motors, which are single phase. They are operated by means of an electric controller, which serves to keep the normal air pressure at about 100 pounds. The compressed air is used for the purpose of operating both the automatic and straight air equipment on locomotive and train, and in addition for a variety of minor purposes in and about the locomotive. All of the contactor switches used in controlling the operation of the locomotives are air operated, the air valves being operated by direct current electrical control. This is also true of ringing the bell, blowing the whistle, raising and lowering the trolley, and the application of sand to the tracks.</p> <p>Speed control of the locomotive is effected by varying the voltage at the terminals of the motors. This is obtained by making connection with various transformer taps by means of the air operated, electrically controlled contactor switches. Electric control of the contactors is effected through the master controller, which in the electric locomotive replaces the throttle valve in the steam locomotive. The current for the master controller is furnished by a small storage battery operating at about 20 volts, the battery in turn being charged by means of a small motor-generator set provided for the purpose. The electric controller has 21 points in all, 17 of which are running points. This provides for an increase in the speed of</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|---|-----------------|--------------------------------|------------------|
| | | <p>the locomotive from the lowest running speed to the maximum speed by very slight gradations, thus making it possible to maintain a practically constant drawbar pull, while the locomotive is accelerating the train. This is very desirable, in so far as the minimum variation in the drawbar pull while handling the train through the tunnel decreases the liability of breaking the train in two. Particular attention was given this phase of the train operation in designing the locomotive, and the resulting remarkable decrease in the number of breaks-in-two since the operation with electric locomotives has been inaugurated is a source of great satisfaction.</p> <p>On the master controller is also located the reverse lever, which controls through the electrically operated solenoids the air operated contactors used in reversing the motor connections. Here also are located the push buttons, which serve to raise and lower the trolley, operate the front and rear sanders, reset the circuit breaker, and ring the bell. The ringing of the bell and the application of sand by means of the front and rear sanders are also controlled by foot pedals, thus making it possible for the operator to perform these functions while his two hands are employed in operating the master controller and the air.</p> <p>The general dimensions of the half-units are as follows:</p> <p>Length over all 23 ft. 6 in. Height from top of rail to top of roof 13 ft. Height from top of rail to top of pantograph bow when lowered 14 ft. 11 in. Width of cab over all 9 ft. 8 in. Total weight of locomotive half-unit, fully equipped 67½ tons (This weight is practically evenly divided over three drivers.) Weight of complete locomotive unit 135 tons Length of rigid wheel base 16 ft. Diameter of driving wheels 62 in. Normal speed of train, ascending 2 per cent. grade (miles per hour) 10 Normal speed on level tracks (miles per hour) 25 to 30</p> | | | 517.08 |
| | | | | | 525.49 |
| | | | | | 528.07 1.1 |
| | | | | | 533.10 1.2 |
| | | | | | 541.69 1.3 |
| | | | | | 549.06 1.3 |
| | | | | | 553.76 1.4 |
| | | | | | 560.88 1.5 |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|--------------------------------|---|------------|--------------------------|
| | | 517.08 | P.M. C.T. 12.10 12.55 | <p>Port Huron The city of Port Huron is delightfully situated on the right bank of the St. Clair River, the national boundary between the United States and Canada. This city is of much commercial importance on account of its manufacturing and shipping interests. It has a population of about 20,000, and its business interests embrace both mercantile and manufacturing. Large ship yards are located here, and among its manufactories are extensive works, including boiler making, carriage factories, fibre works, and farm machinery. It has an excellent beach, with numerous summer cottages.</p> <p>The location of Port Huron gives it natural advantages as a summer resort, and numerous places nearby afford its people a range of outing places, quite extensive in the variety of their attractions. Huronia Beach is a resort of growing importance, at the junction of the lake and river above the city. Gratiot Beach is also a popular summering place, easy of access, and yet sufficiently secluded to insure quiet and comfort. Stag Island, down stream, presents the superior charms that ever cling to an island resort with a majestic stream constantly washing its shores. This resort is reached by steamers, which make frequent trips from the city.</p> | 20,000 | 608. |
| | | 525.49 | ..... | Sunnyside Proceeding westward we | ..... | ..... |
| | | 528.07 | 1.13 | Goodells pass many small villages | 115 | 707. |
| | | 533.10 | 1.20 | Emmett and towns and through a | 217 | 774. |
| | | 541.69 | 1.30 | Capac level country where prosper- | 630 | 812. |
| | | 549.06 | 1.39 | Imlay City perous farms are in evi- | 1,208 | 826. |
| | | 553.76 | 1.45 | Attica dence. This part of the | 342 | 894. |
| | | 560.88 | 1.56 | Lapeer State of Michigan is rich in | 3,460 | 826. |
| | | | | agricultural pursuits, the principal market- able stuff being hay and corn. Thirty-six miles from Port Huron is Lapeer, the County seat of Lapeer County with a population of 3,500 and situated on the Flint River. It is surrounded by a rich agricultural district and is an important market for farm produce. | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|-------|---|-----------------|--------------------------------|
| | P.M. | | | |
| 567.78 | 2.04 | Elba | 100 | 856. |
| 571.78 | 2.09 | Davison | 664 | 787. |
| 575.81 | 2.15 | Belsay | ..... | 777. |
| 580.80 | 2.27 | Flint | 15,000 | 711. |
| 586.97 | 2.37 | Otterburn | ..... | 771. |
| 589.55 | 2.40 | Swartz Creek | 150 | 778. |
| ..... | ..... | Crapo Farm | ..... | 773. |
| 593.80 | 2.45 | Duffield | ..... | 779. |
| | | carriage and waggon works, flour and woollen mills and a large plant manufacturing revolving hat cases. The State school for the deaf is also located here. The surrounding country is an agricultural one. | | |
| 597.74 | 2.53 | Durand Durand, though but a small town of 2,500 population, is a thriving place and the centre of important railway interests. It is the junction point of the Grand Trunk Railway System for their lines running toward each point of the compass. It is situated on the main line and has the branch lines running in from Bay City, Muskegon, Grand Haven, Grand Rapids and Detroit. The Grand Trunk have a very fine station at this point, and the restaurant in connection therewith is one of the best on the line. | 2,166 | 793. |
| 602.54 | 3.02 | Bancroft | 581 | 852. |
| 608.82 | 3.10 | Morrice | 462 | 886. |
| 611.00 | 3.13 | Perry | 772 | 888. |
| 615.31 | 3.18 | Shaftsbury | 130 | 874. |
| 621.96 | 3.26 | Haslett Park | ..... | 856. |
| 627.51 | 3.33 | Trowbridge | ..... | 847. |
| 630.10 | 3.40 | Lansing | 20,276 | 835. |
| | | West of Durand the train proceeds over the main line through a country slightly different to that we have traversed and is more of a rolling nature. The prosperity of the community is evidenced by the pretentious farm buildings which are seen from the car windows. The principal product in this district is corn, and a large amount is grown annually. At Haslett Park, as seen to the right, is situated Pine Lake, a locality chosen by those interested in psychological research for their annual meetings. Summer cottages surround the lake and on an island in the | | |

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
| 100 | 856. |
| 664 | 787. |
| ..... | 777. |
| 15,000 | 711. |
| ..... | 771. |
| 150 | 778. |
| ..... | 773. |
| ..... | 779. |
| 2,166 | 793. |
| 581 | 852. |
| 462 | 886. |
| 772 | 888. |
| 130 | 874. |
| ..... | 856. |
| ..... | 847. |
| 20,276 | 835. |



Grand Trunk passenger train operated by electricity, emerging from St. Clair Tunnel.

Mileage

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>centre is seen the picturesque structure used as a clubhouse by a club from Lansing. It is a popular and charming spot for a large number of summer residents from the city of Lansing.</p> <p>Lansing is the capital of the State of Michigan, and is situated on the Grand River. It has a population of 20,000, and is the trade centre for a rich agricultural and farming country. Here is the State Agricultural College, the Reform School and the Michigan School for the Blind. A special feature of the farming industry is the raising of beets which are grown extensively and manufactured into sugar. Lansing, while not situated in the exact centre of the state, geographically considered, is nevertheless the central point of Michigan as regards population and railroads. It could not be better situated in order to possess every advantage requisite for the capital of a great state. From a business point of view the realization of the city has been a happy one and has aroused attention to its sterling advantages and has caused Lansing to become the hub around which revolves almost the entire business of Central Michigan, a magnificent agricultural region. The main portion of the city is surrounded by water on three sides affording exceptional opportunities for water power in manufacturing institutions. It also provides splendid facilities for boating and like pleasures. The city stands on a plateau which rises gradually from the river banks. Broad streets and avenues, regularly laid out and crossing at right angles, intersect the city and are beautified by lines of splendid shade trees. Many large manufactories are located here, among which is the largest sugar beet factory in America. The pride of the city of Lansing is the State Capitol Building, a mammoth and magnificent</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|---|-----------------|--------------------------------|---------|
| | P.M. | structure that enhances the beauty of the city, and whose beauty is in turn enhanced by its pretty surroundings. The building was erected between the years 1872-78 and cost \$1,500,000. The State Library which is located in this building, numbers 100,000 volumes, and is regarded as one of the model state libraries of the country. | | | |
| 634.84 | 3.48 | Millett | 100 | 879. | |
| 642.31 | 3.58 | Potterville | 447 | 903. | |
| 648.60 | 4.08 | Charlotte | 4,726 | 907. | |
| 656.69 | 4.20 | Olivet | 776 | 884. | |
| 661.82 | 4.26 | Bellevue | 909 | 864. | |
| 668.52 | 4.34 | Penfield | ..... | 846. | |
| 673.65 | 4.40 | Nichols | ..... | 837. | |
| 674.37 | 4.45 | Battle Creek | 22,213 | 823. | |
| | | <p>The smaller villages passed after leaving Lansing, and between the latter point and Battle Creek, are of minor importance, except that they are in a thriving part of the agricultural section of the State of Michigan and are progressing with the country. The largest of these places is Charlotte, a county seat with 4,000 inhabitants. It is a wide-awake town surrounded by one of the most fertile and productive farming lands in the state and is rapidly gaining in wealth and importance.</p> <p>The city of Battle Creek is an important centre situated on the Kalamazoo River, forty-five miles from the capital of the state, and has a population of 22,000. Approaching Battle Creek from the east we pass through the extensive freight yards of the Grand Trunk Railway System located at Nichols, thence crossing the Kalamazoo River we see on the left the enormous plant of a Cereal Company, said to be the largest cereal manufactory in the world.</p> <p>On both sides of the track will be noticed the structures of other large concerns demonstrating the industrial features of which Battle Creek can boast, including other large food factories, printing press manufactories and the largest threshing machine company in the world.</p> <p>Few cities of its size are more widely known than is the city of Battle Creek. It</p> | | | |

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
| 100 | 879. |
| 447 | 903. |
| 4,726 | 907. |
| 776 | 884. |
| 909 | 864. |
| ..... | 846. |
| ..... | 837. |
| 22,213 | 823. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|------------------|-----------------|--------------------------------|
|---------|------|------------------|-----------------|--------------------------------|

is visited by people from all parts of the world and the products of its factories are distributed in all the civilized countries of the globe. The city has a superior system of water works and scientific sewerage. The religious sect known as the Seventh Day Adventists have their headquarters in this city and the following which they have at this point alone number about 3,000 people. In this city is also found medical and surgical sanitariums, one of them being the largest of its kind in the world and one which has done much to spread the fame of Battle Creek throughout the universe. From a small beginning the establishment has grown to colossal proportion keeping pace with all the modern discoveries in modern therapeutic science. The new Sanatorium which has recently been erected—the old one having been burned down—accommodates one thousand guests. The prosperity of this city is also due in a great measure to the Grand Trunk by choosing this place as the divisional headquarters of the Western Division of the System embracing the line between Chicago and Port Huron. With most of the attractions of a metropolis and many of those of a rural community, it is well named the "Queen City" of Michigan. Lake Goguaac, of interest to pleasure seekers, is in the immediate vicinity and is popular with summer tourists.

During the year 1908 the Grand Trunk Railway opened for service their new shops in this city and which was the means of giving impetus to business. Previous to the completion of these shops the greater part of the locomotive repairs was done at Fort Gratiot. Battle Creek was selected as the proper point to locate the new shops because it fulfilled the conditions in which all other points lacked and it was decided to concentrate all the general repair work here.

| Mileage | Time | DESCRIPTIVE DATA | | Popula- tion | Altitude above Sea Level |
|---------|-------|--|---|-----------------|--------------------------------|
| | A.M. | Battle Creek, Mich., to Chicago, Ill. | | | |
| | | Friday, August 6th. | | | |
| 674.37 | 8.50 | Battle Creek | Continuing our journey | ..... | ..... |
| 681.88 | 9.05 | Renton | pastoral scenes and | ..... | 843. |
| 686.05 | 9.11 | Climax | woodland vistas greet | 448 | 972. |
| 690.88 | 9.17 | Scotts | the eye as the swiftly | 175 | 908. |
| 693.82 | 9.21 | Pavilion | moving train passes | ..... | 866. |
| 698.78 | 9.30 | Vicksburg | through the country and | 1,212 | 852. |
| 704.24 | 9.38 | Schoolcraft | villages. The villages | 826 | 877. |
| 710.72 | ..... | Chamberlains | through which the line | ..... | 890. |
| 715.02 | 9.53 | Marcellus | runs are of no great im- portance until South | 983 | 888. |
| 719.56 | 9.59 | Wakelee | Bend is reached. A | 148 | 908. |
| 723.74 | 10.04 | Penn | pretty bit of nature is | 100 | 899. |
| 728.10 | 10.15 | Cassopolis | noticed just after leaving | 1,477 | 891. |
| ..... | ..... | Jefferson | Pavilion Station. On | ..... | ..... |
| 737.04 | 10.27 | Edwardsburg | the left of the train is | 450 | 829. |
| 740.13 | 10.32 | Granger | Indian Lake with pic- turesque surroundings, | ..... | 807. |
| 746.97 | 10.43 | Mishawaka | and where good fishing may be indulged in. | 5,560 | 741. |
| 750.55 | 10.50 | South Bend | In the neighborhood of Marcellus there is also a chain of lakes situated where good fishing may be had, and a district which is becoming popular as a summer resort. | 36,000 | 712. |

and where good fishing may be indulged in. In the neighborhood of Marcellus there is also a chain of lakes situated where good fishing may be had, and a district which is becoming popular as a summer resort.

Cassopolis is the railway station for Diamond Lake, one of the most charming of the many lakes for which Michigan is noted. Its waters abound in fish, and its shores are free from bog and marsh land, consisting largely of grown hardwood, affording delightful camping and picnic grounds. Many of Chicago's residents have built cottages here where they spend the hot days of summer.

At Granger we cross from the State of Michigan into Indiana, the first point of interest being South Bend.

South Bend is a city of 36,000 population a little over eighty miles east of Chicago, and is situated on the St. Joseph River, deriving its name from a sharp bend in the course of that river. It is one of the growing and principal business centres of Indiana, particularly a central commercial point for

| Population | Altitude above Sea Level |
|------------|--------------------------|
| ..... | 843. |
| 448 | 972. |
| 175 | 908. |
| ..... | 866. |
| 1,212 | 852. |
| 826 | 877. |
| ..... | 890. |
| 983 | 888. |
| 148 | 908. |
| 100 | 899. |
| 1,477 | 891. |
| | |
| 450 | 829. |
| ..... | 807. |
| 5,560 | 741. |
| 5,000 | 712. |



Grand Trunk freight train with electric locomotives for operation of trains through St. Clair Tunnel. Photograph taken at Sarnia Tunnel Station.

Mileage 7

A

| | |
|--------|--------------|
| 751.85 | 10. |
| 759.44 | 11. |
| 766.51 | 11. |
| | |
| 770.83 | 11. |
| 775.96 | 11. |
| 779.94 | 11. |
| 780.86 | ..... |
| 787.12 | 11. |
| 795.19 | Noon 12.0 |
| 800.66 | P.M. 12.1 |
| 828.06 | 12.3 |
| 831.49 | 12.5 |
| 846.44 | ..... |
| 851.04 | 1.4 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|---------------|---|-----------------|--------------------------------|
| | A.M. | Northern Indiana and Southern Michigan, being only six miles south of the Michigan line. An immense amount of capital is devoted to the manufacture of plows, wagons, wooden goods, farm implements, etc. Among these are the world's largest plow works, the world's largest vehicle plant and the world's largest clover huller plant. It has unsurpassed features as a business city, with good streets and a splendid surrounding farm region, much of the land being particularly suitable to sugar beet raising, and regarded as the best sugar beet land in the west. | | |
| 751.85 | 10.59 | Olivers | | 720. |
| 759.44 | 11.08 | Crumstown | 100 | 713. |
| 766.51 | 11.16 | Mill Creek | | 699. |
| ..... | ..... | Swifts |  | ..... |
| 770.83 | 11.24 | Stillwell | 128 | 733. |
| 775.96 | 11.31 | Kingsbury | 241 | 746. |
| 779.94 | 11.36 | Wellsboro | ..... | 752. |
| 780.86 | ..... | Union Mills | 408 | 742. |
| 787.12 | 11.46 | Haskell's | ..... | 767. |
| 795.19 | 12.00 Noon | Valparaiso | 6,280 | 806. |
| 800.66 | 12.10 P.M. | Sedley | ..... | ..... |
| 828.06 | 12.50 | Harvey | 539 | 605. |
| 831.49 | 12.55 | Blue Island | 6,114 | 601. |
| 846.44 | ..... | 47th Street | ..... | ..... |
| 851.04 | 1.40 | Chicago | 2,050,000 | 591. |
| | | Chicago, the principal city of Illinois, has within fifty years grown from a small Indian trading station to the position of the metropolis of the West, with a population of 2,000,000, and the greatest railway centre on the continent. It is situated on the west shore of Lake Michigan, at the mouth of the Chicago and Calumet rivers. The site of the business portion is 14 feet above the lake; it was originally much lower, but has been built up from 3 to 9 feet since 1856. It is an inclined plane rising towards the west to the height of 28 feet, giving slow but sufficient drainage. The city stands on the dividing ridge between the basins of the Mississippi and St. Lawrence, and is surrounded by a prairie stretching several hundred miles south and west. One-eighth of a mile north of the Court-house the Chicago River extends west a little more than half a mile, and then divides into the north and south branches, which run nearly | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | 1 |
|---------|------|--|-----------------|--------------------------------|--------------|------|
| | | <p>parallel with the lake-shore, about two miles in each direction. The river and its branches, with numerous slips, give a water frontage of 58 miles, while the lake front affords 22 miles of additional frontage. The city extends north and south along the lake. Its length is 26 miles, and it is 14½ broad at its widest point, embracing an area of nearly 188 square miles. Beyond these limits, suburbs extend for miles north, west and south, connected with the city by many local trains on the railways. The rivers divide the city into three distinct parts, known as the north, south and west divisions, which are connected by 45 bridges, and three brick tunnels under the river bed. The improved waterfront is 30 miles long on which there are lumber and coal yards, elevators and warehouses. The city is regularly laid out, with streets generally 80 feet wide, and many of them from three to seven miles in length, crossing each other at right angles. State, Halstead, Western Avenue, and several other streets extend almost the whole length of the city (26 miles).</p> <p>State, Clark and Madison Streets, and Wabash Avenue, are the principal retail business thoroughfares. La Salle and Dearborn Streets are devoted to banking and office business. The south side avenues that should be seen are Michigan, Boulevard, Grand Boulevard, Calumet and Prairie. On the north side are La Salle and Dearborn Avenues, and Rush, Pine and Cass Streets, with the Lake Shore Drive. Washington, Drexel and Grand Boulevards are especially noteworthy. The best drives are southward to the parks; northward to Lincoln Park, the Lake Shore Drive, and Sheridan Drive. There are several guides published giving full description of the city and interesting points that are to be seen, and can be had at any of the principal book stores.</p> | | | 851.04 P. | |
| | | | | | 1,271.04 | ar9. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|--|--------------|--|-----------------|--------------------------------|
| | A.M. | | | |
| Chicago, Ill., to St. Paul, Minn. | | | | |
| Saturday, August, 7th | | | | |
| 851.04 | 8.30 P.M. | Chicago The distance between Chicago and St. Paul via the Chicago, Milwaukee & St. Paul Railway | 2,050,000 | 591. |
| 1,271.04 | 9.00 | St. Paul via Milwaukee and La Crosse is 420 miles and passes through well settled and interesting parts of the States of Illinois, Wisconsin and Minnesota. | 226,048 | 732. |

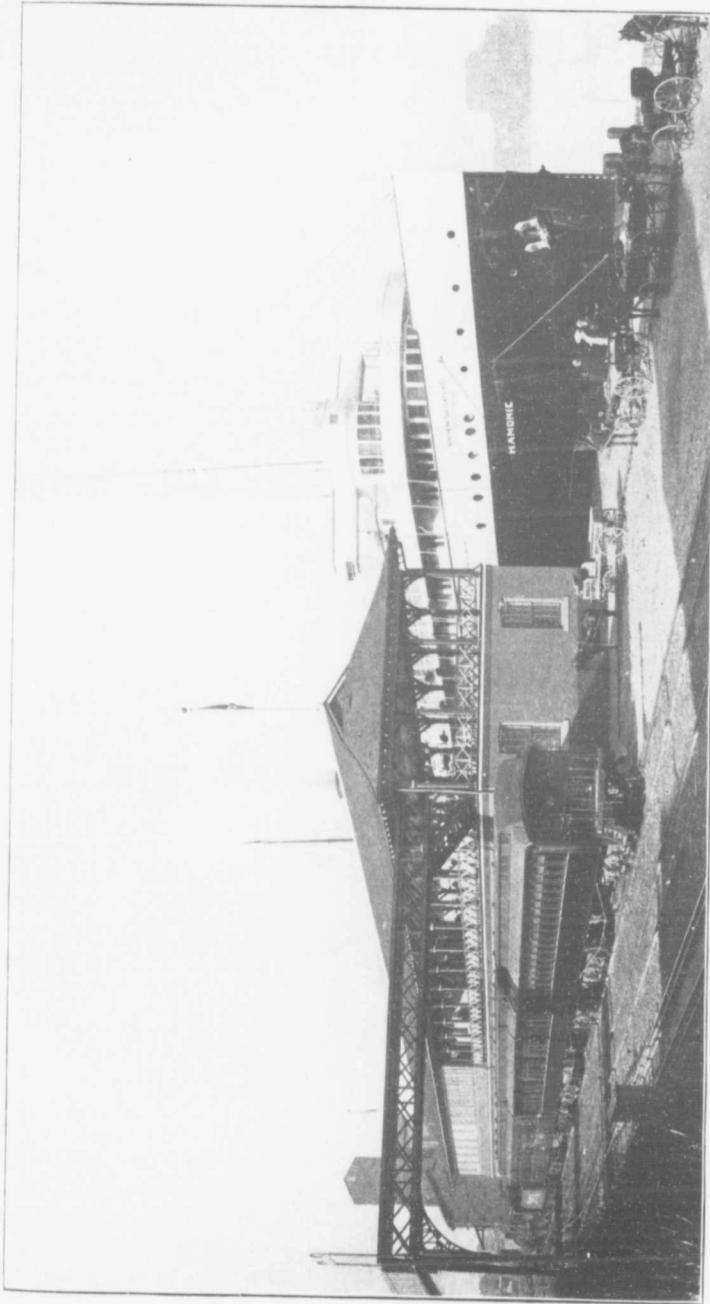
Milwaukee, the principal city en route is the commercial capital of Wisconsin, and next to Chicago the largest city in the North Western States, it is situated on the west shore of Lake Michigan at the mouth of the Milwaukee River. This river flows through the city and with the Menomonee with which it forms a junction, divides it into three sides and which are severally known as East, West and South sides. The city embraces an area of 21 square miles and is regularly laid out, the centre near the Milwaukee River is the business quarter and the east and west parts are occupied by residences. The peculiar cream color of the Milwaukee brick of which many of the buildings are constructed has earned for it the name of the "Cream City of the Lakes." The city is noted for its flour mills, breweries, rolling mills and iron works. Population of this city is about 300,000. The Germans constituting nearly half of this number and their influence upon the social life of the inhabitants is everywhere seen. The commerce of Milwaukee is very largely grain, flour and lumber being the most important items. Pork packing is also extensively carried on here.

From Milwaukee westward our journey is through a lake land country, passing the attractive towns of Pewauskee, Wisconsin, 104 miles from Chicago, at the foot of Lake Pewauskee. This place is headquarters for fishermen where the sport is good.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>Hartland, Nashotah, Okauchee, Giffords and Ocnomowoc are all desirable places for the summer tourist and angler and are popular during the season.</p> | | |
| | | <p>At Portage City the C.M. & St. P. Ry. have their repair shops. 100 miles west of this town the city of La Crosse is reached. Population over 25,000, the city being situated on the east bank of the Mississippi River at the mouth of the Black and La Crosse Rivers. The town is finely situated on a level prairie and has an extensive trade in lumber, with saw mills, foundries, and machine shops, a large manufactory of saddlery and harness and other establishments. At La Crosse the train crosses the the Mississippi and follows its west bank all the way to St. Paul amid remarkably picturesque scenery.</p> | | |
| | | <p>On the bank of the river, 24 miles from La Crosse, is the prosperous little city of Winona, charmingly situated on a plain which commands a fine view of the river for several miles. Winona is one of the most important distributing lumber points on the Upper Mississippi and has a grain shipping port which ranks among the first in the North Western States. Population is about 20,000.</p> | | |
| | | <p>Fifty miles further west we pass Frontenac, a favorite summer resort. Besides the sport furnished, there is fine trout fishing in the streams within easy distance of the town, and deer hunting in the neighboring woods, while prairie chicken are found in abundance in the surrounding country.</p> | | |
| | | <p>Our train again crosses the Mississippi at Hastings, 20 miles east of St. Paul.</p> | | |

Population

Altitude
above
Sea Level



Grand Trunk Railway System terminals at Sarnia, Ontario, showing S.S. "Hamonic" of the Northern Navigation Company (Grand Trunk Route) lying at dock.

| Mileage | T |
|---------|---|
|---------|---|

| | |
|--|---|
| | A |
|--|---|

| | |
|----------|-----|
| 1,271.04 | 8. |
| 1,281.04 | ... |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | A.M. | St. Paul, Minn., to Seattle, Wash. | | |
| | | Monday, August 9th to Thursday, August 12th | | |
| 1,271.04 | 8.00 | St. Paul | 226,048 | 732. |
| 1,281.04 | ..... | Minneapolis | 300,000 | 854. |
| | | <p>The Northern Pacific Railroad construction to the Pacific Ocean was commenced in 1870 under the presidency of Mr. J. Gregory Smith, then also president of the Central Vermont Railroad, and who later became Governor of the State of Vermont. Although this was the first transcontinental line to commence construction, it reached the Pacific Ocean with its through line from Duluth and St. Paul only in fourth place of the lines afterwards commenced from the Mississippi and Missouri Rivers. The financing of this line, although as completed it always earned more than its operating expenses, furnishes an interesting chapter in American railway construction and caused at least one financial panic. Sections of the line were constructed under great physical difficulties, at times as many as 1,500 soldiers being necessary to protect workmen on the route from Indian attacks. The route from St. Paul west passes through a splendid agricultural country in the States of Minnesota and North Dakota, resembling greatly the prairie lands of the Provinces of Manitoba and Saskatchewan in Western Canada. In North Dakota from Jamestown west, the country is hilly and the soil lighter, so that agriculture necessarily makes way for the more suitable pursuits of horse, cattle and sheep ranching, and in Montana, along the route traversed by the Northern Pacific Railway, comparatively little agriculture is undertaken excepting in the irrigated sections.</p> <p>There are no large cities so far in the country east of the mining district of Montana, after leaving St. Paul and Minneapolis, but there are many typical cities in the making.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | T |
|----------|-------|--|-----------------|--------------------------------|---------|---|
| 1,522.04 | | Fargo is a promising city with many fine buildings and is the second largest in the State. | 15,000 | 926 | | |
| 1,615.04 | | Jamestown is the centre of a rapidly developing agricultural community. The farms are from 160 to 2,500 acres and the farm buildings denote a very great prosperity throughout this section. | 2,853 | 1,430 | | |
| 1,716.04 | | Bismarck Bismarck is the capital of North Dakota and is situated on the east side of the Missouri River, as Mandan is on the west and both commanding considerable trade with river points. | 6,500 | 1,692 | | |
| 1,721.04 | | Mandan The Missouri River is a turbulent stream taking its rise in the foothills of the Rocky Mountains, its waters being very muddy from the constant washing of its clay banks. It joins the Mississippi River at St. Louis, Missouri, and with the combined streams constitutes the longest river in the world. Long before the advent of the railways, or even the overland stage coaches, the Missouri was the highway from the frontier post at St. Louis for the explorer, missionary, fur trader and adventurer. It was the route used by the first trans-American travellers to reach the Pacific Ocean, south of the Canadian boundary and naturally the entire river has been a witness to many stirring and daring events which mark the advance of white settlement. | 1,658 | 1,667 | | |
| 1,831.04 | | Dickinson At Mandan mountain time commences, which is one hour slower than central (Detroit) time. From Bismarck west the route passes through a section of country largely occupied by remarkable clay and shale buttes, sometimes known as the pyramidal hills of North Dakota and Montana. | 2,076 | 2,430 | | |
| 1,935.04 | | Glendive | 1,200 | 2,091 | | |
| 2,163.04 | | Billings | 3,221 | 3,139 | | |
| 2,278.04 | | Livingston | 6,054 | 4,510 | | |

| | Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---|-------------------------|--------------------------------|---------|------|--|-----------------|--------------------------------|
| fine the | 15,000 | 926 | | | <p>The country is much broken but numerous horse ranches are in evidence. This section is succeeded from Glendive, Montana, west by a park country with the Yellowstone River in constant view on the north side of the railway for over a hundred miles, then following on the south side for almost the same distance. Before arriving at Livingston, where the line branches off to the entrance to Yellowstone National Park, the character of the country rapidly changes from the comparatively open prairie to a hilly wooded country. Looking from the sleeping car in the morning, prior to departure for the Park, high mountains are seen on every side, many probably showing patches of snow here and there, for while not glaciers, it is usual to see some sign of a recent snowstorm. The altitude of Livingston above sea level is 4,510 feet, while the peaks in the vicinity rise to eight to eleven thousand feet.</p> <p style="text-align: center;">Yellowstone Park</p> <p>Of the many points in this district there are none of wider interest than Yellowstone Park. Its area is 3,348 square miles and is a reservation set aside by the United States Government in 1872, as a national pleasure resort. Its fame is world-wide for the marvellous and wonderful scenery it embraces and is said to contain more amazing phenomena and freaks of nature than any other locality on earth. It is 63 miles in length and 54 miles wide, the larger portion of the area being in the State of Wyoming.</p> <p>It is the site of the mammoth Hot Springs, wonderful canyons, the world's greatest geysers and many other mysterious nature freaks. It is also the home of great herds of wild animals, deer, elk, bear, buffalo, etc., which roam freely through the park.</p> | | |
| dly The the ity | 2,853 | 1,430 | | | | | |
| rth the er, om- its. am ky dy ks. is, ms ld. or uri at fur ed to ra- zer nd of | 6,500 1,658 | 1,692 1,667 | | | | | |
| ne ne ral is- ses ry nd ra- ia. | 2,076 1,200 3,221 | 2,430 2,091 3,139 | | | | | |
| | 6,054 | 4,510 | | | | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude Sea Level |
|----------------|------|--|-----------------|-----------------------|
| 2,388.04 | | <p>Livingston Butte Garrison Missoula From Livingston to Missoula, Montana, this mountainous section is largely devoted to the mining industry which, especially in copper production, is deemed the greatest centre in the world. Silver and gold mining as well as for the baser metals, including coal, is conducted on a very large scale.</p> <p>The Flathead Indian reservation is crossed between Arlee and Paradise stations.</p> | 36,127 | 5,490 |
| 2,454.04 | | | | 4,344 |
| 2,505.04 | | | 4,366 | 3,223 |
| 2,636.04 | | | | |
| 2,673.04 | | <p>Ravalli situated in this reservation, is the point from which the buffalo now installed in the park at Wainwright, on the Grand Trunk Pacific, were shipped after being "rounded up" for the Canadian Government.</p> | ..... | 2,714 |
| 2,706.04 | | <p>Paradise Kootenai From Butte to Kootenai the train skirts the Pend d'Oreille River almost the entire way, the route being between mountain ridges and very beautiful.</p> | ..... | 2,490 |
| 2,822.04 | | | | 2,090 |
| 2,893.04 | | <p>Spokane is a city of much wealth and influence, a wholesale distributing centre for the Inland Empire as the fertile agricultural and mining territory between the Rockies and Coast Range is known. Spokane Falls, on the Spokane River in the heart of the city, are very beautiful and furnish a large power which is used in aiding the commercial industries of the city and in the operation of a splendid electric and traction system.</p> | 100,000 | 1,915 |
| 3,038.04 | | <p>Pasco Colville Lake lies on the south side of the track near Sprague station, and the Columbia River is crossed immediately upon leaving Pasco. This great river, which takes its rise and has about half</p> | ..... | 380 |

| | Popula- tion | Altitude above Sea Level |
|-------|-----------------|--------------------------------|
| ila, | 36,127 | 5,490 |
| ous | ..... | 4,344 |
| to | 4,366 | 3,223 |
| ch, | ..... | ..... |
| uc- | | |
| the | | |
| for | | |
| ted | | |
| sed | | |
| is | ..... | 2,714 |
| in- | | |
| the | | |
| ter | | |
| ian | | |
| the | ..... | 2,498 |
| ille | ..... | 2,098 |
| ay, | | |
| and | | |
| nd | 100,000 | 1,914 |
| for | | |
| ral | | |
| cies | | |
| ills, | | |
| ity, | | |
| ver | | |
| cial | | |
| of | | |
| side | ..... | 388 |
| and | | |
| me- | | |
| eat | | |
| half | | |



Flight of the "International Limited"—The Railway Greyhound of Canada—Finest and Fastest Train in the Dominion—Grand Trunk Railway System.



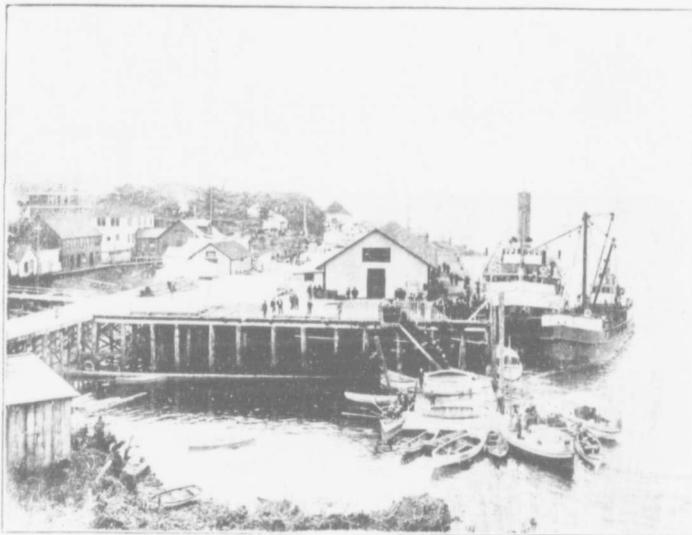
| Mileage | Time |
|----------|-------------------|
| | P.M. |
| 3,190.04 | ..... |
| 3,270.04 | ..... |
| 3,293.04 | Aug. 11 at 9.1 |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-----------------------|--|-----------------|--------------------------------|
| | P.M. | its length in British Columbia, has been a great highway for explorers and traders of all kinds, from the earliest pioneering period of the West. Astoria, at its mouth, was founded in 1811 by John Jacob Astor as a main post for the fur trade, which he organized on that river. | | |
| 3,190.04 | ..... | Cle Elum | ..... | 1,920. |
| 3,270.04 | ..... | Auburn | ..... | 1,000. |
| | | Throughout the night the train traverses an extensive section of irrigated farms, recently developed, and now esteemed as one of the most fertile and productive areas in America. Between Cle Elum and Auburn the Cascade Range is crossed quite comfortably, as there are no trestle bridges and only one short tunnel. | | |
| 3,293.04 | Aug. 12th ar 9. 15 | Seattle population, 250,000, situated on Elliott Bay in Puget Sound, is one of the largest and most important commercial cities on the North Pacific Coast. Its rapid growth dates from 1897, the first year of the gold rush to the Klondike, for most of those who did not take the overland trail to Dawson outfitted at Seattle and took boat for Skagway. Since then it has remained the chief port of supply for Alaska and the Yukon. The lumber business of the State of Washington has centred largely in Seattle, and a large number of men who have gained fortunes in Pacific Coast timber now make their homes in that city. A steel plant has lately been erected at Port Townsend, on Puget Sound, and Seattle expects to benefit largely if this industry can be established on a firm footing in the State. Besides an extensive coasting trade, Seattle has considerable traffic with the Orient, and trans-Pacific liners give it regular connection with China and Japan. | 250,000 | 24. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage | T |
|----------|--------------|---|-----------------|--------------------------------|---------|---|
| | A.M. | <p align="center">Alaska-Yukon-Pacific Exposition, Seattle, Wash.</p> <p align="center">Open June 1st to October 31st, 1909</p> <p>The site for this exposition is a most charming one. Situated on the State University Campus, which occupies the plateau of the hill overlooking Lakes Washington and Union, with much of the natural beauty of the forest left in places, it is doubtless the finest site for an exposition which has been available for any of these proud exhibits of the Arts and Crafts of men.</p> <p>Looking down Rainier Vista, Mount Rainier, 14,326 feet, is visible on a clear day, with its broad glacier, itself a picture in cloudland. To the west, the snowcapped peaks of the Olympics are ever attracting the eyes and admiration of the sight viewing hordes.</p> <p>The Grand Trunk building is the only one on the grounds devoted to a railway exhibit exclusively, and is situated next to the Canadian Building and facing that of Japan.</p> <p align="center">Seattle, Wash., to Victoria, B.C.</p> <p align="center">Monday, August 16th</p> <p>Seattle The steamer trip from Seattle to Victoria up Puget Sound to opposite Port Townsend, thence crossing the Strait of Juan de Fuca to Victoria, is at all times comparatively smooth, and although the scenic beauty is not as fine as the trip between Victoria and Vancouver, it is very interesting, and if the day is clear the Olympic Mountains will add much to an already delightful trip. The route is never far from shore and there is considerable shipping on the Sound so that the eye or mind will not weary of any monotony of view.</p> | | | | |
| 3,293.04 | 9.00 | | 250,000 | | | |
| 3,353.04 | P.M. 1.00 | Victoria is screened from view until opposite Beacon Hill, when the promontory | 40,000 | | | |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|---------|------|---|------------|--------------------------|
| | | | | <p>is rounded and the city is approached in the inner harbor, with the Government Buildings and the New Empress Hotel immediately in front as the steamer moves to her dock.</p> <p>Victoria, which lies at the south eastern extremity of Vancouver Island, although a smaller city than Vancouver, with a population of about 40,000, is the capital of the province of British Columbia. It has a splendid harbor—a double one—the outer portion of which is used by ocean liners, and the inner by vessels drawing up to eighteen feet of water. Near it is the greater harbor of Esquimalt, with its graving dock, long used as a British naval station, and garrisoned by troops of Great Britain, although the Canadian Government has now undertaken to maintain it. Victoria is a port of call for all Pacific liners and its coastwise trade is considerable. Here the Canadian sealing fleet makes its headquarters, a fleet of about forty schooners. The importance of Canadian sealing has declined in recent years, owing to international complications, and many decaying sealing vessels are now seen in its harbor. Victoria is also interested in whaling, as much of the business is transacted there for the several whaling stations on Vancouver Island. The city has a large trade in supplies for the mining camps of the Island, and shipbuilding and furniture factories employ a considerable number of men.</p> <p>Although so near Vancouver, Victoria has a climate quite different. It boasts of less rainfall, of more sunshine, of warmer winters and of cooler summers than any other Canadian city. It has a total annual rainfall of only 25.47 inches, while that of Vancouver is 64.76.</p> <p>Victoria and Vancouver can both show fine buildings, but Victoria's chief pride is</p> | | |
| 250,000 | | | | | | |
| 40,000 | | | | | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitud- above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | P.M. | <p>in the Parliament buildings. The variety of stone used in the walls and the interior decorations attest the richness of the quarries of the province, and the architectural design is one of distinction.</p> <p>Victoria is rarely mentioned without being spoken of as the most English place in Canada. Its climate and scenery are declared to have something peculiarly English about them, and its population, largely English by birth, are still more so by sentiment, tradition and manners. There are only two other places in North America where it is customary to drive on the left when meeting other vehicles.</p> <p style="text-align: center;">Victoria, B.C., to Vancouver, B.C. Wednesday, August 18th</p> | | |
| 3,353.04 | 12.00 | <p>Victoria The steamer trip from Victoria to Vancouver is extremely picturesque. The route for much of the way winds through an archipelago of well wooded islands. From Victoria to opposite Sidney, the vessel skirts the shore of Vancouver Island with its ridges of beautiful hills rising up in terraces into the interior of the Island. The San Juan Islands lie to starboard with innumerable small islands in the position of outriders to them.</p> <p>The passage at Mayne Island is particularly intricate and beautiful, the tidal current usually running quite swiftly. The route is more open after passing Mayne Island, and Stevenston at the mouth of the Fraser River, is seen to the right. This is the base for fishermen and canneries in the Fraser River salmon trade. The waters of the Fraser may here be noted for their color as distinct from the ocean, the line of demarcation being very pronounced.</p> | 40,000 | |
| 3,433.04 | 16.30 | <p>Vancouver is situated on Burrard Inlet and the scenic attractions of the trip up the</p> | 85,000 | 11. |



The Wharves—Prince Rupert, B.C.



Prince Rupert in its infancy—Photo, 1908.

| Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|
|-----------------|--------------------------------|

40,000

85,000 11.

Milage

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>Inlet to the city will long be remembered. Heavily timbered islands and hills are on every side and many of the mammoth firs are still preserved, especially in Stanley Park, one of the finest natural parks in America, and which the steamer skirts immediately before reaching the city. Many sawmills operate on Burrard Inlet and their products are shipped by water and rail to all the world.</p> | | |
| | | <p>Vancouver, population, 85,000 is the largest and most commercially active city on the Pacific Coast of Canada. Some idea of its development may be gained from the fact that in 1886 the site was still forest. The more recent growth has been as remarkable as that of the early years. So late as in 1903 official figures gave the population as only 27,000, but on the western coast it is not considered out of the way for a city to multiply its population by three within six years. The continual building necessitated by this growth preserves in Vancouver the aspect of a new city, although the parks and many of the structures would do credit to a city of much older growth.</p> | | |
| | | <p>The city is built on a peninsula with Burrard Inlet on the east, a harbor surpassed by few in the world, and on the left English Bay, where the city takes its outdoor pleasure. It is from the harbor that the importance of Vancouver arises, and no matter what industries develop there its chief interest will always be as a seaport. There are, in fact, more ships entering the harbor of Vancouver than that of any other Canadian city, although Vancouver has to take inferior rank to the Atlantic ports when tonnage is taken into account. Docks, wharves and warehouse facilities are well developed, although the natural advantages of the port will permit of much expansion. Ships from all the world ply in and out of the harbor,</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>and cargoes go to the United States, Mexico, South America, to China and Japan, to Australia, and to the ports of Great Britain. The latter are sent around the Horn and through the Suez Canal, and a great expansion of business is looked for when the Panama Canal makes access to Europe and to the east coast of South America easier.</p> <p>The staples of the coasting trade are fruits from the south and fish and lumber, which are sent there from Vancouver and other British Columbia ports. Supplies are sent to the lumber camps and canneries of the coast, and on to the Yukon, whence the ships return with cargoes of small bulk but great value, the produce of the gold fields of the north. The business in supplies has been greatly increased by the building of the Grand Trunk Pacific, and much of it now centres in Prince Rupert.</p> <p>There are trans-Pacific sailings of regular liners out of Vancouver for Japan, China, the Hawaiian Islands and Australia and New Zealand. Blue Funnel Line of ships in their around the world business are almost constantly in port.</p> <p>Although the traffic in wheat is now decreasing, fish and lumber chiefly provide the cargoes that are sent out of Vancouver. Fishing is the oldest industry of British Columbia and has shaped the habits of the Indians for countless years. When the coast belonged to them alone, fish was their staple food. They did not have to roam in search of game, and, therefore, knew nothing of the nomadic habits of the Indians of the plains. Instead, they settled down and built permanent habitations where the salmon were to be found. Now the Indian fishes, not for his own family's supply, but for the cannery, but it is still the run of the salmon around which his year revolves.</p> | | |

3,433.04 v.11.

| Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|---------|------|---|-----------------|--------------------------------|
| | | | P.M. | <p>The greater number of British Columbia sawmills are still on the coast, but of late years the interior has been opened up to supply the demand of the prairie provinces. Nearly all of their output is sent east, while the products of the coast mills go to make the cargoes of the vessels.</p> <p>Mountain peaks are to be seen in every direction from Vancouver. Westward, across the Straits of Georgia, are the mountains of the island, their altitudes not so great as those of the mainland, but rising, for all that, to as great a height above the sea level as the Selkirks rise from the country at their base. To the south are the Cascades, to the southwest, beyond the city of Victoria and Vancouver, rise the Olympic Mountains, and Mount Baker appears as a great single peak in the southwest.</p> <p>Vancouver, B.C., to Prince Rupert, B.C. Wednesday, Aug. 18th, to Friday, Aug. 20th</p> | | |
| 3,433.04 | 11.00 | | | <p>Vancouver Each corner of the world has its marvels of stupendous scenery, rushing torrents or quiet landscape, and even the handiwork of man or the result of the labor of servile hordes of the dark ages by which the sight-seeing visitors are delighted or interested, but it has been, perhaps, justly claimed by those who have seen all these that the real wonderland, embracing the greatest variety of those things which delight the tourist's mind, is to be found in the trip north from Vancouver to Alaska, and Prince Rupert is situated not far south of the Alaskan ports so that a brief mention of the features of the route will serve to recall at some future time, the memories of this most interesting of sea trips.</p> | 85,000 | 11. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>The entire route to Prince Rupert is landlocked, or at least sheltered, with the exception of a short distance. The Strait of Georgia, which is traversed for the first 120 miles from Vancouver, is fairly open, but many islands, some of considerable size, relieve the possible monotony of the view. To the west is Vancouver Island, and that section of it where coal mines are extensively worked, supplying practically all of the bituminous coal used on the Pacific coast, both in Canada and the North Pacific Coast States; extensive timber mills, shipping their product to all the world, find here the greatest forests of fir on which to operate. Vancouver Island is still largely a terra incognita owing to its vastness, its extremely mountainous character in general and its dense forests. Large areas suitable for agriculture exist, especially towards the north end of the Island, and efforts are now being put forth to survey it and send out accurate knowledge of its character and possibilities.</p> <p>Seymour Narrows Here the Strait of Georgia ends and the swift water passage, while one of the many to be found between Vancouver and the mainland, is possibly the most noted of these narrows or straits. The rocky tree-clad walls which hem the water is seen within a stone's throw of the steamer on either side as the narrows are traversed. The great mountains of Vancouver Island, with the perpetual snow on the peaks, loom up and the great glaciers find a resting place on these pyramidal mountains. The tree line is also well defined, showing the inexorable rule of the glacier king on all would-be growth above.</p> <p>Through Discovery Passage and Johnston Strait the character of the scenery varies at each turn, owing to the numerous islands and</p> | | |

Popula-
tion

Altitude
above
Sea Level



City of Edmonton, Alberta, from Strathcona. Grand Trunk Pacific Railway.



Jasper Avenue, Edmonton, Alberta.

Mileage

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>the inlets, the latter all along the coast deeply indenting the land, in some cases for hundreds of miles, and further north direct the warm Chinook winds from the Japan Current through the coast range of mountains to sweep over and temper the climate of an enormous area of arable land in the northern interior plateau of British Columbia, which will be traversed by the Grand Trunk Pacific Railway for nearly four hundred miles.</p> <p>Looking east from the steamer, the summits of the coast range of mountains are constantly in view, and which, while not as high as those on Vancouver Island, are more numerous and show the manifest difficulties in penetrating to the level land beyond.</p> <p>Alert Bay After traversing Johnston Strait, this Indian village on Vancouver Island, at the head of a deep bay, is passed, being a port of call. This place has a cannery; in fact, along the entire coast the ports of call usually boast of one or more canneries, for fishing is perhaps the calling that attracts the greatest number of followers on the coast, with the possible exception of lumbering.</p> <p>Alert Bay is noted for the finest and greatest variety of Totem Poles on the Pacific coast. The one street of the village is bordered with these quaint and remarkable totems—thirty and forty feet high some of them—representing a record of the tribal history, its wars and victories. The one-eyed eagle, the frog, the crouching bear and many mythical animals contribute their shapes in those storeyed fabrics of fantastic carving to make a study of peculiar interest to the curious. The route continues through winding channels between myriads of islands</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|--|-----------------|--------------------------------|----------------|
| | | <p>until Queen Charlotte Sound is reached, where three hours steaming across the opening with nothing to the west but the Pacific Ocean, brings the boat into sheltered ways again behind Calvert Island, when a great natural canal to Bella Coola Village is followed in almost a straight course. Bella Coola marks the entrance to one of the channels of the deep Bella Coola Inlet, which penetrates the main coast for a hundred or more miles. It was here that Sir Alexander Mackenzie reached the Pacific Ocean after his overland journey across Canada in 1793, the first to perform this feat, and twelve years prior to the accomplishment of the overland journey across the United States from the mouth of the Missouri River by the intrepid explorers, Lewis and Clark, whose trail the northern Pacific Railway now occupies for a great part of its route to the Pacific. Mackenzie ascended the Peace River and the Parsnip, crossed the divide to the Fraser and down that river through roaring canons and over almost impassable portages far beyond his proper route. Retracing his way to the mouth of the Blackwater which friendly Indians gave him to understand was his proper route, he ascended the river as far as possible, where, abandoning his canoes, he pushed on due west overland amid privations and hardship of every description, until the salt water of Bella Coola Inlet was reached, and this young Scotch Canadian thus achieved immortal fame in the list of Empire builders of Greater Britain.</p> <p>From Bella Coola the steamer traverses its devious picturesque way for several hours, when Finlayson Channel, between Princess Royal Island and the islands and mainland and Greenville Channel, between Pitt Island and the Mainland, gives an almost unbroken canal-like passage to within a short distance</p> | | | 3,983.04 . . . |

ed,
n-
fic
ys
at
ol-
la
n-
ch
or
er
er
13,
ve
he
es
re
se
u-
re
re
o
h
le
e-
o
d
r-
r-
y
a
g
il
r

s
s,
s
d
d
n
e

| Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|----------|-------|---|-----------------|--------------------------------|
| | | | | <p>of Prince Rupert. This is the most wonderful panorama of scenic beauty in the world.</p> <p>Swanson's Bay, on Finlayson Channel besides the cannery, possesses large sawmills and pulp mills.</p> <p>Leaving Greenville Channel, Porcher Island is passed to the west of the steamer, and on the mainland, opposite, is Port Essington, marking the mouth of the Skeena River, along which, for two hundred miles, the Grand Trunk Pacific is being constructed.</p> <p>The salmon pack at the mouth of the Skeena is very large. The salmon run takes place in July and August, and myriads of fishing boats almost block the path of the steamer to Prince Rupert, for the "Sockeye" will not wait, and while the water is alive with them the harvest must go on.</p> <p>Smith Island and Kaien Island succeed immediately after crossing the mouth of the Skeena, and Prince Rupert, located on the latter island, is reached.</p> | | |
| | | 3,983.04 | ..... | <p>Prince Rupert The Pacific Coast terminus of the Grand Trunk Pacific Railway is thirty miles south of the boundary between British Columbia and Alaska and its harbour is the finest on the Pacific Coast. It is large, land-locked, with deep water and no shoals or other obstructions to navigation. It has three outlets so that there are no strong tidal currents.</p> <p>The first sale of Prince Rupert town lots, which are owned jointly by the railway and the British Columbia government, was held in the last week of May. 2,500 lots were sold for about \$1,200,000, the prices obtained being an average of \$2,500 each for business lots and \$50 to \$1,500 for residential lots.</p> | 1,500 | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>The climate of Prince Rupert is much like that along the Pacific Coast between San Francisco and Vancouver. There is a heavy rainfall in certain portions of the season, but very little snow, and the temperature ranges from 10 to 80 degrees above zero. Building has recently commenced in Prince Rupert in the making of what is confidently expected will be a very large city. Its shipping trade promises to be enormous, for with the construction of the Grand Trunk Pacific Railway on its low grades, a large proportion of the products of Western Canada will find the world's markets by this route, and more especially with the completion of the Panama Canal in 1915.</p> <p>Prince Rupert is more than a day's sail nearer the Orient than any other North American sea-port and nearly two day's sail nearer Alaska than the next nearest port, so that this large and constantly developing trade will naturally find its chief outlets over the Grand Trunk Pacific and its connecting steamship lines.</p> <p>The development now taking place in Queen Charlotte Islands in timber manufacture, mining and agriculture, will also naturally benefit Prince Rupert. The fisheries likewise in the vicinity of Prince Rupert is the largest industry of the kind in the world and will furnish another means of wealth and prosperity to the coming city.</p> <p>The wharves at Prince Rupert constructed by the railway are of a modern and permanent character and as the needs of commerce direct will be added to as required.</p> <p>On Sunday, August 22nd, we leave Prince Rupert for our return to Vancouver, B.C., by the same route as we travelled north to Kaien Island, arriving at Vancouver on Tuesday, August 24th.</p> | | |

Popula-
tion

Altitude
above
Sea Level



Wainwright, Alberta—Population July 3, 1909, 537. Divisional Point,
Grand Trunk Pacific Railway.



Battle River Bridge, across Battle River Valley, near Wainwright, Alberta,
Grand Trunk Pacific Railway.

| Mileage | Time |
|---------|------|
|---------|------|

| | A.M. |
|--|------|
|--|------|

| | |
|----------|-------|
| 4,533.04 | 10.10 |
| 4,575.04 | .... |
| 4,662.04 | .... |
| 4,688.04 | .... |

| | |
|----------|-------|
| 4,736.04 | |
|----------|-------|

| | |
|----------|---|
| 4,783.04 | P.M. 7.55 Aug. 27th A.M. 9.00 |
|----------|---|

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|---------------------------|---|-----------------|--------------------------------|
| | A.M. | Vancouver, B.C., to Calgary, Alta. | | |
| | | Thursday, Aug. 26th to Saturday, Aug. 28th | | |
| 4,533.04 | 10.00 | Vancouver From Vancouver the line | 85,000 | 11. |
| 4,575.04 | ..... | Mission Jct. after leaving Burrard Inlet, | ..... | 27. |
| 4,662.04 | ..... | North Bend follows the Fraser River to | 276 | 495. |
| 4,688.04 | ..... | Lytton Lytton, B.C. The scenery | 362 | 695. |
| | | is magnificent in places and considerable cultivation of the soil is taking place west of Mission Jct., although for a brief distance and from 80 miles west of Vancouver, the mining industry is the principal pursuit. The Lower Fraser is navigable up to Yale, 102 miles west of Vancouver. On the Upper Fraser, however, a steamer plies between Soda Creek and Quesnel, about 80 miles, and this season has steamed up through Fort George to Fort Fraser, thus reaching the route of the Grand Trunk Pacific Railway in northern British Columbia and proceeding along the waterway paralleling it for 75 miles, which indicates that valuable feeders are to be found in steamer service on the inland streams in the extremely fertile areas of northern British Columbia which the Grand Trunk Pacific will traverse. | | |
| 4,736.04 | ..... | Ashcroft is the base for the Dominion Government telegraph line to the Yukon, and a good Government stage road has been constructed north to Quesnel, a distance of 220 miles. Ashcroft is the starting point for the great ranching district on the Upper Fraser, Blackwater and the Cariboo District, as well as the gold digging of the Cariboo and Babine Ranges. Ashcroft commands as well the only good route to the line of the Grand Trunk Pacific, but the latter when constructed will, in all probability, secure the entire trade, which now goes through Ashcroft. | 475 | 1,075. |
| | P.M. 7.55 | | | |
| 4,783.04 | Aug. 27th A.M. 9.00 | Kamloops is located at the mouth of the North Thompson River and contains about | 1,600 | 1,160. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|----------|------------------------------|---|-----------------|--------------------------------|--------------------------|
| | | 2,500 people, who are chiefly occupied in mining, although fruit growing is becoming important. It is expected that the Vancouver branch of the Grand Trunk Pacific will pass through this point. | | | |
| 4,912.04 | ..... | Revelstoke is the gateway to the Arrow Lakes and the West Kootenay mining camps. It is situated on the Columbia River. Connecting with the Arrow Lake navigation to the south is an extensive railway system of the Canadian Pacific and the Great Northern Railways serving the mining and fruit growing districts. | 1,600 | 1,475 | 5,059.04 .. |
| | | From Revelstoke east the line enters the Selkirk Range by the Valley of the Illecillewaet River with scarcely room for the railway in the canons. The gorge is sometimes of a considerable width filled with a remarkably large growth of fir. | | | |
| 4,955.04 | Aug. 27th P.M. ar 8.00 | Glacier House There is a railway hotel at this point and the mountain scenery is very fine. There are many glacier peaks, the most notable, however, being Sir Donald, 10,808 feet above sea level. | ..... | 4,122 | 5,175.04 P. ar 7. |
| | Aug. 28th A.M. lv 9.00 | Glacier is the station marking the summit of the Selkirks Pass. | | | |
| | | Possibly the finest view of the Selkirks is obtained from the bridge over Stoney Creek, about 12 miles east of Glacier. This bridge crosses a mountain stream which rushes 300 feet below. | | | |
| 5,043.04 | ..... | Field Commencing at Golden, 35 miles west of Field, the Kicking Horse Canon is reached and the western slope of the Rockies is ascended. Difficulties and expense of railway construction are very evident. The new spiral tunnel here will be opened shortly and will reduce the gradient from 3.65 per cent. to 2.20 per cent. | 150 | 4,064 | 5,175.04 A.M. lv 9.00 |

| | Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---|-----------------|--------------------------------|----------|--------------|--|-----------------|--------------------------------|
| in ing ver pass | | | | A.M. | Mount Stephen House, an attractive tourist hotel, is located at Field. The "Great Divide" is reached about 10 miles east of Field, the track altitude being 5,329 feet in the summit of Kicking Horse Pass. | | |
| row aps. on- to of ern ruit | 1,600 | 1,475 | 5,059.04 | ..... | Laggan is the station for the "Lakes in the Clouds" and is the terminus of the Pacific Division of the Railway. The Canadian National Park is located at Banff, which with the Hot Springs have made the Banff Springs Hotel one of the favorite mountain resorts. The Park is nearly half as large again as the Yellowstone National Park and about the same size as the Jasper Park, which has been set aside in the Rocky Mountains where traversed by the Grand Trunk Pacific. | ..... | 4,930. |
| the lle- the is with | | | 5,175.04 | P.M. 7.00 | Calgary is a city of about 25,000 people, being substantially and attractively built, quite unlike other Western Canadian cities. It has long been the centre of the ranchmen's business, and from the time that the Canadian Pacific had a line to the coast and the Calgary and Edmonton Railway comprised practically all of the railways in Western Canada, the wholesale distributing trade of Calgary has been very important and rapidly growing. There is a large station for the Northwest Mounted Police at Calgary. The Canadian Pacific has undertaken a very extensive irrigation scheme to make the land owned by that Company saleable in the vicinity of Calgary, some three million acres being embraced in the plan for reclamation. The altitude of Calgary, it is interesting to note, is only 284 feet lower than the summit of Yellowhead Pass, the highest point on the Grand Trunk Pacific Railway. | 25,000 | 3,428. |
| otel is the ld, mit | ..... | 4,122 | | | | | |
| is ek, lge 300 | | | | | | | |
| les is ies of he ed om | 150 | 4,064 | | A.M. 9.00 | Calgary, Alta., to Edmonton, Alta. Monday, August 30th Calgary The line between Calgary and Strathcona (opposite Edmonton) is first an | 25,000 | 3,428. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|---|---|-----------------|--------------------------------|
| 5,366.84 | Aug. 30th P.M. ar 5.00 A.M. 18.30 | <p>open rolling prairie, with the peaks of the Rocky Mountains in view 70 miles away to the west. From Red Deer north it is a mixed farming country similar in most respects to that east and west of Edmonton on the Grand Trunk Pacific, but naturally it is very well settled and highly productive.</p> <p>Edmonton is a beautifully built city of about 21,000 people, where prosperity is rampant. Municipal owned street railway and water works are the civic pride. The surrounding country is very rich and productive and the extensive coal deposits underlying the entire section, with the discovery of petroleum, natural gas, tarsands, and other natural resources, assures the most optimistic future for this city.</p> <p>It is the capital of Alberta and both the Parliament Buildings and the Provincial University are in course of construction.</p> <p style="text-align: center;">Edmonton to Pembina River Wednesday, September 1st</p> <p>Edmonton From the Rocky Mountains eastward to the Laurentian Hills east of Lake Winnipeg, nearly 100 miles east of Winnipeg, stretch the series of elevated plateaux which are known as the great plains of North America, sweeping with varying width from the Arctic Ocean into Mexico. On the International boundary line between Canada and the United States this region has a width of about 800 miles and in the latitude of the Peace River, 550 miles. This great plain falls off to the north from a short distance north of the International boundary, so that the altitude constantly decreases northward and eastward from about Calgary; Edmonton, for instance, being lower than Calgary by nearly 1,300 feet, a distance under 200 miles. For every 300 feet of descent, the temperature rises on the average, one degree Fahrenheit.</p> | 20,000 | 2,188 |

| | Popula- tion | Altitude above Sea Level |
|---|-----------------|--------------------------------|
| he to a ost on it | | |
| of is ay he o- its he ls, st | | |
| he ial | | |
| ns ke g, ch th m r- ad of he in ce at rd n- ry oo he ee | 20,000 | 2,188 |



Valley of the Battle River, looking north, near Wainwright, Alberta.
Grand Trunk Pacific Railway.



Unty—The nucleus of a vigorous young town in Saskatchewan, 584 miles west
of Winnipeg, in the centre of a fine farming district.
Grand Trunk Pacific Railway.

Mileage

5,380.84 ...

5,385.84

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | | <p>Geologists have determined that the highest or western prairie steppe embraces the country from the Rocky Mountains eastward to Eagle and Eye Hills, which lie between Battleford and Biggar, and cross the Grand Trunk Pacific east of Manitou Lake, 165 miles east of Edmonton.</p> <p>The middle or second prairie steppe extends from the Eagle and Eye Hills to the Brandon Hills, which cross the Grand Trunk Pacific between Firdale and Rivers. The width of the second prairie steppe thus being about 500 miles as the Grand Trunk Pacific traverses it.</p> | | |
| 5,380.84 | | <p>Acheson The first or eastern prairie steppe extends east of Brandon Hills to the Laurentian Mountains, about 100 miles east of Winnipeg, a distance of about 200 miles, these steppes successively being the floor of Lake Agassiz in its phases when receding, owing to the glacier moving northward, and for this reason the prairie land shows no more unevenness than ripples of the bed of the lake, caused at pre-historic times by the washing of the water or later by the blowing of the lighter soil into dunes.</p> <p>Lakes Winnipeg and Manitoba were the lowest depressions in the great lake and consequently did not drain off with the main body of water.</p> | | |
| 5,385.84 | | <p>Spruce Grove The alluvial deposit on the surface of these steppes has been proven to be the most fertile for cereal growing in the world, and the Grand Trunk Pacific in traversing this territory has undoubtedly crossed the richest section of it, the only light soil encountered being that of the sand in the hills which once formed the shores of the great lake or from the drifting action of the winds.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Lev. | Mileage |
|----------|-------|---|-----------------|-------------------------------|--|
| | | <p>As a rule the western prairie steppe consists of what is known as a park country, that is a country considerably wooded, although in clumps or groves.</p> <p>The middle or second steppe contains very little wood, although there is every evidence that fires have been the cause of this denudation.</p> | | | 5,411.84 . 5,418.84 . 5,425.84 . 5,433.84 . |
| 5,390.84 | | Stony Plain The lower or eastern prairie steppe is in many places a park country. While the draining process was going on the streams gradually cut through the soft clay, so that in most cases the beds of the streams and of the ancient creeks and rivers, now dried up, are very low, consequently in the neighborhood of the rivers, the country is much broken with these ravines, necessitating much bridging, but adding greatly to the scenic beauty of the country. | | | |
| 5,398.84 | | Carvel West of Edmonton to the Pembina River, in fact to Wolfe Creek, where the prairie section of the Grand Trunk Pacific ends, 123 miles west of Edmonton, it is a park country, with much wood, chiefly poplar and elm, many ravines and lakes, but throughout a country excellently suited for mixed farming, as distinguished from the great grain growing area more easterly in the open prairie. It is interesting to note in connection with the mixed farming operations in Alberta that the dairy interests are making substantial strides. There are nearly thirty creameries conducted under the supervision of the Government, the product commanding an average of about 25c. per pound, and being shipped to the Yukon, to the Orient, as well as finding a good home market in Alberta and British Columbia. | | | |
| 5,404.84 | | Duffield The entire section from Edmonton to the Pembina and beyond contains an | | | |

| | Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|--|-----------------|--------------------------------|----------|-------|--|-----------------|--------------------------------|
| eppe try. , al- | | | | | inexhaustible supply of lignite coal of excellent quality for domestic and manufacturing purposes. | | |
| very ence this | | | 5,411.84 | ..... | Wabamun West of the Pembina River, | | |
| airie try. the lay, ams now the y is ssi- y to | | | 5,418.84 | ..... | Fallis and not far to the south of the | | |
| oina the cific is a efly but for the r in e in per- are are the uct per , to me | | | 5,425.84 | ..... | Gainesford line, a large extensive deposit | | |
| on- an | | | 5,433.84 | ..... | Hargwen of good bituminous coal for steaming purposes has been located and mining operations are expected to start as soon as there are any facilities. The estimate of the deposits so far uncovered shows at least 800,000 tons. North of the line and reached through Edmonton, is the Athabasca River, and further on the Peace River, where there are millions of acres of good agricultural lands, and the altitude being low and the country more northerly, wonderful results in the fast growing cereals and vegetables have been obtained, and it is interesting to note that the further north cereals can be grown, the harder and heavier they become, so that crops of the finest wheat and oats to fill the domestic demand have been successfully grown for years up to 400 miles north of Edmonton and with little or no danger of failure. This territory is also noted for its great wealth in natural resources, especially in minerals, petroleum, natural gas and tarsands have been found in vast quantities in several places but lack rail communication for their prompt development. It is estimated that the deposit of bitumen on the Athabasca is sufficient to asphalt the streets of all the cities of Western Canada for ages to come. | | |
| | | | | | The North Saskatchewan River, which flows through Edmonton, was navigated by the river boats of the Hudson's Bay Company, prior to the advent of the railways, and by this means all supplies for this | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------------|--------------|---|-----------------|--------------------------------|
| | | <p>country were brought in on this great highway, as a continuous water-way suitable for this navigation was used from Grand Forks, North Dakota, down the Red River into Lake Winnipeg, and up the Saskatchewan River to beyond Edmonton. The South Saskatchewan River is also navigable to Saskatoon, in fact river steamers made the trip from Saskatoon to Winnipeg in 1908.</p> | | |
| 5,434.84 | | <p>Pembina River Bridge This bridge is 900 feet long, 7 spans, 206 feet above the Pembina River to the rails and is the highest bridge on the prairie section of the line.</p> <p>Return over same route to Edmonton.</p> <p>From Edmonton, Alta., to Scott, Sask. Thursday, September 2nd.</p> | | |
| 5,502.84 | A.M. 8.30 | <p>Edmonton East of the junction with the main line, north of Edmonton, is the crossing of the North Saskatchewan River on the Clover Bar Bridge. This bridge is 1,653 feet long, 3 spans, and 136 feet above the River. The largest abutment of this bridge required 5,000 cubic yards of concrete in its construction and is, with one exception, the largest single abutment in America.</p> | 20,000 | 2,188 |
| 5,510.84 | | <p>Clover Bar The Clover Bar District is particularly fertile and the</p> | | |
| 5,519.84 | | <p>Ardrossan land has been largely brought under cultivation, due to its proximity to Edmonton and railway facilities, but the whole section from Clover Bar to Wainright is uniformly good, with the exception of the broken country around the Battle River, between Irma and Wainright, where cultivation is somewhat more difficult, owing to the heavily rolling nature of the country and the ravines intersecting it.</p> | | |

Population
Altitude
above
Sea Level

reat
able
and
iver
tch-
The
able
the
8.

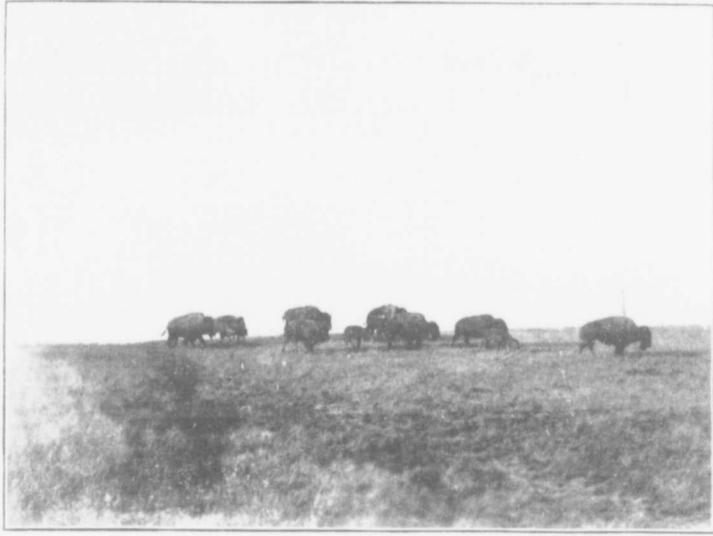
is
the
hest

sk.

the 20,000 2,188

sing
the
.653
the
idge
its
the

t is
the
ught
y to
the
right
the
iver,
ulti-
g to
and



Part of the herd of Buffalo in Buffalo Park, Wainwright, Alberta.
Grand Trunk Pacific Railway.



In Buffalo Park—Wainwright, Alberta.

Mileage

5,525.84
5,531.84

5,541.84

5,548.84 .
5,554.84 .
5,559.84 .
5,563.84 .

5,572.84 .
5,578.84 ..
5,584.84 ..
5,592.84 ..
5,597.84 .
5,603.84 ..
5,611.84 ..
5,616.84 ..

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| 5,525.84 | | Uncas Between Uncas Station and De- Deville ville, the Cooking Lakes intervene to the south, and the Cooking Lakes Forest Reserve occupy about four townships to the north. | ..... | 2,400. |
| 5,531.84 | | | | |
| 5,541.84 | | Tofield is the centre of a very fertile country and much of the land has been brought under cultivation. Tofield is a settlement of 400 people, who came in before the advent of the railway a few months ago, and the town will now show a rapid growth. There is an extensive body of coal under- lying the land in and around Tofield and development in production of this necessary prairie supply is taking place. | ..... | 2,200. |
| 5,548.84 | | Shonts The branch line of the Grand Ryley Trunk Pacific to Calgary is Poe planned from Ryley Station. The Holden Canadian Northern has graded a line crossing the Grand Trunk Pacific just west of Ryley, which will run from Vegreville, a point 25 miles north-east of Ryley, on their Winnipeg-Edmonton line, to Calgary. | | |
| 5,554.84 | | | | |
| 5,559.84 | | | | |
| 5,563.84 | | | | |
| 5,572.84 | | Bruce The townsites at Ryley, Bruce Nestor and Viking have anticipated the Viking advent of the railway by showing Phillips some substantial building opera- Kinsella tions. At Viking there is a Jarrow splendid hotel, handsomely fin- Irma ished, which is an indication of Hawkins the progressive spirit and op- timism as to the future, which prevails in all new but promising sections. | | |
| 5,578.84 | | | | |
| 5,584.84 | | | | |
| 5,592.84 | | | | |
| 5,597.84 | | | | |
| 5,603.84 | | | | |
| 5,611.84 | | | | |
| 5,616.84 | | | | |

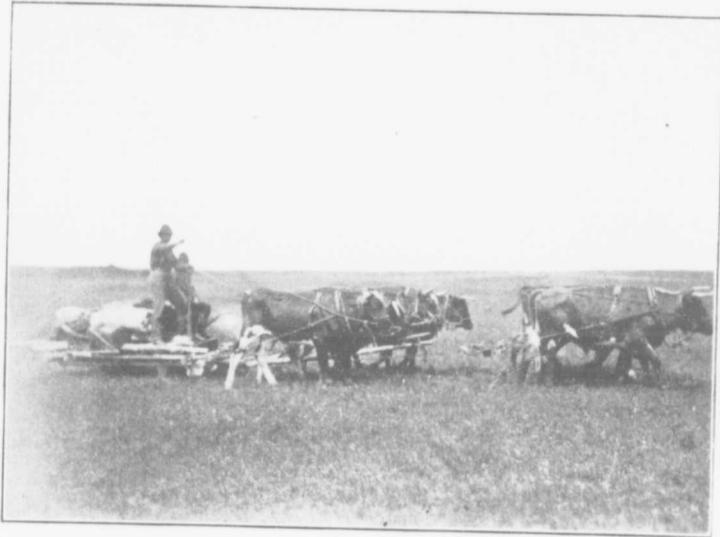
Commencing at Irma Station and to the south of the track, is a deep ravine previously spoken of, which runs into the Battle River some ten miles east, and the landscape becomes very beautiful until after passing

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|----------------|------|---|-----------------|--------------------------------|-------------|
| | | Hawkins Station, when the Battle River Valley is reached. The Battle River Valley, or rather ravine, is one of the greatest indentations in the western prairie and during its course, from a point 40 miles south-west of Edmonton to its discharge in the North Saskatchewan River at Battleford, a distance of 300 miles, it offers great difficulty and expense for railway crossings. The ravine itself and its slopes are very beautiful; distant farms or ranches may be seen from the train as it crosses the bridge, and some idea of the fertility of the soil may be gained from the growth of grasses and the indications of the harvest which has just been reaped from the small area cultivated. | | | 5,629.84 . |
| | | | | | 5,633.84 . |
| | | | | | 5,640.84 . |
| | | | | | 5,647.84 . |
| | | | | | 5,651.84 . |
| | | | | | 5,661.84 . |
| 5,623.84 | | Fabyan | | | |
| 5,628.84 | | Buffalo Park | | | |
| | | The Battle River Bridge proper is a structure of 54 spans, 2,770 feet long and 184 feet above the river to rail level. The approach from the west side is on a trestle over half a mile in length which will be filled with ballast, as these trestles are all temporary structures only. The railway follows the south side of the valley to Wainwright Station, but before arriving at Wainwright, part of the enclosure surrounding the Buffalo Park, which has just been created by the Dominion Government, is seen, with possibly many of the 600 buffaloes which are now in the enclosure, on the slopes quietly grazing in their native haunts and amid the skulls and bones of hordes of their forefathers, ruthlessly sacrificed half a century ago by the Indians and the few white hunters who then frequented this territory. The enclosure embraces 152 square miles, irregular in shape, and is surrounded by a woven wire fence high and strong enough to resist any attempt of the buffaloes to escape. The cost of this fence alone was \$75,000, and the herd of buffaloes now in the park is estimated to | | | 5,665.84 .. |

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|----------|-------|---|------------|--------------------------|
| | | | | comprise all of the living buffaloes in America, with the exception of less than 100 which are in private possession, and in small numbers in other Canadian parks. | | |
| | | 5,629.84 | ..... | Wainwright , the fifth terminal of the prairie section, commands the trade of a fertile district to the north and east, and shows remarkable growth, both in population and in townsite values in the year which has elapsed since the building start was made. | | |
| | | 5,633.84 | ..... | Greenshields From Wainwright to | | |
| | | 5,640.84 | ..... | Heath Butze the country con- | | |
| | | 5,647.84 | ..... | Edgerton tinues its park like appear- | | |
| | | 5,651.84 | ..... | Dunn ance, the soil is not as | | |
| | | 5,661.84 | ..... | Chauvin heavy as west of Wainwright, the loam or alluvial | | |
| | | | | deposit not being as thick and the sub-soil lighter, but is usually an excellent mixed farming country. | | |
| | | 5,665.84 | ..... | Butze The boundary line between the Provinces of Alberta and Saskatchewan is just east of Butze Station. | | |
| | | | | The most fertile cereal growing soil of the western prairie lands is composed of a surface coating of from one to five feet of silt or alluvial deposit, on a clay sub-soil. In the wild state the grass sod is from three inches to four inches thick, very tough and almost impervious to moisture. When this sod is turned over and broken and the soil properly worked, it produces a fine mulch which retains the moisture, which serves to insulate the lower soil from the sun's rays and the dry winds, so that the moisture, which is always found below, is slowly drawn up as it is needed by the growing grain, so that the roots do not have to reach down for the moisture, all of the strength being conserved for its growth above ground and aided by the long summer days | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | | <p>with a brilliant sunlight, produces remarkable growth, and the nights being invariably cool, growth is arrested so that when the grain is headed out the kernels fill out firmly, the result being the mature hard grains which are produced throughout Western Canada.</p> <p>No irrigation is needed under these conditions, besides which the rainfall in the section of Western Canada traversed by the Grand Trunk Pacific is always more than sufficient to ensure at least an average crop maturing, and when the right conditions prevail, as in this season, a phenomenal average of acreage yield is recorded.</p> | | |
| 5,672.84 | | <p>Artland From Artland Station to Vera the line winds through the Eye Hills, which here extend from four to six miles north of the line to ten to twenty miles south, and over this area not much arable land is found, but to the north of this belt and again to the south, one of the best farming areas in Western Canada is being settled rapidly, owing to the advent of the Grand Trunk Pacific Railway.</p> | | |
| 5,677.84 | | <p>Zumbro The Manitou Lake lies north of the track between Artland and Yonker and is a saline body of water six miles wide and from six to nine miles long; the northerly and easterly portions of this lake are very sightly and numerous islands make this an attractive feature of the section.</p> | | |
| 5,684.84 | | <p>Yonker At Yonker Station is a Govern-</p> | | 2,000. |
| 5,691.84 | | <p>Winter ment Immigration Building where the new comers from all lands are sheltered temporarily, while getting their bearings and locating their homesteads or their farms. The Dominion Government has a number of these buildings in the West at</p> | | |

| | Popula- tion | Altitude above Sea Level |
|--|-----------------|--------------------------------|
| k- ly he y, ns rn | | |
| n- he he an pp ns al | | |
| ra ls, es h, is in in ly, nk | | |
| of nd nd rly ry an | | |
| rn- ere are eir or nas at | 2,000. | |



Eight ox team leaving Wainwright, Alberta.
"Slow but Sure"

Mileage

5,700.84 ..

5,710.84 ..

5,717.84 ...

5,726.84

5,732.84

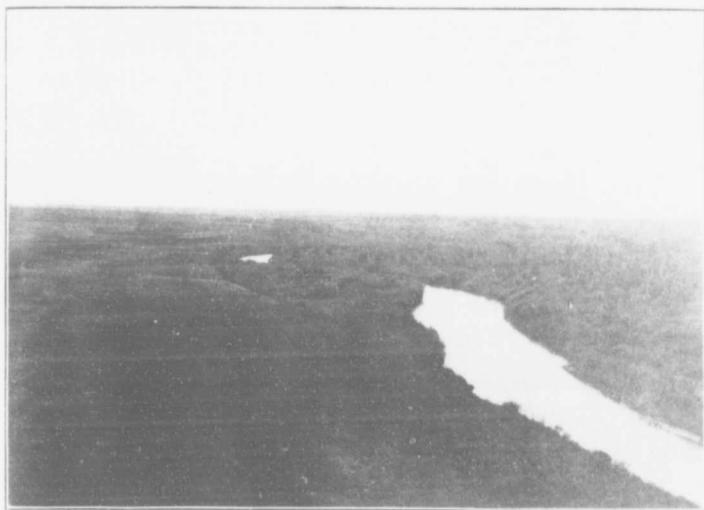
Sept.
P.M
ar 7 . ()
A.M
lv 8 . 2

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|--------------------------------------|---|-----------------|--------------------------------|
| | | the points where considerable settlement is taking place, and in many other ways exercise an interested supervision in the welfare of the new comers, which continues for many months, or as long as necessity arises for doing so. | | |
| 5,700.84 | ..... | Vera The Eye Hills District will in time doubtless prove attractive to the cattle or sheep ranchmen as the territory is very well suited for grazing purposes. | | |
| 5,710.84 | ..... | Unlty At Unity Station, where there is another Government Immigration Shelter, in the form of tents, to be succeeded by a building, there has been unusual development this season, but considering the nature of the immense area of fertile lands, both north and south of that station, and which extends east with little interruption to Biggar, it is nothing more than might be expected. | | |
| 5,717.84 | ..... | Tako This territory to the south is known as the Tramping Lake District; an alluvial plain of ideal cereal growing soil, extending almost to the South Saskatchewan River, 100 miles to the south, with an area to the north extending almost to the North Saskatchewan River, a distance of 30 miles. | | |
| | | From Scott, Sask., to Melville, Sask. | | |
| | | Friday, September 3rd. | | |
| 5,726.84 | Sept. 2nd P.M. at 7.00 A.M. | Scott At Scott Station is the Canadian Offices of the Luse Land Company | | |
| 5,732.84 | at 8.30 | Reford of St. Paul, Minnesota, whose colonization operations are almost exclusively confined to the land along the Grand Trunk Pacific, an individual company that is the chief factor in the colonizing of the West by settlers from the United States at | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|----------|-------|--|-----------------|--------------------------------|-------------|
| | | present. A number of automobiles are constantly employed in showing settlers the land and it is not unusual for as much as 20,000 acres of land to be disposed of in one day's sale, in lots of 160 to 640 acres to each person. | | | 5,828.84 |
| 5,738.84 | | Coblentz Coblentz is also in the Tramping | | | |
| 5,746.84 | | Landis Lake country, but the neighbor- | | | |
| 5,752.84 | | Palo hood has been colonized by | | | |
| 5,760.84 | | Oban German-Americans who are now | | | |
| | | coming into Canada from Iowa | | | |
| | | and Michigan in large numbers, making ideal | | | |
| | | settlers with their industry and intelligence | | | |
| | | in agricultural pursuits. | | | |
| 5,768.84 | | Biggar the fourth terminal west of Win- | | | |
| | | nipeg, has up to recently shown little | | | |
| | | progress, owing to reports of the section in | | | |
| | | the neighborhood being unsuitable for | | | |
| | | successful agriculture, but investigation | | | |
| | | having shown that the soil is better than the | | | |
| | | average throughout this district, settlers are | | | |
| | | pouring in and the town is building rapidly. | | | |
| 5,776.84 | | Neola East of Biggar the heavily | | | 5,834.84 .. |
| 5,780.84 | | Mead rolling and hilly country with | | | 5,842.84 .. |
| 5,788.84 | | Leney somewhat lighter character of | | | 5,849.84 .. |
| 5,794.84 | | Kinley soil prevails, and the recently | | | 5,857.84 .. |
| 5,799.84 | | Juniata constructed extension of the | | | 5,864.84 .. |
| 5,804.84 | | Asquith Canadian Pacific Railway from | | | |
| 5,809.84 | | Hawoods Saskatoon runs very close to | | | |
| 5,814.84 | | Grandora the location of the Grand Trunk | | | |
| 5,821.84 | | Farley Pacific on the north side. The | | | |
| | | land again becomes very rich be- | | | |
| | | tween Kinley and Saskatoon, | | | |
| | | this being the north east of what is known as | | | |
| | | the Goose Lake country, is of great fertility | | | |
| | | and practically an extension to the east of | | | |
| | | the Tramping Lake country. | | | |
| | | Approaching Saskatoon the country be- | | | |
| | | comes park like, and this section having been | | | |

| Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|----------|-------|---|-----------------|--------------------------------|
| | | | | settled for several years, evidences of material prosperity are plentiful. | | |
| | | 5,828.84 | ..... | <p>Saskatoon comprises the city proper on the north bank of the Saskatchewan River, and Nutana on the south side. The new University of Saskatchewan is being erected here, which will include an agricultural college and experimental farm. This is an important distributing point for the smaller towns and settlements in the valley of the Saskatchewan River, which stream serves in its course the finest wheat growing areas in the entire west. Saskatoon has attained its present growth practically all in the last four years, and is still making substantial progress. Several handsome bank buildings have been erected and the largest departmental store west of Winnipeg is located here, and at least two of the finest hotels to be found in Western Canada.</p> <p>The Grand Trunk Pacific bridge over the Saskatchewan River here is 1,501 feet long, 8 spans, 71 feet above the river.</p> | 7,100 | 1,500. |
| | | 5,834.84 | ..... | Duro | | |
| | | 5,842.84 | ..... | Clavet | | |
| | | 5,849.84 | ..... | Bradwell | | |
| | | 5,857.84 | ..... | Allan | | |
| | | 5,864.84 | ..... | Zelma | | |
| | | | | <p>The necessary gradients not being obtainable by building through the City of Saskatoon, the Grand Trunk Pacific line runs through on the high level south of the city. A diversion in many places along the line might place the Company in a better position, possibly, to get purely local business, as in the case of Saskatoon, or a detour might be made of a few miles to reach an especially fertile section of the country, but the construction of the line has been with the object of making it a perfect transcontinental line, but in so doing fortunately the entire section traversed across the Western Prairies is that noted for its great fertility, in fact there</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | | <p>is no other through line which boasts of as much productive territory to be served, and has as little of the unproductive territory, as the Grand Trunk Pacific.</p> <p>The section east of Saskatoon shows some poplar trees for the first few miles, but from the first station east of Saskatoon to Watrous, a distance of 50 miles, there are practically no trees or scrub whatever, and the entire section is an ideal cereal growing one.</p> | | |
| 5,878.84 | | Young To the left from Young Station lies | | |
| 5,886.84 | | Xena Little Manitou Lake, a body of water 14 miles long by half to three-quarters of a mile wide, and opposite Watrous this lake is about two and a half miles distant. The water in this lake is of great density, sufficient to float the bather without effort, and there is only one other body of water so far found on the American continent which will do this. The water has very similar constituents, but in much denser form, as the "Apenta" water which is so extensively used and the Indians from time immemorial have made Little Manitou Lake their Mecca in time of trouble. The water is reputed to be efficacious both externally and internally in relieving rheumatism and kindred ills, also diseases of the skin. This place is becoming popular for the people of the west and bears a high repute amongst its frequenters. | | |
| 5,892.84 | | Watrous is the third terminal west of Winnipeg, being a little over a year old and where the town lots have been readily taken up. The town is building substantially and boasts of one store at least which, with its interior fittings, is superior to any west of Winnipeg. | | |



Little Saskatchewan Valley near Rivers, Manitoba.



Rivers, Manitoba—First Grand Trunk Pacific Divisional Point West of Winnipeg.

| Population | Altitude above Sea Level |
|------------|--------------------------|
|------------|--------------------------|

s
d
s

e
n
o
e
d
g

es
er
e-
te
lf
of
er
er
an
as
er
so
ne
ke
is
nd
in-
nis
of
yst

in-
nd
:en
nd
its
of

Mileage

.....
5,895.84 ...
5,902.84 ...

5,910.84 ...
.....

5,919.84

5,924.84
5,933.84
5,938.84

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | | <p>It is interesting to learn that many of these small general stores in the new towns transact a very large business, settlers for many miles around depending on such stores for their supplies. The turn-over in these general stores will run from \$10,000 to \$30,000 a month in many places, and it is usual for the merchant who conducts his business properly to be able to retire in a few years with an independent fortune.</p> | | |
| | | Boulder Lake Near Undora Station, | | |
| 5,895.84 | | Venn Boulder Lake is crossed, | | |
| 5,902.84 | | Undora again showing that in order to preserve the ideal gradients and elimination of curvature on the Grand Trunk Pacific, a detour around the lake could not consistently be made. | | |
| 5,910.84 | | Nokomis At Nokomis the Winni- | ..... | 1,700. |
| | | Last Mountain Lake peg-Saskatoon line of the Canadian Pacific | | |
| 5,919.84 | | Tate crosses the line of the Grand Trunk Pacific on the west side of the town. This town is the market and supply post for the fertile districts surrounding the north end of Last Mountain Lake, a body of water which extends its narrow confines for a distance of fifty miles, its southern port being immediately north of Regina. The trade on this lake is served by steamers. | | |
| 5,924.84 | | Semans The country continues an open | | |
| 5,933.84 | | Raymore prairie to east of Semans Station | | |
| 5,938.84 | | Quinton and evidences of the approach to the Touchwood Hills in the increasing rolling nature of the country, with considerable wood, are apparent from Raymore Station east. This section like the entire distance west of Saskatoon, is exceedingly rich, but from Punnichy through the Touchwood Hills, which are passed at Ituna Station, settlers devote themselves largely to | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------------|-----------------------------|---|-----------------|--------------------------------|
| | | stock raising, very large numbers of cattle being produced in this section. | | |
| 5,944.84 | | Punnichy Punnichy is an Indian word | | |
| 5,950.84 | | Touchwood and means "Little chicken | | |
| 5,958.84 | | Mostyn out of its nest," a name given | | |
| 5,964.84 | | Leross to the first white settler, and | | |
| 5,969.84 | | Kelliher as "little chickens" prospered | | |
| 5,974.84 | | Jasmin and is now the chief | | |
| 5,982.84 | | Ituna citizen of that section, his | | |
| | | Indian name is given to the | | |
| | | station. Punnichy is undoubtedly the | | |
| | | prettiest townsite between Edmonton and | | |
| | | Winnipeg. The Touchwood Hills country is | | |
| | | particularly beautiful, the wooded hills and | | |
| | | its myriads of lakes being thronged with | | |
| | | water fowl, including swans and geese, | | |
| | | making it a section equally charming to the | | |
| | | lover of nature or the hunter. From near | | |
| | | Touchwood Station to the north, the historic | | |
| | | church of the Jesuit missionaries is in | | |
| | | view, together with Fort Mackenzie, a | | |
| | | Hudson's Bay post. Several Indian reser- | | |
| | | vations are in the immediate vicinity and | | |
| | | many of the dwellings to be seen are | | |
| | | supported by industrious aborigines or half- | | |
| | | breeds. The Touchwood Hills abound in | | |
| | | deer, moose and other game. | | |
| 5,988.84 | | Hubbard From Hubbard to Melville, as | | |
| 5,997.84 | | Goodeve the country flattens, much | | |
| 6,004.84 | | Fenwood cultivation has taken place in | | |
| 6,016.84 | | Birmingham the past year, and this section | | |
| 6,016.84 | Sept. 3rd P.M. ar6.30 | Melville tion as fast as the steam | ..... | 1400. |
| | | plows can break the wild lands. | | |
| | | Melville, Sask., to Winnipeg, Man. | | |
| | | Saturday, September 4th | | |
| 6,016.84 | A.M. ar8.30 | Melville the second terminal west of Winni- | ..... | 1400. |
| | | peg, shows the most rapid and substantial | | |
| | | growth of any of the townsites on the | | |

6,024.84

6,030.84

6,038.84

6,044.84

6,051.84

6,057.84

| | Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-------|-----------------|--------------------------------|----------|-------|--|-----------------|--------------------------------|
| attle | | | | | prairie section; pre-set population is about 1,500, about 1,800 town lots having been disposed of and building operations still continue to be very brisk. The trade of Melville is increasing and with the construction of the branch line to Yorkton and to the southwest to Balcarres on the Regina-Hudson Bay line, a further stimulus will be given to the trade and growth of the town. Of the 400 business houses and homes in Melville, 375 of them have been erected within the past year. | | |
| word | | | | | Central time, one hour faster than Mountain time, is used east of Melville. | | |
| cken | | | 6,024.84 | ..... | Cana | | |
| iven | | | 6,030.84 | ..... | Waldron | | |
| and | | | 6,038.84 | ..... | Bangor | | |
| pros- | | | 6,044.84 | ..... | Atwater | | |
| chief | | | 6,051.84 | ..... | Zeneta | | |
| his | | | 6,057.84 | ..... | Yarbo | | |
| the | | | | | An excellent farming country is traversed from Melville east over this entire division, but for the most part the land has been recently taken up and in consequence many sod houses and buildings are found as a temporary means of shelter until the land is broken and more time and money is available for the building of more pretentious edifices. The sod house is made, with the exception of the frame sills and doors, on the site of the house. The sods are cut in a convenient form, say 2 ft. by 3 ft. and laid one on top of the other for the walls, with openings for the doors and windows, the clay being used to serve as a plaster of cement to chink any possible cracks in the walls, the roof being composed of poplar poles for rafters, with sods as shingles; even the chimneys are built of the clay or sods. This makes a dry, comfortable home for the first two or three seasons and owing to the thickness of the walls, are cool in summer and warm in winter. | | |
| and | | | | | | | |
| ry is | | | | | | | |
| and | | | | | | | |
| with | | | | | | | |
| ese, | | | | | | | |
| the | | | | | | | |
| near | | | | | | | |
| his- | | | | | | | |
| is in | | | | | | | |
| e, a | | | | | | | |
| eser- | | | | | | | |
| and | | | | | | | |
| are | | | | | | | |
| half- | | | | | | | |
| d in | | | | | | | |
| | | | | | | | |
| e, as | | | | | | | |
| nuch | | | | | | | |
| ce in | | | | | | | |
| ction | | | | | | | |
| duc- | | | | | | | |
| eam | | 1400. | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| inni- | | 1400. | | | | | |
| ntial | | | | | | | |
| the | | | | | | | |

| Mileage | Time | DESCRIPTIVE DATA | | Popula- tion | Altitude above Sea Level |
|----------|-------|------------------|---|-----------------|--------------------------------|
| | | | within the past year, so that sufficient promise of substantial population later on is evident. | | |
| 6,062.84 | | Cutarm | Cutarm trestle bridge is 1,095 | | |
| 6,064.84 | | Gerald | feet long and 132 feet high, | | |
| 6,071.84 | | Spy Hill | being the highest trestle | | |
| 6,078.84 | | Welby | bridge on the prairie section. | | |
| 6,087.84 | | Victor | Cutarm Creek enters the | | |
| | | | Qu'Appelle immediately to | | |
| | | | the south and the line through Gerald, | | |
| | | | Spy Hill. Welby and Victor skirts the | | |
| | | | Qu'Appelle River to its junction with the | | |
| | | | Assiniboine at Lazare Station. | | |
| | | | Trestle " 555 N " crossing creek is 810 feet | | |
| | | | long and 106 feet high. | | |
| | | | The boundary between Saskatchewan and | | |
| | | | Manitoba is immediately east of Welby | | |
| | | | Station. | | |
| | | | The section between Cutarm and Lazare | | |
| | | | was the scene of many sharp skirmishes | | |
| | | | between the Canadian troops and the forces | | |
| | | | of Louis Reil in the North West Rebellion | | |
| | | | of 1884-85, where protracted stubborn fight- | | |
| | | | ing took place. | | |
| 6,091.84 | | Lazare | At Lazare the ancient stone church | | |
| 6,102.84 | | Treat | of the Jesuit missionaries was used | | |
| 6,109.84 | | Uno | as a temporary hospital for the | | |
| 6,118.84 | | Rea | Canadian forces. | | |
| 6,124.84 | | Quadra | The valley of the Qu'Appelle | | |
| 6,130.84 | | Pope | and following it, the Assiniboine, | | |
| 6,137.84 | | Oakner | are very beautiful. There is a | | |
| 6,143.84 | | Norman | legend for which the Qu'Appelle is | | |
| 6,147.84 | | Myra | named, of an Indian maiden wander- | | |
| | | | ing through the wooded valley | | |
| | | | who mistook the echo of her own voice for | | |
| | | | the answering call of her lost lover. | | |
| | | | The Bird Tail trestle crosses three creeks, | | |
| | | | being 2,400 feet long and 55 feet high. | | |
| | | | From Lazare to Uno Station the train | | |
| | | | moves gracefully up the long easy gradient | | |

Popula-
tion

Altitude
above
Sea Level

cient
on is

1,095
high.
estle
tion.
the
7 to
rald.
the
the

0 feet

and
elby

azare
ishes
orces
illion
fight-

nurch
used
r the

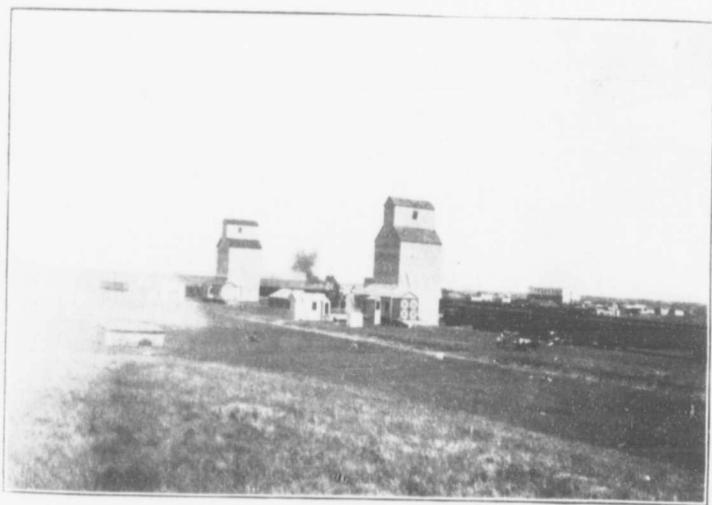
opelle
oine,
is a
elle is
wan-
valley
ce for

reeks.

train
adient



First regular passenger train—Grand Trunk Pacific Railway—Portage La Prairie, Manitoba.



Elevators at Scott, Saskatchewan—Grand Trunk Pacific Railway.

Mileage

6,153.84 . . .

6,158.84

6,166.84

6,173.84

6,182.84

6,188.84

6,195.84

6,203.84

6,210.84

6,218.84

6,224.84

6,232.84

6,235.84

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | | <p>along and above the Assiniboine River, whose course runs like a silver ribbon, tortuous in the extreme, between wooded banks and in a most picturesque valley until the train pursues its way to the east through the plains above, and the last regretful glance has been given to this delightful panorama.</p> <p>Minnewashta trestle bridge crossing creek of the same name 1,575 feet long, 115 feet high.</p> <p>Some extensive farms with fine large homes and buildings are found between Rea and Rivers, the older settled portions of Manitoba now being traversed.</p> | | |
| 6,153.84 | | <p>Rivers is the first terminal west of Winnipeg, picturesquely situated on the plain above the Little Saskatchewan River, which is crossed by a trestle bridge 2,400 feet long and 87 feet high. Rivers boasts of a population of about 1,000 people, and most of the growth, as in other points, has taken place during the past few months and this place is seemingly destined to be the business centre of an exceedingly wealthy farming community.</p> | ..... | 1,700. |
| 6,158.84 | | Levine | | |
| 6,166.84 | | Knox | | |
| 6,173.84 | | Justice | | |
| 6,182.84 | | Ingelow | | |
| 6,188.84 | | Harte | | |
| 6,195.84 | | Gregg | | |
| 6,203.84 | | Firdale | | |
| 6,210.84 | | Exira | | |
| 6,218.84 | | Deer | | |
| 6,224.84 | | Caye | | |
| 6,232.84 | | Barr | | |
| 6,235.84 | | Arona | | |
| | | <p>From Rivers to Portage la Prairie the country is well settled and highly productive, excepting for a short distance through the sand hills, from Firdale to Gregg, and some scrubby land east of Firdale. The Carberry plains lying between Gregg and Firdale, and the Portage plains immediately west of Portage la Prairie are especially noted for their fertility.</p> <p>The Brandon Hills beyond the valley of the Assiniboine are seen to the south after leaving Rivers.</p> <p>Pine Creek trestle bridge is 2,220 feet long and 81 feet high.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|----------|-------|---|-----------------|--------------------------------|----------|
| | | <p>Mule Creek trestle bridge is 720 feet long and 69 feet high.</p> <p>The Canadian Pacific branch line crosses the Grand Trunk Pacific one mile east of Knox Station, the Canadian Northern branch line three miles east of Harte; the Canadian Pacific five and a half miles east of Exira, and the Canadian Pacific and Canadian Northern main lines one mile west of Portage la Prairie, the only place where the three Canadian transcontinental lines come in contact with their main lines between the Atlantic and the Pacific.</p> | | | 6,295.84 |
| 6,241.84 | | <p>Portage la Prairie Portage la Prairie, a city of 8,000 population, the oldest town in Manitoba, is considered very attractive and has many fine homes, as well as varied and important business and milling interests.</p> <p>Gervais</p> <p>Fortier</p> <p>Elie</p> <p>Dugas</p> <p>Cabot</p> <p>Beaudry</p> <p>West Winnipeg</p> <p>Pacific Jct.</p> <p>Oak Point Jct.</p> <p>G.T.P. Jct.</p> <p>From Portage la Prairie to Winnipeg, owing to insufficient drainage in some parts and the land being held by speculators to a large extent, does not show much agricultural development.</p> <p>The Assiniboine River is crossed by a substantial steel bridge eleven miles east of Portage la Prairie. The Grand Trunk Pacific crosses the Canadian Pacific Souris Branch one half mile east of West Winnipeg Station and its Deloraine Branch at Oak Point Junction; entering Winnipeg yards at G. T. P. Junction 1 7-10 miles from Winnipeg Station, most of the line in the city being located along the Red River and crossing the Assiniboine immediately before entering the Station.</p> | ..... | 854 | |
| | | | | | |
| | | | | 800 | |

| | Popula- tion | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|--|-----------------|--------------------------------|----------|------------------------------|---|-----------------|--------------------------------|
| long | | | 6,295.84 | Sept. 4th P.M. at 6.30 | Winnipeg Winnipeg is a city of about 125,000 people, having shown during the last decade the greatest growth in population and in substantial progress of probably any city in Canada. Up to recent years it was merely the site of Fort Garry, a Hudson's Bay Post at the confluence of the Assiniboine and the Red Rivers, which streams were the high-ways largely used in the transportation of supplies to the posts and the return of the rich cargoes of furs. To-day the Commissioner for the Hudson's Bay Company in America, with the General Offices of the Company, are located in Winnipeg. | 125,000 | 757. |
| sses st of hern the st of ana- st of the come the | | | | | The building operations of Winnipeg are about as extensive as the condition of the labor market and supply of materials will permit. Many fine buildings having been completed and are in course of erection during the present year. | | |
| tage, pula- town con- ctive fine l as rtant illing | | 854 | | | The Red River between Fort Garry and its mouth at Selkirk, was the scene of Lord Selkirk's dramatic efforts to colonize from Scotland in the early years of the last century, his colonists for several seasons in succession being landed at Fort Churchill on Hudson Bay and travelling by canoe and portage with their effects to Lake Winnipeg and the Red River. As a result of the bitter enmity of the fur trading companies who maintained "closed ports" in those days and were the only ruling factor in Western Canada at that time, Selkirk's attempt was almost a total failure, much hardship, priva-tion, exile and even bloodshed being the lot of the settlers at the hands of the fur trading companies and the Indians. The remnant of the Selkirk settlers were the forefathers of many of the Scottish Canadian people of the West to-day. | | |
| e la cient eing does nt. by a st of runk ouris nipeg Oak ds at Win- city and before | | 800 | | | Winnipeg, being the gateway, is referred to generally as the "Chicago" of Western Canada and the true western optimism and | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | A.M. | energy that pervades the community will place the city in that position if the development and natural resources avail. | | |
| | | On Grand Trunk Pacific (Eastern Division) Winnipeg to Fort William Wednesday, Sept. 8th, Thursday, Sept. 9th, Friday, Sept. 10th | | |
| 6,295.84 | 9.00 | Winnipeg | 125,000 | 757. |
| 6,296.84 | ..... | St. Boniface | | |
| 6,300.84 | ..... | Transcona | | |
| 6,309.84 | ..... | Dugald | | |
| 6,317.84 | ..... | Freeport | | |
| 6,325.84 | ..... | Vivian | | |
| 6,335.84 | ..... | Hazel | | |
| 6,343.84 | ..... | Lewis | | |
| | | When regular trains are in operation on the Grand Trunk Pacific east from Winnipeg, they will depart from the new Union Station and using the elevated tracks will curve to the east, crossing the Red River about half a mile from the Union Station, on the new double track steel bridge in course of erection and the line will then be a continuous tangent for 65 miles, gradually ascending from the altitude of Winnipeg, 757 feet, to the crossing of the Canadian Pacific near Elma Station, where the altitude is 1,075 feet, and to the site of Elma Station is a gradually sloping plain closely resembling the section immediately west of Winnipeg, for it is partly wooded and the surface drainage is rather poor, so that the same extensive cultivation does not prevail as on the prairie. Much of this area is very rich soil and the Manitoba Government which secured a great portion of it from the Dominion Government under the Swamp Lands Act, will probably devise means of making this available for all that is necessary in first class agricultural pursuits. | | |
| 6,350.84 | | Elma After passing Elma the line enters a more rugged and picturesque country, being the western end of the Laurentian Range, which extends continuously through to Labrador. | | |

| | Popula- tion | Altitude above Sea Level |
|------|-----------------|--------------------------------|
| vill | | |
| op- | | |
| ion) | | |
| in | 125,000 | 757. |
| nd | | |
| om | | |
| art | | |
| ion | | |
| ele- | | |
| to | | |
| red | | |
| ion | | |
| lge | | |
| be | | |
| lly | | |
| 757 | | |
| ific | | |
| is | | |
| is a | | |
| ing | | |
| eg, | | |
| ace | | |
| me | | |
| on | | |
| ich | | |
| ich | | |
| Do- | | |
| nds | | |
| ing | | |
| irst | | |
| s a | | |
| ing | | |
| ge, | | |
| to | | |



A bit of the City of Winnipeg, Manitoba, from the General Offices of the Grand Trunk Pacific Railway.

6,409.84
6,410.84
6,418.84
6,424.84
6,429.84
6,434.84
6,441.84
6,448.84
6,457.84
6,472.84

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | | <p>The entire section is drained by the Winnipeg River and its tributaries. Myriads of picturesque lakes dotted with islands, and their margins bordered with a growth of coniferous trees, practically the first seen east of Edmonton, gives this entire country its attraction for the nature lover, fisherman and hunter, besides which the Winnipeg River with its beautiful islands, together with many of the other lakes on the route, will furnish suitable sites for the summer homes of the residents of Winnipeg and others of the growing cities of the prairie.</p> <p>In many places the difficulties under which the builders of the railway labored in obtaining a line through this section, within the maximum gradients permitted, are apparent, but considering the nature of the work there are a small number of trestles and bridges.</p> <p>Near Station 870 is situated the largest of these trestles, being 1,095 feet long and 85 feet high.</p> <p>At Station 878 the altitude is the greatest west of the Winnipeg River, which latter is crossed at Willet. This altitude is 1,140 feet.</p> <p>In many places where the filling of ravines has blocked the channels of creeks, new channels have had to be bored through the rocks and hills to give outlet. Several of these tunnels run parallel with the line.</p> <p>The bridge crossing the Winnipeg River is 400 feet long.</p> | | |
| 6,409.84 | | Willet | | |
| 6,410.84 | | Winnipeg River | | |
| 6,418.84 | | Ena | | |
| 6,424.84 | | Reddit | | |
| 6,429.84 | | Hall Lake | | |
| 6,434.84 | | Cache Lake | | |
| 6,441.84 | | East Lake | | |
| 6,448.84 | | Flavel Lake | | |
| 6,457.84 | | Canon Lake | | |
| 6,472.84 | | Wabigoon | | |

The Winnipeg River is a splendid stream of clear water flowing through beautiful woodland scenery. The English River, draining a large area to the north-east, joins 30 miles from the Grand Trunk Pacific crossing, and the Winnipeg River empties into Lake Winnipeg.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | | <p>This entire section will furnish vacation enjoyment to thousands of the hot and tired workers of the cities, in fact through this whole region the railway line scarcely runs a mile without skirting the border of some pretty lake or other water way.</p> <p>A daily steamboat plies during the season of navigation between the Grand Trunk Pacific crossing at Winnipeg River and Kenora, a prosperous manufacturing and milling town on the Canadian Pacific main line, 15 miles to the south. This water trip is one of remarkable beauty, in fact the island region of the Winnipeg River and Lake of the Woods, which it drains, is as extensive and believed to be more beautiful than the far famed Thousand Island district of the St. Lawrence River.</p> <p>Canon Lake is about 14 miles long, narrow and its steep rocky shores give it the appearance which the name indicates. The line skirts the lake for the greater part of its distance and the scenic attractions are exceptionally good. The water is clear and runs to great depth. Game fish abound and especially the maskinonge, which have been taken during the present season up to fifty pounds.</p> | | |
| 6,496.84 | | Walsh Lake | | |
| 6,515.84 | | Clear Water | | |
| 6,527.84 | | Mud Lake | | |
| 6,545.84 | | Lac Seul | | |
| | | <p>This day's trip is not quite as picturesque as the first day from Winnipeg, the route lying between the hills of the Laurentian Range but with sufficient difference from the previous day to make it thoroughly attractive and interesting.</p> <p>Paralleling the line about 10 or more miles to the north is a large and valuable body of water, an extension of the English River, named Lac Seul. The lake proper is nearly 50 miles long and of varying widths. Apart from its scenic beauty it is especially valuable for its whitefish and trout. The</p> | | |

6,545.84

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|----------|-------|---|------------|--------------------------|
| | | | | <p>shores in the vicinity abound in minerals, especially iron and mica, while the forest wealth, with a large amount of arable land for cultivation, makes this section a promising traffic asset for the railway.</p> <p>As a natural consequence of the falling of the altitude to the north, the water flows seemingly unnaturally in that direction. Many of the streams crossed by the line furnish a means for canoe navigation of the trapper and explorer to Hudson Bay and the far north.</p> <p>In early days when the headquarters of the fur trade was on Lake Superior, a horde of silent trappers penetrated this whole region to the north, and the factors or superintendents of the fur trading companies used these water-ways in their annual trips of inspection of all the posts as far as the Arctic Ocean and Northern British Columbia.</p> <p>The larger lakes throughout this region furnish already a large supply of the food fishes for the eastern market. Minnitaki Lake, south-west of Lake Superior Junction is already exploited by a fish company and regular shipments are now made by the Grand Trunk Pacific train on the Lake Superior Branch to Port Arthur and Fort William, and thence by the Fish Company's boats to market.</p> | | |
| | | 6,545.84 | ..... | <p>Pelican Terminal yards are located at the crossing of the Pelican River. Pelican Falls, near where the line crosses, are very picturesque and will furnish power for industrial purposes.</p> <p>The section of line between Pelican Falls and Lake Superior Junction was constructed by the Grand Trunk Pacific as part of the Lake Superior Branch, but a diversion was made of the National Transcontinental line so that the main line now runs through Lake Superior Junction.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| 6,554.84 | | Lake Superior Jct. The terminal point will be at Pelican and not at the actual Junction now known as Lake Superior Junction. After leaving Pelican Falls, Pelican Lake is crossed, and crossing the Sturgeon River, Lake Superior Junction is situated on the south bank. | | |
| 6,554.84 | | Lake Superior Jct. | | |
| 6,558.84 | | Alcona | | |
| 6,570.84 | | Zarn | | |
| 6,573.84 | | Yonde | | |
| 6,577.84 | | Hunt | | |
| 6,583.84 | | Wako | | |
| 6,590.84 | | Sturgeon Lake | | |
| 6,592.84 | | Valora | | |
| | | The route from Lake Superior Junction to a short distance north of Fort William passes through the Laurentian Range, whose ridges lie east and west and the railway line runs north and south, so that many hills have to be cut through and ravines filled, which with the numerous lakes on the northern end of the line, has resulted in many trestles being built, which will eventually be filled. There are 73 trestle bridges of this nature, ranging in length from 15 feet to 1,545 feet, and up to 64 feet in height, on the line from Lake Superior Junction to Fort William, with only one steel bridge. | | |
| 6,598.84 | | Unaka | | |
| 6,604.84 | | Tannin | | |
| 6,609.84 | | Snowden | | |
| 6,616.84 | | Reba | | |
| 6,621.84 | | Quorn | | |
| | | From Lake Superior Junction as far south as Oscar, the country is very rugged, full of lakes and streams and well wooded, but south of Oscar for the most part it is not as picturesque, much of the country having been burnt over and the hills bare, besides which there are not many lakes or streams. | | |
| 6,628.84 | | Petry | | |
| 6,635.84 | | Oscar | | |
| | | From Crest Station to Fort William there are a few settlers, but this is the only sign of agricultural effort on the Lake Superior Branch, the country not being suitable, excepting in small areas, for agricultural pursuits. | | |

Population

Altitude
above
Sea Level



Steel Bridge, over Winnipeg River, Lake Superior Branch, National Transcontinental Railway, 112 miles east of Winnipeg, Man.



Winnipeg River, 112 miles east of Winnipeg, Man., National Transcontinental Railway.

Mileage

6,643.84

6,654.84 .

6,660.84 .

6,667.84 .

6,674.84 .

6,680.84 .

6,685.84 .

6,691.84 .

6,697.84 ..

6,703.84 ..

6,704.84 ..

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| 6,643.84 | | Knowlton Several small saw mills are in operation along this branch, manufacturing lumber and ties. | | |
| 6,654.84 | | Mack The Laurentian country, which the | | |
| 6,660.84 | | Larson line traverses, is very heavily mineralized; iron, mica, copper and | | |
| 6,667.84 | | Kelly traces of other minerals having been found. Gold mining is extensively conducted in the Sturgeon Lake District. Sturgeon Lake District. | | |
| 6,674.84 | | James Sturgeon Lake is served by a branch | | |
| 6,680.84 | | Linko line of railway built and operated | ..... | 1,534. |
| 6,685.84 | | Dexter with a line of steamboats by the | ..... | 1,582. |
| 6,691.84 | | Hrone contractors for the construction of the National Transcontinental Railway east and west of Lake Superior Junction, the Grand Trunk Pacific being thus connected with the traffic of the gold mining areas now under development—some very rich strikes having been reported, a considerable "rush" has set in to these mines. | | |
| 6,697.84 | | Griff Sturgeon Lake is drained | | |
| 6,703.84 | | Buda Tunnel by the Sturgeon River. | | |
| 6,704.84 | | Flett The River is a swift | ..... | 1,472. |
| | | Ellis stream as a rule, broken by many rapids and cataracts. The lake itself is a most irregular body of water about 47 miles from end to end and varying in width from a half mile to five miles. The shores are heavily covered with a growth of coniferous trees to the waters edge. There are upwards of 150 islands in the lake and the water is clear as crystal. This lake is wonderful in its scenic beauty and is destined to be a magnificent pleasure and tourist resort. Many fine sandy beaches exist on the lake and the game fishing is everything that could be desired. The lake is noted for the immense sturgeon | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|------------------|--------------------------------|
| | P.M. | caught here for the market, as well as the heaviest of salmon trout running up to fifty pounds in weight. | | |
| 6,716.84 | ..... | Dona Although this section was just opened | | |
| 6,722.84 | ..... | Crest up this season, one large hotel is in | | |
| 6,729.84 | ..... | Baird operation and two more are building, besides which five boats carrying passengers and freight are doing a thriving business and plans are laid for an augmentation of the fleet as quickly as the boats can be procured. | | |
| | | This is the route used by the contractors on the National Transcontinental Railway east of Lake Superior Junction, for getting their construction supplies in at present. | | |
| 6,742.84 | ..... | Westfort Westfort, which is a part of Fort William Fort William, is the site of Port Arthur the Grand Trunk Pacific present terminals. The large area across the Kaministiquia River, known as the Mission, is the site upon which the Grand Trunk Pacific lake terminals are under construction. The first grain elevator is being constructed which will house on completion of the first portion, 3,800,000 bushels of grain, but its unit is to be 10,000,000, the largest elevator in the world, and the power is being installed accordingly. | 17,000 13,500 | 607. |
| | | The Mission terminal is excellently served with the two rivers which are being dredged to permit the largest lake steamships to pass in one way and out to the lake by the other, so that no turning will be necessary and the grain elevators and freight houses will be conveniently reached. | | |
| | | Fort William and Port Arthur, while separate municipalities, adjoin one another, and their recent development has been both interesting and gratifying. Strong rivalry exists between the two cities for the possession of the manufacturing industries and distributing warehouses, wharves and dry dock. | | |

6,742.84 v11

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------------|--------------------------|----------|-------|---|------------|--------------------------|
| | | | A.M. | <p>The total grain elevator capacity of the two points at present is 20,000,000 bushels, besides which there are iron smelters and extensive coal docks distributing to the fast growing lake traffic, as it is through these two points that about 90 per cent. of the grain shipments are made.</p> <p>Fort William has recently opened a new water system, the water being brought from Loch Lomond, eight miles from the city, and through a tunnel 4,500 feet long, and 4' 4" by 6' 6" in size. This lake is 8 miles long by one and a half miles wide. The supply is received by gravity pressure—128 feet.</p> <p>Thunder Bay, which is the protected harbor for Fort William and Port Arthur, is fitted for and destined to become one of the greatest and safest harbors on the lakes. Mount Mackay rising up for nearly 300 feet to the west of Fort William, aids in giving these two cities of Lake Superior a most picturesque situation.</p> <p style="text-align: center;">Fort William to Sarnia Via Lake Superior and Lake Huron Sunday, September 12th, 1909</p> | | |
| 17,000 13,500 | 607. | 6,742.84 | 11.30 | <p>Fort William On Sunday, September 12th, we embark on the magnificent steamship "Hamonie" of the Northern Navigation Company of Ontario, Ltd. (Grand Trunk route) for the trip to Sarnia across Lake Superior and Lake Huron via Sault Ste. Marie. The steamship "Hamonie" is a new vessel built expressly for the Upper Lake service and is the largest, finest and fastest passenger and freight steamer ever built for this trade. She possesses many features found on the latest Trans-Atlantic liners and others, entirely novel and seen here for the first time. A description of this vessel will be interesting and as the steamship claims more than passing notice we give a brief description.</p> | 17,000 | 607. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>Her general dimensions are: Length, 365 feet; beam, 50 feet; depth (moulded), 27 feet; gross tonnage, 5,000 tons; cargo 3,500 tons; water ballast, 1,500 tons; engines quadruple, 7,000 H.P.; boilers, 6 Scotch, 250 lbs. pressure; fuel bunker capacity, 500 tons; speed, 21½ miles; passenger accommodations, 400 1st class, and 75 2nd class, besides a crew of 110.</p> <p>The hull is moulded with remarkably fine lines forward and a clean run aft, having in view a speed commensurate with the power of her engines, easily sufficient to enable her to keep pace with her sister ship Huronic in her weekly trip from Sarnia to Port Arthur, Fort William, Duluth and return. It is built on the channel system, with extra heavy frames and steel plates; tested at the mills, strong enough to pass the most rigid requirements in chemical, ductile and tensile qualities. The bottom is double, and fitted with 14 compartments that will hold 1,500 tons of water ballast. The hull itself is divided by water-tight bulkheads into nine compartments. To prevent rolling, she is fitted with bilge keels. Steel bulkheads running up to the spar deck completely separate the freight spaces from the part of the ship occupied by the passengers and crew.</p> <p>As electricity enters largely into the decoration of the ship she is brilliantly illuminated. Current will be furnished by generators installed in duplicate. There is a complete artificial ice and refrigerating plant, and a wireless telegraph installation provided for. The fire apparatus and life-saving equipment are ample, and up to the very strictest regulations and requirements of the Canadian and U. S. governments.</p> <p>There are five decks, namely: the main, spar, promenade, shade and bridge decks, the</p> | | |

Popula
tion

Altitude
above
Sea Level

length,
) 27
5,500
engines
250
ons;
oda-
sides

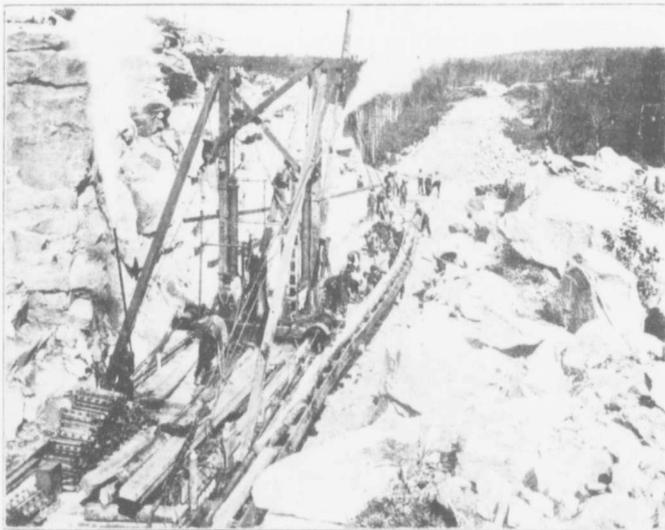
fine
g in
ower
her
ic in
hur,
It is
extra
the
rigid
nsile
itted
1,500
lf is
nine
re is
eads
etely
rt of
rew.

the
untly
d by
is a
lant,
ided
ving
very
f the

nain,
, the



First tunnel on National Transcontinental Railway, 115 miles east of Winnipeg, Man.
Lake Superior Branch.



Track laying machine, Lake Superior Branch, National Transcontinental Railway,
117 miles east of Winnipeg, Man.

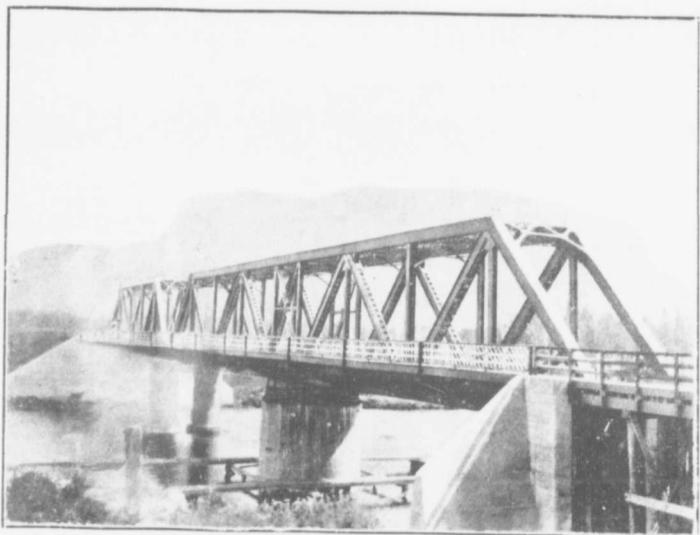
Mileage

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>first three being of steel construction. On the promenade deck there is ample open space forward and a wide promenade entirely around the ship. Seven trips around the deck constitute a mile. On the shade deck additional promenading and lounging space is provided, and that part forward of the bridge and over the drawing-room will give opportunity for observation to passengers while running the rivers or passing other interesting portions of the route.</p> <p>The coloring throughout the ship is in one inclusive scheme of maghogany, soft green, old gold, ivory, grey and pure white. As passengers enter by the first-class gangway, they will pass through a large vestibule with panels of plain steel done in ivory and rubbed smooth. From the vestibule a spacious hall and rotunda is entered. From the centre the grand stairway leads with easy ascent to the cabin above, all beautifully finished, tastefully decorated, airy and well lighted. This stairway, hall and rotunda are of French-Gothic design, carried out in dark finished quarter-sawn oak, and adorned with panels bearing fleur-de-lis ornaments in old gold. Carved oak pilasters with old gold capitals support a cornice and ceiling of panelled oak, relieved with old gold ornaments. A marble base eight inches high extends around both hall and rotunda, and the floor is laid with interlocking rubber tiles of a form and color corresponding with the rest.</p> <p>The baggage rooms are at either side of the great stairway, so that passengers may have easy access to their belongings at any time. At the top the stairway opens upon a handsome lobby extending all the way across the ship, and having a length of some 35 ft. The walls and ceiling here are in the Flemish manner, toned in a grey-green and relieved in the panels, pilasters and cornice, with</p> | | |

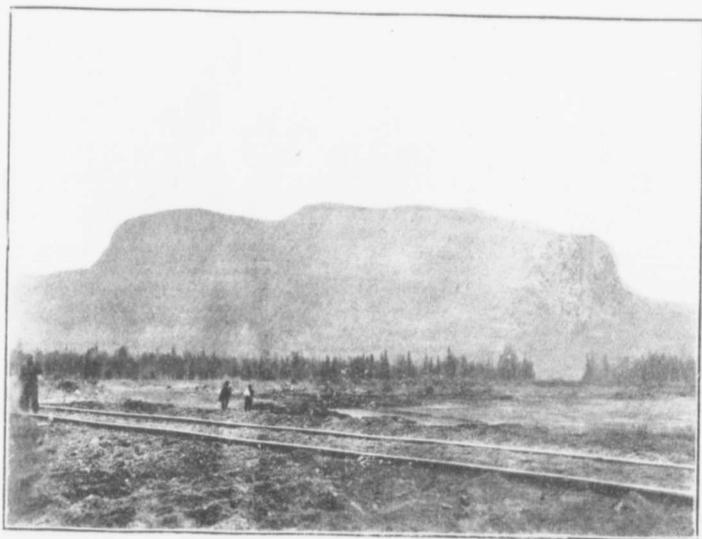
| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|--|-----------------|--------------------------------|---------|
| | | <p>broad effects and delicate trceries in dull gold. At the forward end are the offices of the purser and steward, and aft are two screened spaces containing desks, with writing materials, for general use. Settees with cushioned upholstery in dull green leather stand along the walls, and comfortable arm chairs are disposed about the floor. The lighting of the lobby will be from 25 incandescents in the ceiling, and four-light newel candelabra carved and touched with old gold. The corridors are finished in Colonial style, with panels in old ivory tones, and mouldings and cornices enriched with ornaments heightened with gold.</p> <p>This deck will be almost entirely given over to berth accommodation. Three rows of staterooms on either side open off the corridors, so arranged that each stateroom is a roomy apartment, independently lighted and ventilated from the outside and the corridors as well are amply supplied with light and fresh air. The outside tier of staterooms is provided with double lower and single upper berths, and have extra large plate glass ports opening through the sides of the ship. The inner tiers of rooms have single lower and upper berths, but these as well as all others are unusually wide and long. All staterooms are electric-lighted, fitted with electric bells, and supplied with running hot and cold water, the best quality of spring and hair mattresses, linens, rugs and napery. The decoration is in ivory white, corresponding with that of the corridors. The floor coverings are of the finest quality.</p> <p>The lounge at the forward end of the corridor has particularly attractive features, such as a carved fireplace, with cozy seats built in on either side, and a large circular table in the centre of the room surrounded by soft upholstered chairs, covered in rose</p> | | | |

| Popu- lation | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|-----------------|--------------------------------|---------|------|---|-----------------|--------------------------------|
| | | | | <p>velour. This room is finished in the Colonial style, carried on from the corridors. The wall and ceiling panels are in ivory finish. It is lighted from the ceiling by golden incandescents. A soft deep rose color carpet of a special design covers the floor. From the corridor opening off the after end of the lobby more staterooms are reached, and it terminates on either side with baths, barber shop and lavatories, all finished in quarter-sawn white oak with tiled floors, and fitted with porcelain fixtures.</p> <p>From the lobby a broad stairway leads to the grand saloon on the promenade deck above. As it is expected this deck will form the principal rendezvous for passengers, the designer has been given opportunity for a free display of the decorator's art. Ascending the stairway, one is confronted by a large mirror and console, carving, paintings and panelling. This room, occupying the entire width of the cabin, is of imposing proportions. The style of decoration is Elizabethan. The native woodwork is of solid Mexican mahogany, spaced out in very attractive panels. At the forward end of the room, on both port and starboard sides, are staircases leading up to the observation room. At the after end of the room are glass-panelled doors leading to the main dining-room. Directly next to these doors is the news-stand. On the port and starboard sides are doors leading out to the promenade. At the sides of these doors are niches with soft-cushioned divans, upholstered in dark green velvet, in harmonious effect with the mahogany woodwork. From the middle of the ceiling a dome, 16 by 22 ft., rises to the upper deck, forming a crown to the room, and giving it a feeling of loftiness and freedom. The dome is supported by carved grotesque heads and brackets, alternated by panel transoms with fine art glass, shedding</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>a soft light over the whole. The most attractive features in the decoration are the lunette panels in the forward and after ends of the dome. The Lake Superior country is rich with historical incidents of its discovery and exploration from which subjects have been appropriately chosen for these mural paintings. Set in heavily carved gold frames the effect is highly ornamental and pleasing. The floors are spread with carpets in green tones, and of a special design.</p> <p>Off the forward end of the apartment opens a spacious corridor panelled in solid mahogany of a design in keeping with the grand saloon. A number of large and comfortable outside staterooms are located here. Still forward of these are eight parlor rooms, four on either side. They are treated in four different styles; two Colonial parlors finished in enamel and mahogany, decorated in shades of rich yellow; two Marie Antoinette parlors, finished in maple, decorated in shades of old rose; two Empire parlors finished in mahogany, decorated in shades of green; and two Part nouveau parlors finished in oak, decorated in blue tones. Rich floor coverings of appropriate tones are laid and Arabian lace curtains hang from gold cornices over the windows. The furnishings consist of brass beds, dainty mirrors, soft-cushioned divans, and small tables and chairs. Each parlor has a private bath attached.</p> <p>At the forward end of the corridor on this deck is the drawing-room—a spacious apartment, terminating in a circular front, with large plate windows overlooking the bow deck, affording excellent opportunities for observation. The entire room and furnishings are in the style Louis XVI. The walls are mahogany, with panels in tapestry to correspond with the green upholstery of the</p> | | |



Grand Trunk Pacific Bridge over the Kaministiquia River, at Mission Terminal, Fort William, Ontario.



Site of the Mission Terminal, Fort William, Ont., Grand Trunk Pacific Railway.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>furniture. The ceiling decorations are enriched with gold, and the cozy corners have divans built in.</p> <p>At the after end of the grand saloon is the dining-room. The double entrances, of plate glass, small-panelled doors, are separated by a heavily constructed console supported by carved figures and surmounted by a large beveled mirror. This room occupies the full width of the ship, and extends 80 ft. of its length. It is designed in the style of the French Renaissance, with blending colors, and a prevailing spirit of warmth and light. All the woodwork is in select solid mahogany. The walls of the forward and after ends are in panelled recesses, and the carved sideboards, silver cabinets, and mirrors are kept in uniformity with the surroundings. The tables and revolving chairs are mahogany. The chair seats are upholstered in soft green velvet. From the centre of the room a spacious dome rises to the top of the upper deck-house, supported by carved columns with capitals. The dome is panelled and has richly ornamented mouldings, finished and glazed in old ivory. Art glass transoms at the base of the dome shed light into the centre of the room. At either end of the dome are lunette panels adorned with mural paintings, in heavily carved frames, finished in gold. The floors are laid in parquetry, upon which are spread runways of soft deep crimson carpets. The lighting of this room consists of single gold incandescents spaced so as to throw their rays down evenly upon the tables.</p> <p>The dining-room and its attendant service rooms are located aft to prevent the odors penetrating the rest of the ship.</p> <p>Still aft of this and reached from the outside promenade is the smoke room, happily removed from other parts of the ship, where</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>a quiet smoke or rubber of "Bridge" may be enjoyed by the men. It is designed and finished in the German style. The walls are in white ash, finished in wax and brought out in dark mission color. Soft, luxuriously upholstered divans in red leather extend around the entire room, producing a cozy and pleasing effect. Through the centre of the ceiling a dome rises, providing both light and ventilation.</p> <p>The decorations of this room are a delight to the eye—panels in dull metal ground, with the ornamentation painted and picked out in strong coloring, in German design. The dome has fine art glass transoms, shedding a blended light into the centre of the room. The floor is laid in parquetry, over which soft oriental rugs are strewn. The room is brilliantly lighted by incandescents suspended from the dome and ceiling.</p> <p>Returning to the saloon and ascending the stairs at either side of it, one enters the observation room upon the shade deck, which is decorated in the style "l'art nouveau," panelled in quarter-sawn oak, and finished in forest green. Soft divans upholstered in golden brown velvet extend around the forward and after ends. Above the divans the walls are panelled in tapestry. In the centre and between the divans at the forward end a piano is built in of "l'art nouveau" style. The entire side walls are composed of large plate glass windows giving an unobstructed view over the water. The skylight is supported by columns crowned with heavily carved capitals, and studded with incandescents. The ceiling panels are in shades of ivory relieved by ornaments in green and purple lines. The floor is laid in suitable material, in harmony with the color and design of the room, and of such a nature that it can be readily converted into a ball-</p> | | |

Population
Altitude
above
Sea Level



Eastern portion of City of Port Arthur, Ontario.



Western portion of City of Port Arthur, Ontario.

2

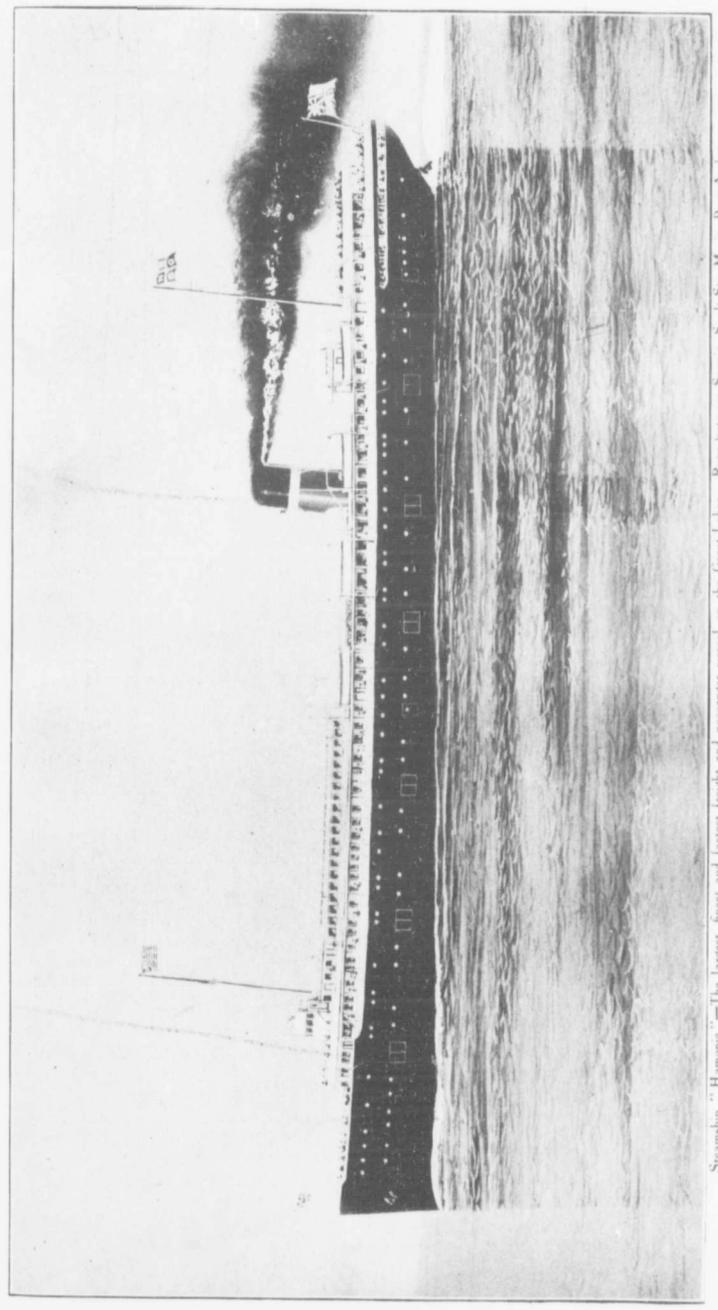
=====
Mileag
=====

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|--|-----------------|--------------------------------|
| | | <p>room if desired. Exits are provided to the large open deck, where promenading may be indulged in at will.</p> <p>The second-class passengers are on the after part of the spar deck, and completely separated from other parts of the ship. The sleeping rooms are plain but neatly finished, and are so arranged that they will accommodate small or large families, or parties of men or women. Ample toilet arrangements and promenading space have been provided for exercise, and an inside stairway leads to the second-class dining room above.</p> <p>From Fort William we proceed down the Kaministiquia River to Port Arthur and thence continue our journey across Lake Superior to the Soo; looking back on Port Arthur an attractive scene is found of the city, situated on an amphitheatre of rising ground. Off to the right looms up the shore of Isle Royale, fast coming into favor as a summer resort, and farther on to the left stands boldly outlined against the blue sky, Thunder Cape, rising to the height of 1,400 feet and which guards the entrance of the magnificent harbor of Thunder Bay.</p> <p>On Lake Superior it does not require a great stretch of imagination to think one is at sea, except that the air is drier, the sky bluer, and the atmosphere clearer. A boundary of smoke athwart the sky denotes the passage of some other steamer, the white canvas of a sailing craft or two reflects the horizon, and after a few hours sail from Fort William, land is nowhere in sight.</p> <p>Early in the morning of the following day after leaving Fort William, we are approaching Sault Ste. Marie and entering the mammoth locks are lowered from Lake Superior into the St. Mary's River to the level of Lake Huron—in a few minutes the mighty ship is lowered some twenty feet.</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude Above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | A.M. | <p>The splendid masonry of the locks and canal, the intricate machinery for opening the gates, the foaming rapids, the congregated vessels waiting to proceed through the locks with the twin cities—one on the United States side and the other on the Canadian side—with the surrounding background of mountains, make an inspiring scene. Passing through the locks into the St. Mary's River we constantly meet gigantic freighters, whose bows tower like feudal castles on the water, proceeding slowly through the narrow channel on their way to Lake Superior ports. Passing down the St. Mary's River we enter the Detour Passage between the Michigan shore and Drummond Island, and thence passing Point Detour we enter into Lake Huron.</p> <p>The journey through Lake Huron to Sarnia is without interesting features, save the life on board ship, and if the atmosphere is clear a sunset on Lake Huron is one that will long be remembered. Early the following morning we enter the St. Clair River and land at the splendid terminals of the Grand Trunk Railway System at Sarnia.</p> <p style="text-align: center;">Sarnia to Niagara Falls Tuesday, Sept. 14th</p> | | |
| 7,282.84 | 9.00 | Sarnia | 10,600 | 587. |
| 7,284.84 | 9.10 | Sarnia Tunnel | ..... | ..... |
| 7,292.58 | 9.21 | Mandaumin | ..... | 645. |
| 7,298.44 | 9.31 | Wyoming | 829 | 709. |
| 7,302.17 | 9.36 | Wanstead | 150 | 700. |
| 7,306.23 | 9.41 | Kingscourt Jct. | ..... | 709. |
| 7,310.48 | 9.46 | Watford | 1,279 | 783. |
| 7,317.49 | 9.55 | Kerwood | 250 | 768. |
| 7,323.71 | 10.06 | Strathroy | 2,933 | 744. |
| 7,333.72 | 10.22 | Komoka | 250 | 808. |
| 7,339.60 | 10.31 | Hyde Park Jct. | 300 | 883. |
| 7,343.77 | 10.40 | London | 50,000 | 805. |
| | | business enterprise. | | |

Altitude
above
Sea Level

0 587.
.....
. 645.
9 709.
0 700.
. 709.
9 783.
0 768.
3 744.
0 808.
0 883.
0 805.



Steamship "Hamone" — The largest, finest and latest freight and passenger vessel on the Great Lakes. Runs between Sarnia, Sault Ste. Marie, Port Arthur, Fort William and Duluth. Northern Navigation Company of Ontario, Ltd. (Grand Trunk Route).

Mileage

7,345.0
7,353.4
7,362.8
7,367.4

7,372.30
7,376.76
7,381.30
7,384.01
7,391.06

| Mileage | Time | DESCRIPTIVE DATA | | Popula- tion | Altitude above Sea Level |
|----------|---------------|--------------------|--|-----------------|--------------------------------|
| 7,345.05 | A.M. | London East | East of London the first | 4,000 | 830. |
| 7,353.42 | 11.00 | Dorchester | town of importance that is | 500 | 852. |
| 7,362.86 | 11.15 | Ingersoll | passed is Ingersoll, a pic- turesque town of 6,500 pop- ulation. It is situated in | 6,500 | 879. |
| 7,367.41 | 11.22 | Beachville | the county of Oxford, noted for all kinds of dairy products. Besides the immense quan- tity of butter and cheese made here it is quite a manufacturing town. It is the home of the oldest manufactory of machine screws in the Dominion. | 500 | 907. |
| | | | It is also the headquarters for the "Beaver Brand" of Bacon, which has won for itself an enviable reputation on the British market. The unloading yards and big hog house of the firm putting up this product is one of the finest and best ever built. The famous "Millars" paragon cheese is also manu- factured here. Other notable manufactories are pianos and organs, high-grade uphol- stered furniture, agricultural implements, etc. A condensing company established at this place is one of the most flourishing industries in the busy town of Ingersoll. A few years ago they opened up their factory, employing fifty hands, while to-day they employ con- siderably over the hundred, and have an output daily of one carload of cream. Proceeding on our journey we reach | | |
| 7,372.30 | 11.32 | Woodstock | Woodstock, the next town of | 11,500 | 958. |
| 7,376.76 | 11.39 | Eastwood | importance, is situated at the | 200 | 973. |
| 7,381.30 | 11.45 | Gobles | junction of the main line and | 100 | 932. |
| 7,384.01 | 11.50 | Princeton | the Georgian Bay and Lake | 500 | 934. |
| 7,391.06 | Noon 12.00 | Paris | Erie Branch of the Grand Trunk and is a growing centre. It has a population of nearly 12,000 people. | 3,200 | 843. |
| | | | In the year 1852, the birth of the Town of Woodstock was celebrated by the erection of the present Town Hall and the market. Many industries of divers natures have estab- lished themselves within its borders, and so | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|---|-----------------|--------------------------------|
| | P.M. | <p>essential have their products become in the marts of the world that to-day the maiden city of Canada makes its debut, on the threshold of a new century, as "The Industrial City."</p> <p>Woodstock developed naturally with the growth of the Dominion, and the refinement and culture of its earliest settlers, together with the brawn of its later Scotch and Irish citizens, formed and gradually earned for it a character that has commanded an increasing recognition and respect from the other progressive Canadian communities. With such a past and vigorous industrial present the brightest of futures is broadening before it. The new city will work out its highest destiny, and its present citizens will bequeath to their successors an enviable record of social advancement and industrial enterprise.</p> <p>The public improvements, fine business buildings, educational and religious advantages are the pride of the residents, while the many beautiful private residences which abound throughout the city, are a tribute to energy and thrift.</p> <p>Paris is the junction point with the Buffalo and Goderich Branch of the Grand Trunk and has a population of 4,000. It is an attractive place for tourists, having sulphur springs of recognized curative qualities, as well as picturesque drives. The town is lighted by electric light, is progressive and growing with the country. Extensive plaster-of-paris beds are found here.</p> | | |
| 7,398.86 | 12.20 | <p>Brantford Brantford is named after the famous Mohawk Indian Chief Brant, who remained loyal to England during the American Revolution and migrated hither with part of his tribe after the war. Brantford is noted for its high-class schools, and is the headquarters of the amalgamated tribes of</p> | 20,000 | 705. |

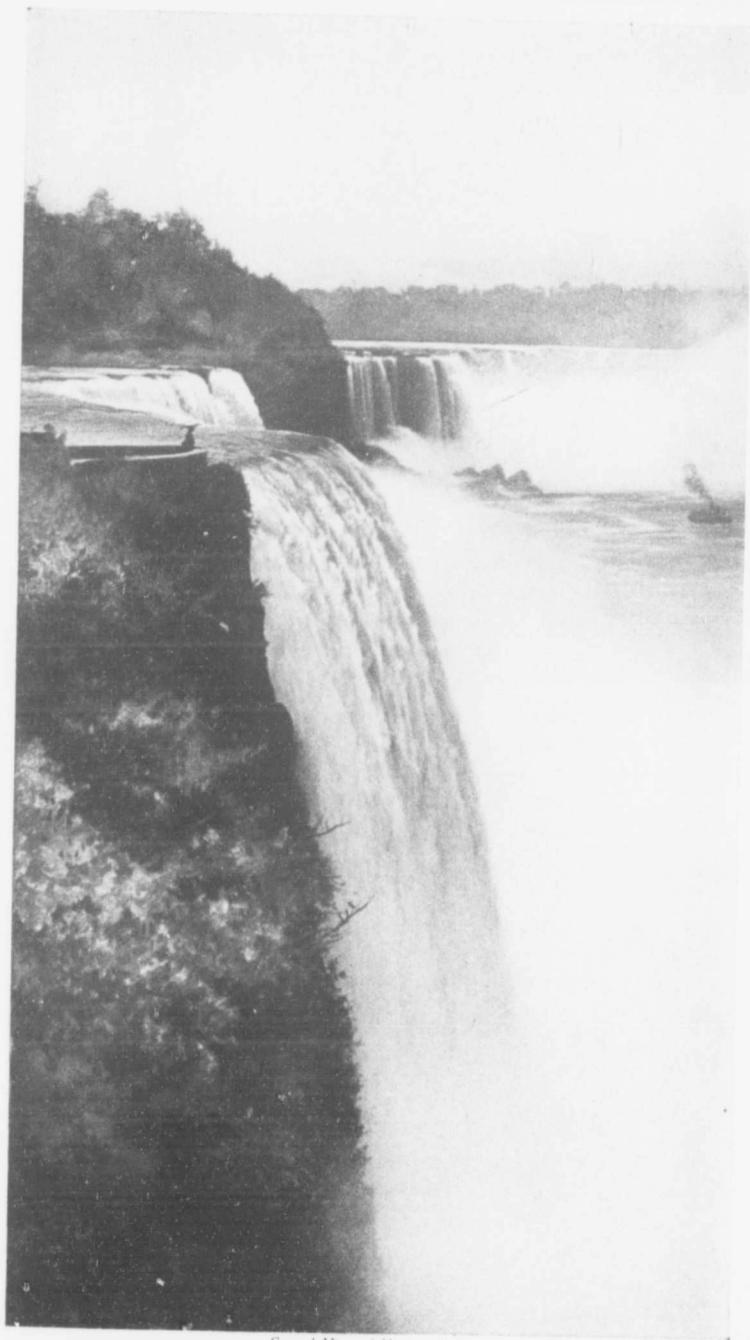
7,407.5
7,411.9
7,416.8

Mileage

| Population | Altitude above Sea Level | Mileage | Time | DESCRIPTIVE DATA | Population | Altitude above Sea Level |
|------------|--------------------------|----------|-------|---|------------|--------------------------|
| | | | P.M. | <p>the Six Nation Indians. Brant is buried in the old Mohawk Church, where services are still held in the Mohawk dialect.</p> <p>The chief industries of this city are cotton and woollen mills, foundries, potteries, pork packing factories, stove works, cigar factories, malleable iron works, bicycle, carriage, scissors, windmill, refrigerator, starch, nail, binder, plow works, etc., etc. The city also contains a collegiate institute, a young ladies' college, free library, 23 churches, and an asylum for the blind. Brantford is also celebrated as the birthplace of the Bell Telephone. The surrounding country is very rich and fertile and the farmers wealthy above the average.</p> | | |
| | | 7,407.58 | 12.37 | Lynden | 500 | 751. |
| | | 7,411.97 | 12.42 | Copetown | 200 | 755. |
| | | 7,416.89 | 12.50 | Dundas | 3,173 | 516. |
| | | | | <p>After leaving Brantford we pass the villages of Lynden and Copetown. Thence for several miles the Railway runs along side the mountain. At the foot to the right lies the pretty town of Dundas with the valley stretching away at both sides of the town and the view from the train making a panorama of surpassing beauty. The town is acquiring some celebrity as a summer resort not only for the beauty of its scenery but for the mineral springs and baths, three miles distant. The chief industries of Dundas are the cannister works, woollen and paper mills, axe factory, mill machinery and supplies.</p> <p>The town contains five churches, a good school system, public library and gas and electric light works.</p> <p>After passing through the Dundas Valley we skirt the shore of Burlington Bay for a couple of miles, seen from the left of the train, and reach the city of Hamilton.</p> | | |

000 705.

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|----------------------------|---|-----------------|--------------------------------|
| 7,423.44 | P.M. ar 1.05 lv 2.00 | <p>Hamilton Hamilton is a flourishing city of about 65,000 people. It is beautifully situated on Burlington Bay at the head of Lake Ontario, the streets rising from the shore to the foot of Hamilton Mountain, a large portion of the town occupying a level plateau at the base of the Highlands which overlook the city. The situation affords a rare combination of beautiful scenery. The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay and lake, with the city in the foreground, bustling with its animated business and manufacturing interests which are of no small proportions. With its advantages for navigation and railroad facilities, the commercial interests of Hamilton are well cared for. The Port Dover Branch of the Grand Trunk extends from Hamilton to Port Dover, forming rail connections between Lake Erie and Lake Ontario. The Toronto Branch extends to the main line, thirty-eight miles distant, and the Hamilton and Allandale Branch gives alternative railway service to the Muskoka and Georgian Bay region.</p> <p>Electric light and power is supplied by the Hamilton Cataract Power Company. It is generated at a point thirty-five miles east of the city, and sold to the citizens and manufacturers for lighting and motive power purposes at a lower rate than it can be obtained at Niagara Falls.</p> <p>Hamilton has more branches of American manufacturing concerns established there than all the other cities of the Province combined.</p> <p>In passing we may state that this city is the centre of the iron industry of the Dominion. They have a smelting works in full operation, with a capacity of over two hundred tons per day, also a rolling mills and steel plant running full time. In addi-</p> | 65,000 | 253. |



General View of Niagara Falls.

Mileage

7,429.80
7,435.10
7,439.94
7,441.59
7,444.10
7,449.90

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|-------|--|-----------------|--------------------------------|
| | P.M. | <p>tion it might be mentioned that these plants are equipped with the most up-to-date machinery.</p> <p>Hamilton may be said to have had its birth in the war of 1812, when Burlington Heights became a centre of military operations. It is a wealthy and tireless energetic city with manufacturing interests out of all proportion to its size. It is the cathedral city of two dioceses, the Anglican Bishopric of Niagara, and the Roman Catholic Bishopric of Hamilton. The city has handsome public buildings, and stately private residences on the mountain.</p> <p>From Hamilton eastward to Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been aptly termed "the garden spot of Canada." Fine fruit farms and flourishing vineyards greet the eye, interspersed with glimpses of the lake, or bits of charming woodland scenery, with here and there a thrifty village giving evidence of the prosperity of the country through which we are now passing.</p> <p>Just after leaving Hamilton on the right of the train is noticed the extensive plant which has been erected by the International Harvester Company of Canada. This is one of the largest implement works under the British flag, and is most modern and up-to-date in equipment.</p> | | |
| 7,429.80 | 2.14 | Stoney Creek | 500 | 274. |
| 7,435.10 | 2.22 | Winona | 400 | 285. |
| 7,439.94 | 2.30 | Grimsby | 1,000 | 287. |
| 7,441.59 | ..... | Grimsby Park | ..... | 302. |
| 7,444.10 | 2.37 | Beamsville | 1,000 | 297. |
| 7,449.90 | 2.46 | Jordan | 200 | 309. |
| | | <p>The first station east of Hamilton is Stoney Creek with a population of 500 people, and it has an historic reminder in the Stoney Creek battle ground. Winona, five miles further on, is a small and quiet place, with attractions in lake shore resorts. Another five miles and we reach Grimsby, with its Grimsby and Victoria Parks and fine</p> | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|------|---|-----------------|--------------------------------|
| | P.M. | fruit farms. The town has a population of about 1,000 and has several industries growing out of its fruit productions, such as canning and evaporating works, basket factories, etc. Beamsville is a town of 1,000 people, well known for its extensive stone quarries, much of the stone for the St. Clair tunnel under the St. Clair River and the new masonry of the Victoria Jubilee Bridge having been supplied from this place. Jordan, six miles further east, is a small town of about 200 inhabitants, and offers the attraction of twenty miles of lake beach. | | |
| 7,455.53 | 2.55 | St. Catharines St. Catharines, situated on the Welland Canal, about three miles from its Lake Ontario outlet, is in the centre of the Niagara fruit belt and an important shipping point. This is the trade centre of the inexhaustibly fertile Niagara region, and is supplied with unlimited water power by means of the canal, and has become an important commercial city. St. Catharines boasts shipyards, mills and machine works, handsome public buildings, and one of the best collegiate institutes in the province. It is also a very popular health resort, much visited by Southerners. The waters of its mineral springs rank high among the medicinal waters of the world. The Welland Canal mentioned in this paragraph connects the waters of Lakes Erie and Ontario and is a work of tremendous importance, giving as it does, an outlet to the sea for the vast trade of the Great Lakes. The canal is twenty-seven miles in length from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. The difference in level between the lakes is about 327 feet, which is overcome by a system of twenty-five lift locks. This part of the country is literally one great peach orchard, and is known far and wide as "The Garden of | 12,000 | 347. |



Grand Trunk Single Arch Double Track Steel Bridge over the Niagara Gorge.



Mileage

7,457.60
7,466.95

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------|------|---|-----------------|--------------------------------|
| | P.M. | Canada." It is estimated that there are something like 400,000 peach trees in the Niagara District, which ships annually over a million baskets of this delicious fruit. The peach harvest begins about the end of July and continues until the middle of October. The peaches are shipped all over Canada. In this favored region flourish also apples, pears, plums, cherries and all kinds of small fruits, melons, quinces, grapes, walnuts, chestnuts, and even figs. | | |
| 7,457.60 | 3-00 | Merritton | 1,710 | 389. |
| 7,466.95 | 3-30 | Niagara Falls, Ont. A few miles from St. Catharines and we arrive at Merritton. In this neighbourhood is the battle field of Beaver Dams, which Canadians regard with pardonable pride. During the war of 1812, when the Americans were in possession of Fort George and Niagara, and the British troops had fallen back on Burlington (now Hamilton), the British General advised the Canadian volunteers to disband and return to their homes, as he was contemplating the possibility of abandoning all that section of the Province to the foe and retiring to Kingston. In this crisis, being thrown entirely upon their own resources, the Canadians proved themselves equal to the emergency. The incident is described as follows:— Merritt's militia regiment of light horse, with some other militiamen and volunteers, established themselves at a building known as "De Cew's Stone House," converting it into a little fortress, whence they harrassed the Americans, driving off their foraging parties and intercepting their supplies with such success and impunity as only an intimate knowledge of the country could have given them. Colonel Boerstler was sent from Niagara with two field pieces and 600 men to break up this little stronghold and one or two other outposts of the British, | 10,000 | 573. |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|---|-----------------|--------------------------------|
| | | <p>who, since the decisive battle of Stoney Creek were moving back towards Fort George, and he might have succeeded but for the patriotic spirit and bravery of a woman. Laura Secord, the young wife of James Secord, a militiaman, lying wounded at Queenstown, saw the American troops moving from Niagara, and, learning their destination, set out at night and walked twenty miles through the woods to warn the little band at the stone house of Boerstler's approach. At any time it would have been a difficult journey, but in war time, with the risk of meeting some savage Indian or other lawless maurader in the lonely woods, only a woman of singular energy and courage would have undertaken it. Mrs. Secord, however, accomplished it in safety, and when Colonel Boerstler arrived at Beaver Dams, at 6 o'clock in the morning, he found his march impeded by a small number of militiamen and a party of Indians, led by their chief, young Brant. This number, altogether about 200, seemed trebled when seen through the thick foliage of the trees, from among which they poured volley after volley from their muskets on the surprised and bewildered Americans, every volley accompanied by the fierce yells of the Indians. While Boerstler was still uncertain whether to advance or retreat, Ensign Fitzgibbon, with forty soldiers, the only British troops in the neighbourhood, arrived at the spot and took in the situation at once. With admirable courage and coolness, he tied a white handkerchief on a musket, and holding it up, advanced alone, calling on the enemy to lay down their arms and surrender, upon which Colonel Boerstler, believing that the whole British army was in front, surrendered his force of 600 infantry, 50 cavalry, two field guns and a stand of colors to the young ensign and his 240 men.</p> | | |

ula-
on

Altitude
above
Sea Level



Vineyard in the "Garden of Canada"—Near Hamilton, Ontario.



| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|------------------|-----------------|--------------------------------|
|---------|------|------------------|-----------------|--------------------------------|

Niagara Falls

Of all the pleasure resorts on the American Continent probably none receive annually so many visitors as the famous cataract, where the waters of Lake Erie come tumbling in one grand plunge over a precipice 164 feet in height, in their mad rush towards the ocean, by way of Lake Ontario and the St. Lawrence River. While there are waterfalls of greater height, the immense volume of water, and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historical traditions associated with the entire neighbourhood render a visit to Niagara an event long to be remembered.

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 knew 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

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level | Mileage |
|---------|------|--|-----------------|--------------------------------|---------|
| | | <p>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 spectacle, was Peace. Peace of mind, tranquility, calm recollections of the dead, great thought of eternal rest or 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 out from the thundering water; what faces, faded from 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 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 neighbouring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its awful plunge; to</p> | | | |

7,514.74 9
7,517.45 9
7,523.79 9
7,528.03 10
7,533.28 10

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|---------|------|------------------|-----------------|--------------------------------|
|---------|------|------------------|-----------------|--------------------------------|

A.M.
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 those 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 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 dead solemnity since darkness brooded on the deep and that first flood before the deluge—light—came rushing on creation at the word of God."

Niagara Falls to Montreal
Wednesday, Sept. 15th

Retracing our way from Niagara Falls en route to Toronto and Montreal we cover the same ground as far as Hamilton proceeding from there over the eastbound main line.

THE TIME TABLE BETWEEN NIAGARA FALLS AND HAMILTON, WEDNESDAY, SEPTEMBER 15th, WILL BE AS FOLLOWS:

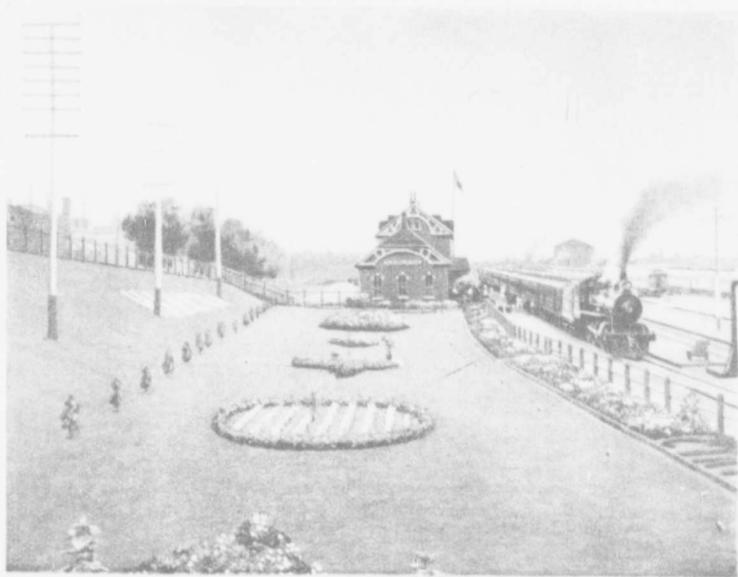
LV. **Niagara Falls, Ont.** 8.30 A.M.
AR. **Hamilton** 9.85 "

| | | | | | |
|----------|-------|------------------------|------------------------------|-------|------|
| 7,514.74 | 9.44 | Waterdown | From here on we tra- | 622 | 341. |
| 7,517.45 | 9.48 | Burlington Jct. | verse the fertile fruit belt | 1,119 | 328. |
| 7,523.79 | 9.57 | Bronte | of the country, Oakville | 300 | 344. |
| 7,528.03 | 10.05 | Oakville | is the centre of a most | 1,643 | 329. |
| 7,533.28 | 10.13 | Clarkson's | prosperous district. . . . . | ..... | 322. |
| | | | Sixty years ago there | | |

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|----------------|-------|---|-----------------|--------------------------------|
| | A.M. | <p>were only seven post offices in the entire district, while to-day there are some sixty odd. Oakville was incorporated a town in 1857, and took its name from the mighty spreading oaks which were in evidence throughout the locality. One can now see evidences of the perseverance and refined manner of the early settlers from the comfortable homes with their neat surroundings that are everywhere in view.</p> <p>In this portion of Ontario acres of peaches are grown in the open air; where the finished crops are gathered out of doors and sold by the ton; where plums and peaches are shipped by the thousands of baskets, and where pears and apples are the staple crops. In this connection it will be of interest to give a few statistics. In the year 1906 there were in the Province of Ontario 339,411 acres planted in orchards and gardens. There were 6,578,048 matured apple trees, which produced that year 36,993,017 bushels of good fruit. This was an average of 5.68 bushels per tree. In addition to this there were 3,430,670 young apple trees under fifteen years of age. It is almost impossible to give the reader any idea of the prosperity of the country in these parts, and it is necessary to take the train at Toronto or Hamilton and visit the different points in this section of the Grand Trunk during the height of the fruit season to gain any idea of the fruitfulness of the district. From the time the first strawberries appear in June until the apples are shipped, the transportation companies are kept busy carrying to the larger cities and towns the products of these farms.</p> | | |
| 7,534.35 | | Lorne Park | ..... | 308 |
| 7,536.30 | 10.17 | Port Credit | 600 | 266 |
| 7,538.42 | | Rifle Ranges | ..... | 290 |
| 7,540.37 | | Long Branch | ..... | 310 |
| 7,542.72 | 10.27 | Mimico | 500 | 300 |

popu-
lation

Altitude
above
Sea Level



Grand Trunk Railway Station—Hamilton, Ontario.

..... 308
600 266
..... 290
..... 310
500 300

Mileag

7,544.1

7,546.1

7,549.1

7,549.17

7,883.21

| Mileage | Time | DESCRIPTIVE DATA | Popula- tion | Altitude above Sea Level |
|--|-----------------|--|-----------------|--------------------------------|
| 7,544.66 | A.M. 10.31 | Swansea and many of her prom- | 100 | 254. |
| 7,546.55 | 10.35 | South Parkdale inent business men | See Toronto | 285. |
| 7,549.17 | ar 10.45 | Toronto make their summer homes here. | 300,000 | 254. |
| <p>A few miles further on are passed the rifle ranges that are used by the several battalions of Toronto for rifle practice.</p> <p>When passing Mimico from the right of the train is several large manufacturies, among which are the Ontario Sewer Pipe Co., and the Toronto Fire Brick Co. The Victoria School for boys is also situated here and at present has about 200 boys attending.</p> <p>It is also here that is noticed the freight yards, round houses, etc., of the Grand Trunk Railway System and which are seen from both sides of the train.</p> <p>Passing Swansea we enter the limits of the city of Toronto. On the right is noticed the extensive grounds and buildings of the Canadian National Exhibition.</p> <p>This Exhibition is held annually in the early part of September, and is the means of attracting an enormous throng of people from all parts. It is also considered the finest annual exposition on the Continent.</p> | | | | |
| 7,549.17 | A.M. 11.00 | Toronto From Toronto we proceed to | 300,000 | 254. |
| 7,883.21 | P.M. ar 9.30 | Montreal Montreal over the double track main line of the Grand Trunk Railway System reaching the latter point at 9.30 p.m. | 400,000 | 48.33 |

Grand Trunk Railway Company of Canada

DIRECTORS

| | |
|--|--------------|
| SIR C. RIVERS WILSON, G.C.M.G., C.B., <i>President</i> | London, Eng. |
| ALFRED W. SMITHERS, ESQ., <i>Vice-President</i> | London, Eng. |
| GEORGE VON CHAUVIN, ESQ. | London, Eng. |
| JOHN ALAN CLUTTON-BROCK, ESQ. | London, Eng. |
| COLONEL FREDERICK FIREBRACE, R.E. | London, Eng. |
| MAURICE GEORGE CARR GLYN, ESQ. | London, Eng. |
| ALEXANDER HUBBARD, ESQ. | London, Eng. |
| SIR HENRY MATHER JACKSON, BART. | London, Eng. |
| RIGHT HONORABLE LORD WELBY, G.C.B. | London, Eng. |
| SIR W. LAWRENCE YOUNG, BART. | London, Eng. |

GRAND TRUNK RAILWAY SYSTEM

| | |
|---|-------------|
| GRAND TRUNK RAILWAY..... | 3,949 Miles |
| GRAND TRUNK WESTERN RAILWAY..... | 336 " |
| DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY..... | 191 " |
| TOLEDO, SAGINAW & MUSKOGON RAILWAY..... | 116 " |
| CINCINNATI, SAGINAW & MACKINAW R.R..... | 53 " |
| Total..... | 4,645 Miles |

GENERAL OFFICES : MONTREAL, CANADA

EXECUTIVE

| | |
|--|----------------|
| SIR C. RIVERS WILSON, G.C.M.G., C.B., <i>President</i> | London, Eng. |
| ALFRED W. SMITHERS, <i>Vice-President</i> | London, Eng. |
| CHAS. M. HAYS..... <i>Second Vice-President and General Manager</i> | Montreal, Que. |
| E. H. FITZHUGH..... <i>Third Vice-President</i> | Montreal, Que. |
| W. WAINWRIGHT..... <i>Fourth Vice-President</i> | Montreal, Que. |
| M. M. REYNOLDS..... <i>Fifth Vice-President</i> | Montreal, Que. |
| R. S. LOGAN..... <i>Assistant to Second Vice-President</i> | Montreal, Que. |
| A. B. ATWATER..... <i>Asst. to Pres., Lines West of Detroit & St. Clair Rivers</i> . | Detroit, Mich. |
| H. H. NORMAN..... <i>Secretary</i> | London, Eng. |
| H. DEER..... <i>Assistant Secretary</i> | London, Eng. |

LEGAL

| | |
|--|----------------|
| W. H. BIGGAR, K.C.... <i>General Solicitor</i> | Montreal, Que. |
| M. K. COWAN, K.C.... <i>Assistant Solicitor</i> | Montreal, Que. |
| A. E. BECKETT..... <i>Solicitor</i> | Montreal, Que. |
| C. A. HIGHT..... <i>Solicitor</i> | Portland, Me. |
| HON. HARRISON GEER, <i>Attorney</i> | Detroit, Mich. |
| L. C. STANLEY..... <i>Attorney</i> | Detroit, Mich. |
| KRETZINGER, GALLAGHER, ROONEY & ROGERS, <i>Attorneys</i> | Chicago, Ill. |
| E. DONALD..... <i>Tax and Land Commissioner</i> | Montreal, Que. |

FINANCIAL AND ACCOUNTING

| | |
|---|----------------|
| M. M. REYNOLDS..... <i>Fifth Vice-President</i> | Montreal, Que. |
| FRANK SCOTT..... <i>Treasurer</i> | Montreal, Que. |
| G. W. ALEXANDER..... <i>Local Treas. Lines West of Detroit and St. Clair Rivers</i> . | Detroit, Mich. |
| W. H. ARDLEY..... <i>General Auditor</i> | Montreal, Que. |
| J. M. ROSEVEAR..... <i>Auditor of Disbursements</i> | Montreal, Que. |
| GEO. B. FILGIANO..... <i>Auditor of Passenger Accounts</i> | Montreal, Que. |
| J. D. McLENNAN..... <i>Auditor of Freight Accounts</i> | Montreal, Que. |
| B. A. NEISSER..... <i>Freight Claims Auditor</i> | Montreal, Que. |
| J. McCOWAN..... <i>General Car Accountant</i> | Montreal, Que. |

TRANSPORTATION, MAINTENANCE AND CONSTRUCTION

| | | | |
|--|----------------------|--|------------------|
| | E. H. FITZHUGH..... | Third Vice-President..... | Montreal, Que. |
| | W. G. BROWNLEE.... | General Transportation Manager..... | Montreal, Que. |
| | D. CROMBIE..... | Assistant to General Transportation Manager..... | Montreal, Que. |
| | JOSEPH HOBSON..... | Consulting Engineer..... | Montreal, Que. |
| | H. G. KELLEY..... | Chief Engineer..... | Montreal, Que. |
| | WM. McNAB..... | Principal Assistant Engineer..... | Montreal, Que. |
| | M. S. BLAIKLOCK.... | Engineer, Maintenance of Way..... | Montreal, Que. |
| | W. D. ROBB..... | Superintendent of Motive Power..... | Montreal, Que. |
| | J. COLEMAN..... | Superintendent of Car Department..... | Montreal, Que. |
| | FRED PRICE..... | Superintendent Car Service..... | Montreal, Que. |
| | W. W. ASHALD..... | Superintendent of Telegraph..... | Montreal, Que. |
| | C. H. McLEOD..... | Superintendent Time Service..... | Montreal, Que. |
| | H. E. WHITTENBERGER. | Superintendent Eastern Division..... | Montreal, Que. |
| | H. F. COYLE..... | Assistant Superintendent..... | Montreal, Que. |
| | L. G. COLEMAN..... | Assistant Superintendent..... | Belleville, Ont. |
| | M. DONALDSON..... | Superintendent Ottawa Division..... | Ottawa, Ont. |
| | W. R. TIFFIN..... | Superintendent Northern Division..... | Montreal, Que. |
| | P. J. LYNCH..... | Assistant Superintendent..... | Allandale, Ont. |
| | U. E. GILLEN..... | Superintendent Middle Division..... | Toronto, Ont. |
| | A. J. NIXON..... | Assistant Superintendent..... | London, Ont. |
| | C. S. CUNNINGHAM.. | Superintendent Southern Division..... | St. Thomas, Ont. |
| | F. W. EGAN..... | Superintendent Western Division..... | Detroit, Mich. |
| | J. ALEX HUTCHISON.. | Chief Medical Officer..... | Montreal, Que. |
| | WM. P. FITZSIMONS.. | Commissioner of Industries.. | Montreal, Que. |
| | W. H. SMITH..... | Manager Canada Atlantic Transit Co..... | Montreal, Que. |

PURCHASING

| | | | |
|--|---------------------|---------------------------------|----------------|
| | A. BUTZE..... | General Purchasing Agent..... | Montreal, Que. |
| | W. G. BURRELL..... | Stationery Agent..... | Montreal, Que. |
| | J. W. KNEESHAW..... | Assistant Stationery Agent..... | Detroit, Mich. |
| | W. CUTHBERT..... | Fuel and Tie Agent..... | Montreal, Que. |

FREIGHT

| | | | |
|--|---------------------|---|----------------|
| | JNO. W. LOUD..... | Freight Traffic Manager..... | Montreal, Que. |
| | JOHN PULLEN..... | Assistant Freight Traffic Manager..... | Montreal, Que. |
| | C. A. HAYES..... | General Freight Agent..... | Montreal, Que. |
| | ROBERT L. BURNAP.. | Assistant General Freight Agent..... | Chicago, Ill. |
| | A. E. ROSEVEAR..... | Assistant General Freight Agent..... | Montreal, Que. |
| | IRA W. GANTT..... | Assistant General Freight Agent..... | Buffalo, N.Y. |
| | H. C. MARTIN..... | Second Assistant General Freight Agent..... | Chicago, Ill. |
| | E. ARNOLD..... | Freight Claim Agent..... | Montreal, Que. |
| | A. F. READ..... | Foreign Freight Agent..... | Montreal, Que. |
| | F. R. PORTER..... | Assistant Foreign Freight Agent..... | Toronto, Ont. |

PASSENGER

| | | | |
|--|--------------------|---|----------------|
| | W. E. DAVIS..... | Passenger Traffic Manager..... | Montreal, Que. |
| | G. T. BELL..... | Assistant Passenger Traffic Manager..... | Montreal, Que. |
| | GEO. W. VAUX..... | General Passenger Agent..... | Montreal, Que. |
| | H. G. ELLIOTT..... | First Assistant General Passenger Agent..... | Montreal, Que. |
| | W. S. COOKSON..... | Assistant General Passenger Agent..... | Chicago, Ill. |
| | H. R. CHARLTON.... | General Advertising Agent..... | Montreal, Que. |
| | J. E. QUICK..... | General Baggage Agent..... | Toronto, Ont. |
| | L. L. GRABILL..... | Assistant General Baggage Agent..... | Toronto, Ont. |
| | E. W. SMITH..... | Superintendent Dining and Parlor Car Service..... | Toronto, Ont. |

European Traffic Department

F. C. SALTER, European Traffic Manager, 17-19 Cockspur Street, London, S.W., England

Grand Trunk Pacific Railway

GENERAL OFFICES: WINNIPEG

DIRECTORS

| | |
|--------------------------------------|----------------|
| SIR C. RIVERS WILSON, G.C.M.G., C.B. | London, Eng. |
| ALFRED W. SMITHERS, ESQ. | London, Eng. |
| RT. HON. LORD WELBY, G.C.B. | London, Eng. |
| JOHN A. CLUTTON-BROCK, ESQ. | London, Eng. |
| SIR W. LAWRENCE YOUNG, BART. | London, Eng. |
| CHAS. M. HAYS, ESQ. | Montreal, Que. |
| E. J. CHAMBERLIN, ESQ. | Winnipeg, Man. |
| WM. WAINWRIGHT, ESQ. | Montreal, Que. |
| E. H. FITZHUGH, ESQ. | Montreal, Que. |
| W. H. BIGGAR, ESQ. | Montreal, Que. |
| HUGH A. ALLAN, ESQ. | Montreal, Que. |
| E. B. GREENSHIELDS, ESQ. | Montreal, Que. |
| ALFRED BRUNET, ESQ. | Montreal, Que. |
| HON. GEO. A. COX | Toronto, Ont. |
| E. R. WOOD, ESQ. | Toronto, Ont. |
| J. R. BOOTH, ESQ. | Ottawa, Ont. |

EXECUTIVE

| | | |
|------------------|---|----------------|
| CHAS. M. HAYS | President | Montreal, Que. |
| E. J. CHAMBERLIN | Vice-President and General Manager | Winnipeg, Man. |
| WM. WAINWRIGHT | Second Vice-President | Montreal, Que. |
| M. M. REYNOLDS | Third Vice-President | Montreal, Que. |
| A. A. TISDALE | Asst. to Vice-President and General Manager | Winnipeg, Man. |
| Geo. W. CAYE | Asst. to Vice-President and General Manager | Winnipeg, Man. |
| HENRY PHILIPS | Secretary | Montreal, Que. |

LEGAL

| | | |
|--------------|---------------------|----------------|
| W. H. BIGGAR | Solicitor | Montreal, Que. |
| D'ARCY TATE | Assistant Solicitor | Montreal, Que. |

FINANCIAL AND ACCOUNTING

| | | |
|----------------|-------------------------------|----------------|
| M. M. REYNOLDS | Third Vice-President | Montreal, Que. |
| FRANK SCOTT | Treasurer | Montreal, Que. |
| W. H. ARDLEY | General Auditor | Montreal, Que. |
| J. G. SWALWELL | Local Auditor | Montreal, Que. |
| W. LE B. ROSS | Local Treasurer and Paymaster | Winnipeg, Man. |

CONSTRUCTION AND TRANSPORTATION

| | | |
|-------------------------|---|------------------|
| E. J. CHAMBERLIN..... | Vice-President and General Manager..... | Winnipeg, Man. |
| B. B. KELLIHER..... | Chief Engineer..... | Winnipeg, Man. |
| H. A. WOODS..... | Assistant Chief Engineer..... | Montreal, Que. |
| GEO. W. CAYE..... | Purchasing Agent..... | Winnipeg, Man. |
| G. A. McNICHOLL..... | Pacific Coast Purchasing Agent..... | Vancouver, B. C. |
| H. H. BREWER..... | General Superintendent..... | Winnipeg, Man. |
| W. C. C. MEHAN..... | Superintendent..... | Melville, Sask. |
| A. B. SMITH..... | Manager of Telegraphs..... | Winnipeg, Man. |
| T. P. WHITE..... | Car Service Agent..... | Winnipeg, Man. |
| G. W. ROBB..... | Master Mechanic..... | Rivers, Man. |
| G. U. RYLEY..... | Land Commissioner..... | Winnipeg, Man. |
| J. ALEX. HUTCHISON..... | Chief Medical Officer..... | Montreal, Que. |
| J. M. LENEY..... | Division Surgeon..... | Winnipeg, Man. |
| GUY C. DUNN..... | Division Engineer..... | Winnipeg, Man. |
| W. E. MANN..... | Division Engineer..... | Edmonton, Alta. |

FREIGHT TRAFFIC

| | | |
|----------------------|--|-----------------|
| JNO. W. LOUD..... | Freight Traffic Manager..... | Montreal, Que. |
| J. E. DALRYMPLE..... | Assistant Freight Traffic Manager..... | Winnipeg, Man. |
| W. J. HUNTER..... | Division Freight Agent..... | Winnipeg, Man. |
| P. J. BEDSON..... | Travelling Freight Agent..... | Melville, Sask. |

PASSENGER TRAFFIC

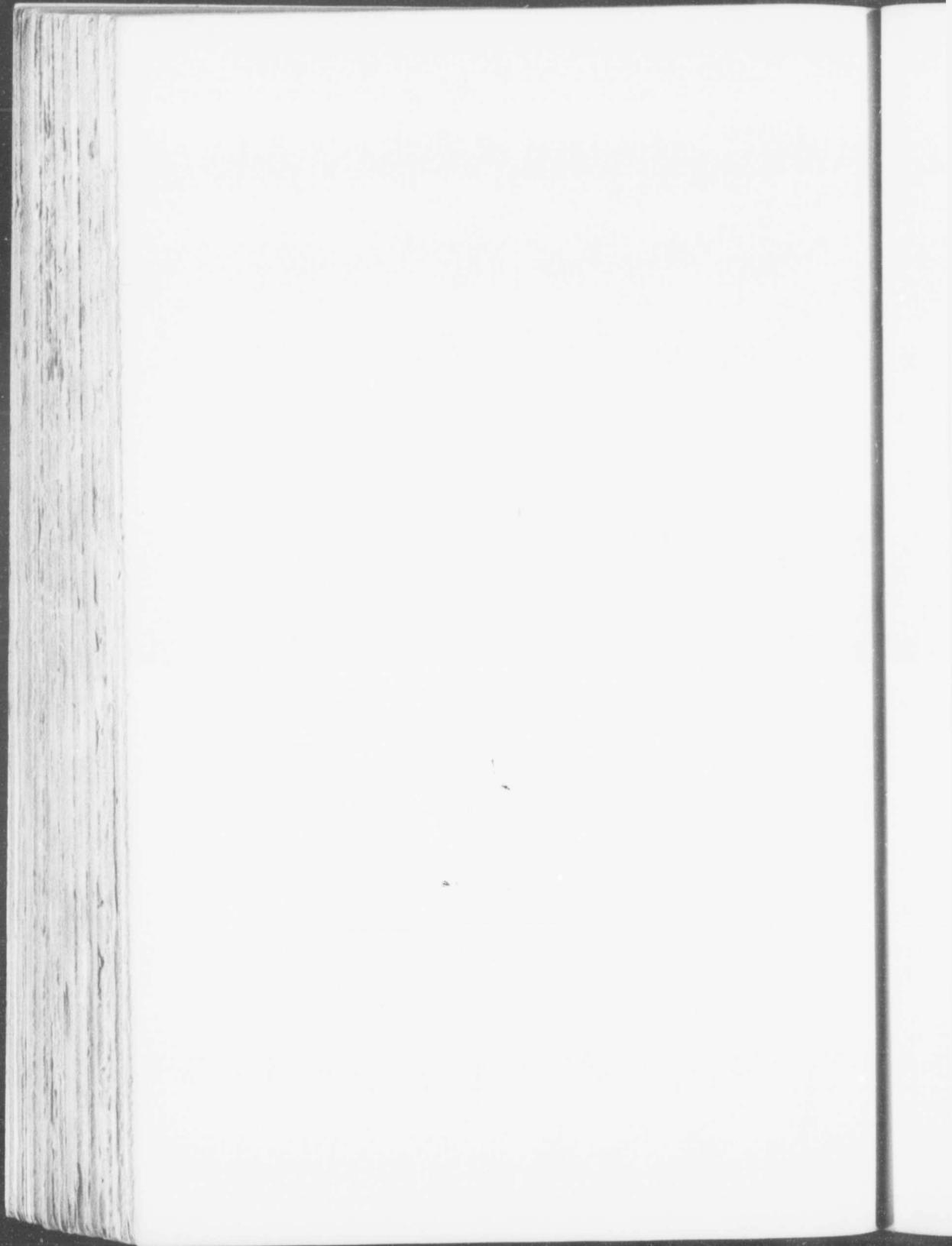
| | | |
|---------------------|--|----------------|
| W. E. DAVIS..... | Passenger Traffic Manager..... | Montreal, Que. |
| G. T. BELL..... | Assistant Passenger Traffic Manager..... | Montreal, Que. |
| W. P. HINTON..... | General Passenger Agent..... | Winnipeg, Man. |
| H. R. CHARLTON..... | General Advertising Agent..... | Montreal, Que. |
| J. E. QUICK..... | General Baggage Agent..... | Toronto, Ont. |
| A. E. DUFF..... | District Passenger Agent..... | Winnipeg, Man. |
| R. C. W. LETT..... | Travelling Pass. and Colonization Agent..... | Winnipeg, Man. |

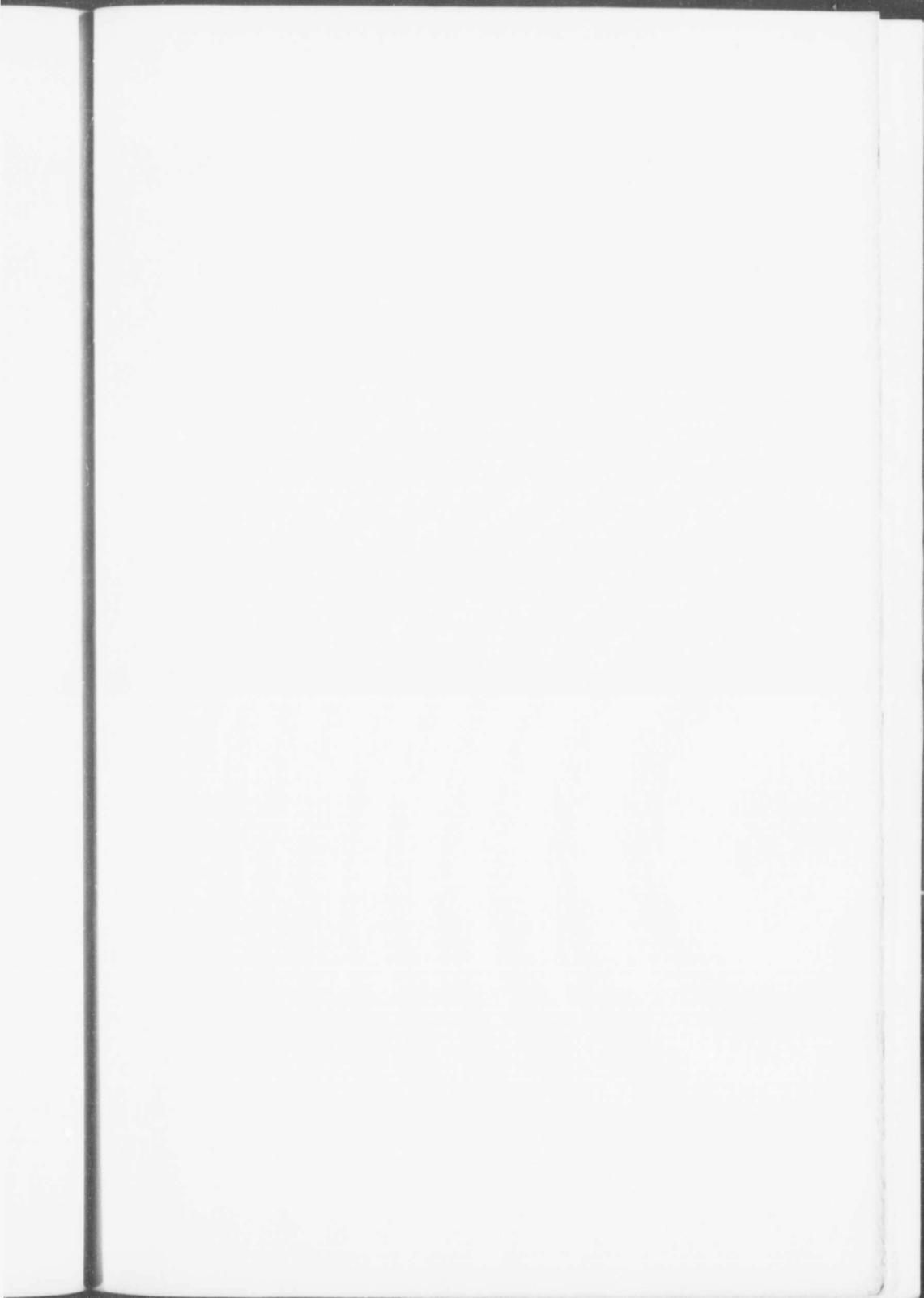
GRAND TRUNK RAILWAY LINES

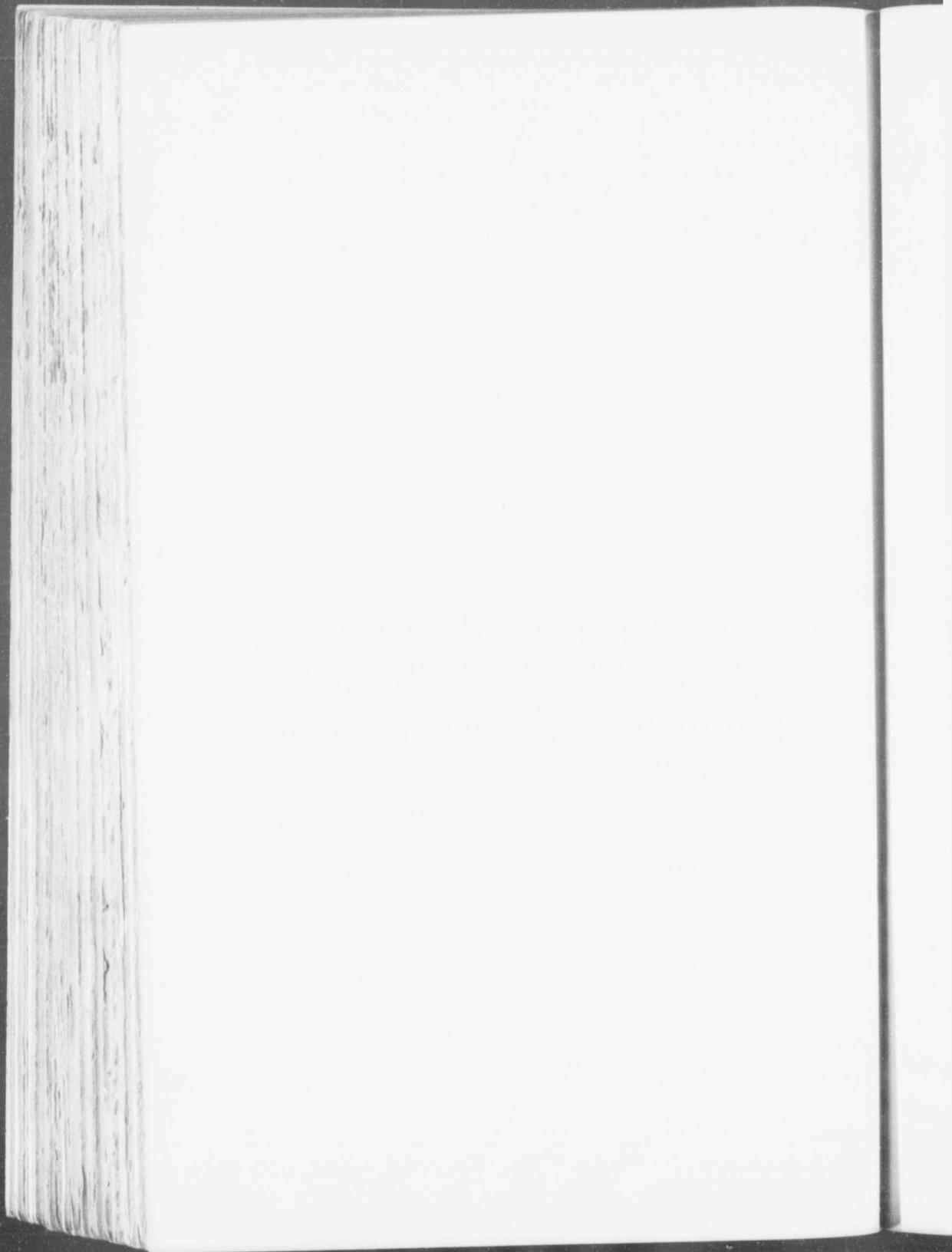
MILEAGE

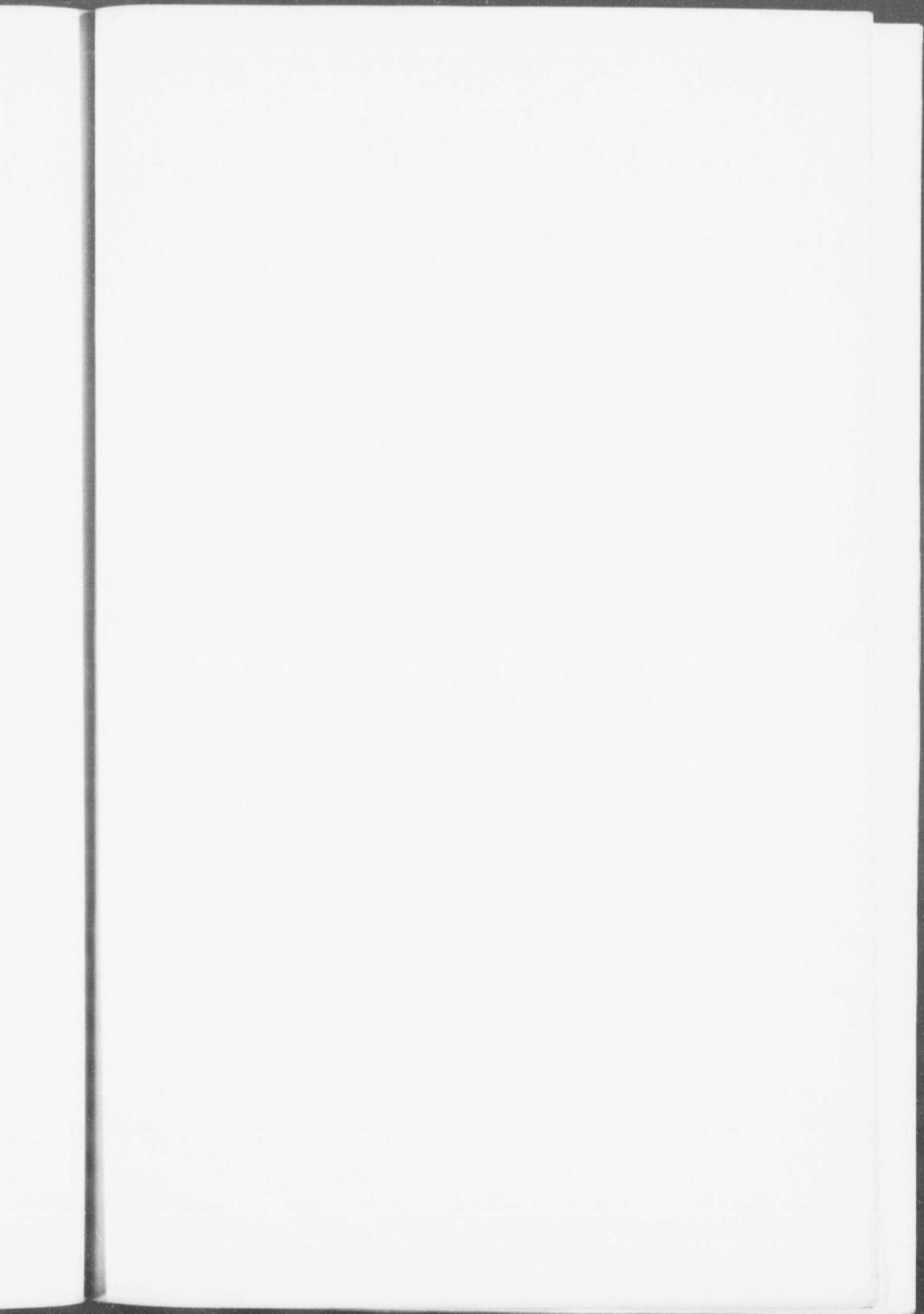
| | |
|---|----------------|
| Grand Trunk Railway of Canada..... | 3,949 |
| Grand Trunk Western Railway..... | 336 |
| Detroit, Grand Haven & Milwaukee Railway..... | 191 |
| Toledo, Saginaw & Muskegon Railway..... | 116 |
| Cincinnati, Saginaw & Mackinaw Railroad..... | 53 |
| Central Vermont Railway..... | 612 |
| Detroit & Toledo Shore Line Railroad..... | 78 |
| (Owned jointly with T. St. L. & W. R.R.) | |
| Grand Trunk Pacific Railway (contemplated.) | { |
| (867 mile in Operation.) |  | Main Line 3,560 |
| (1,573 miles in course of Construction.) | Branches 5,000 |
| Total Miles..... | 13,895 |

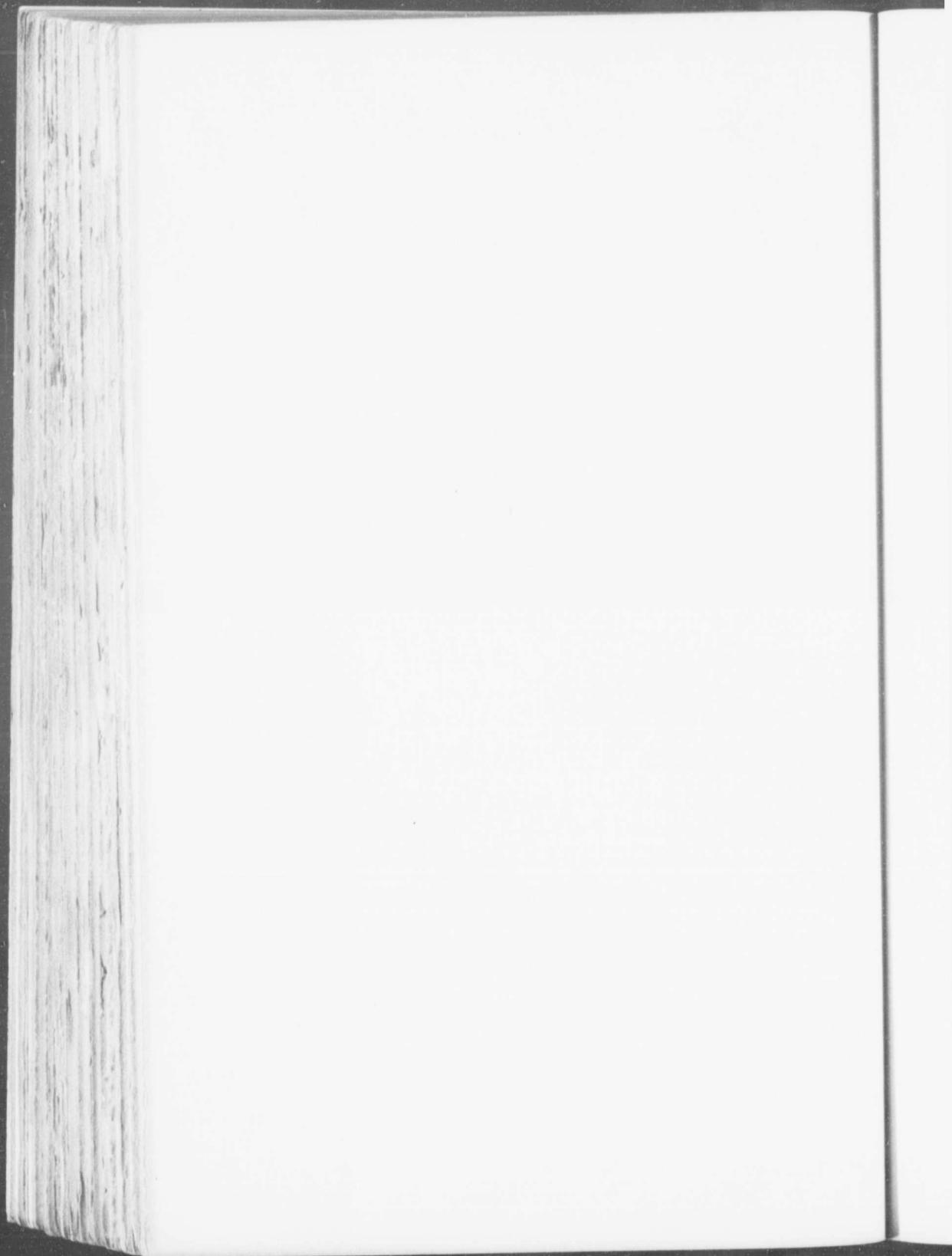
f

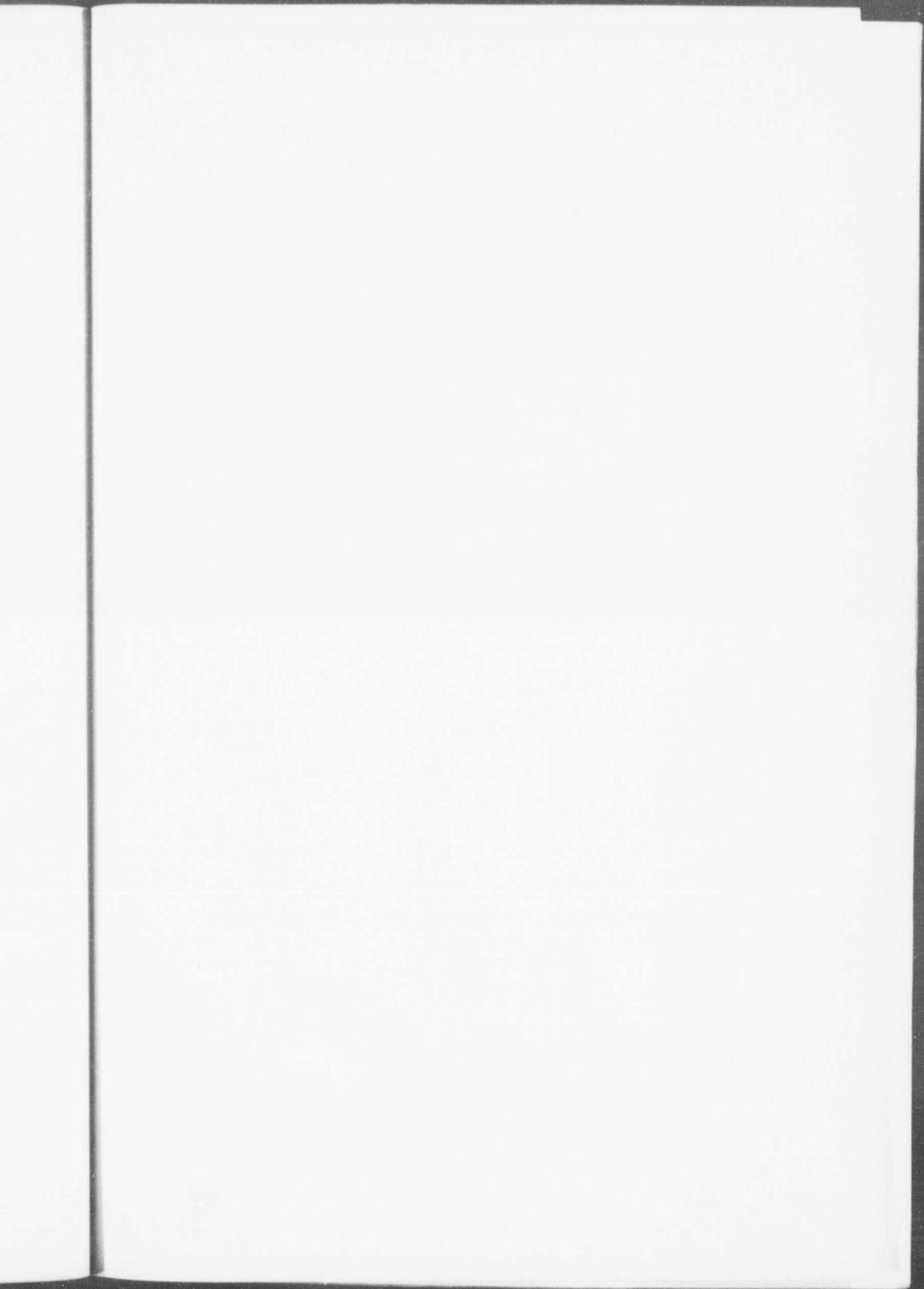


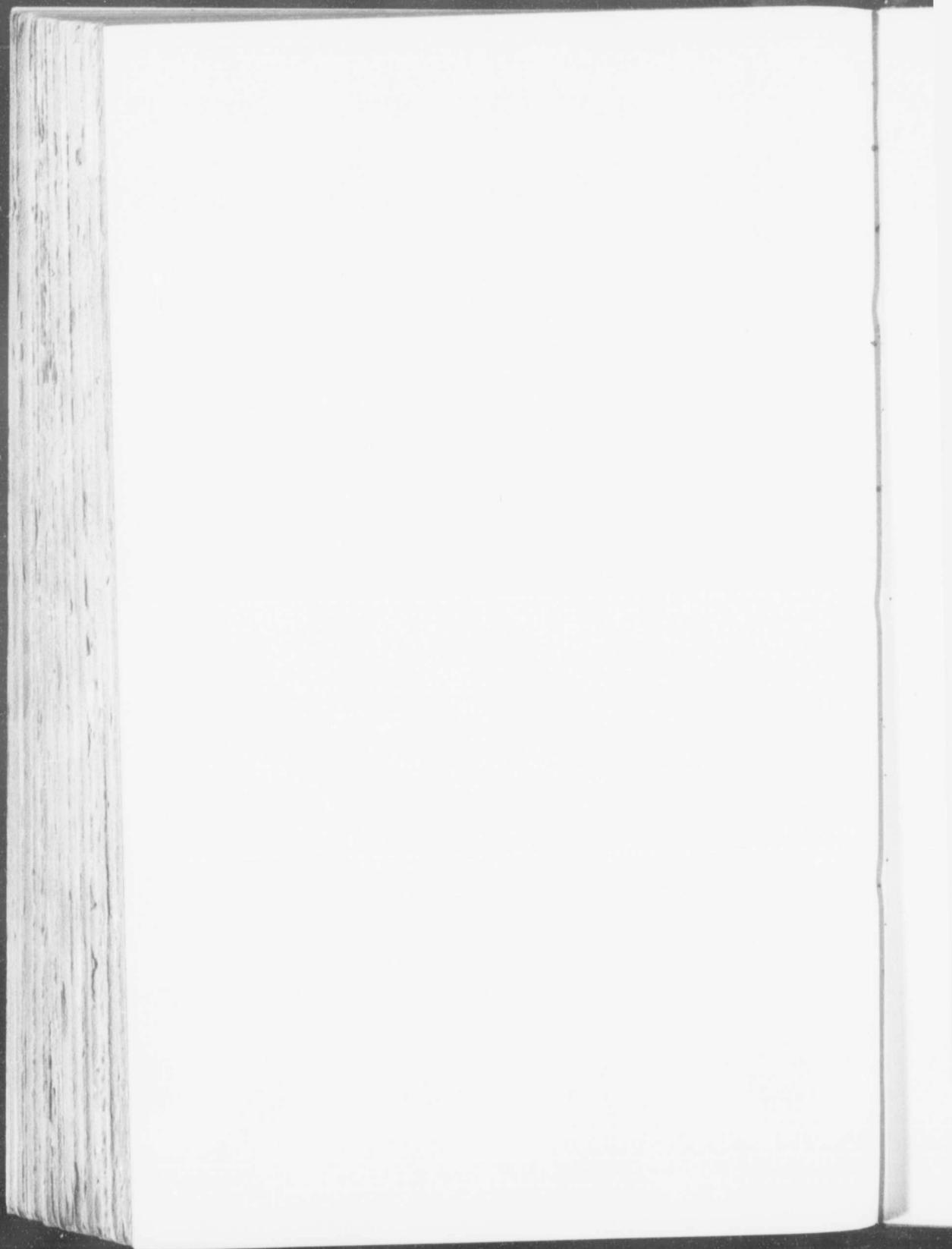


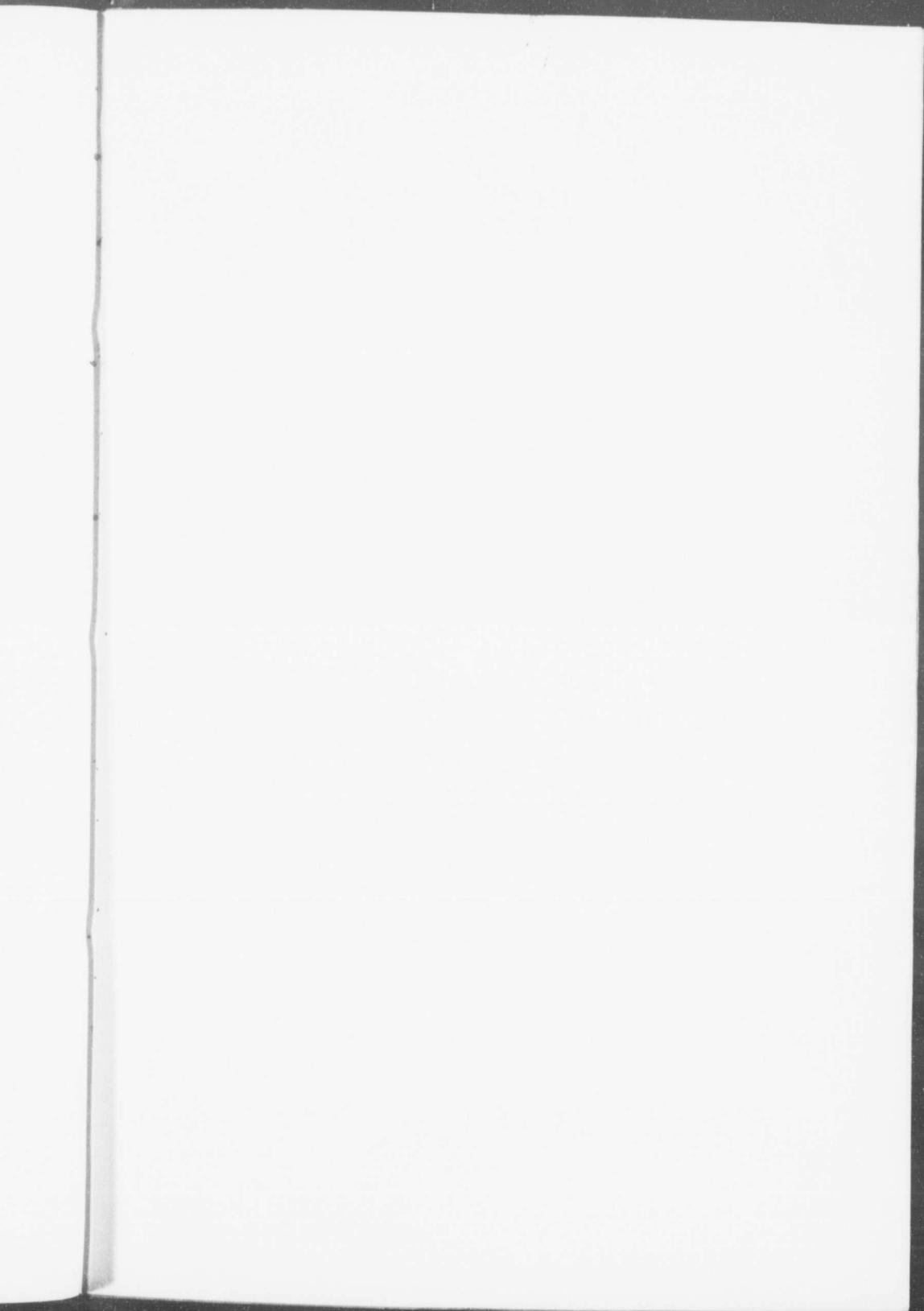






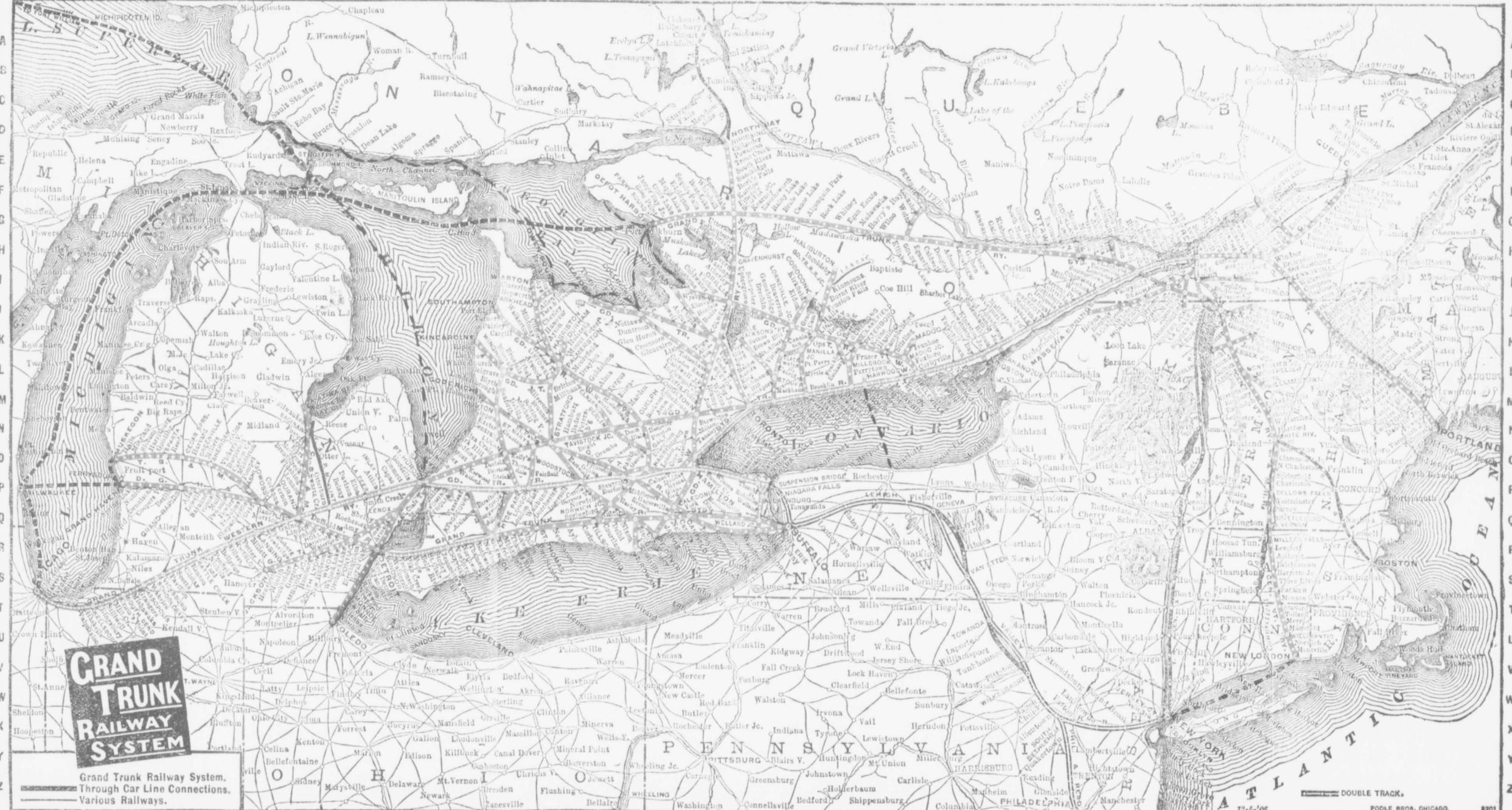








MAP OF
GRAND TRUNK RAILWAY SYSTEM
AND CONNECTIONS



GRAND TRUNK RAILWAY SYSTEM

Grand Trunk Railway System.
Through Car Line Connections.
Various Railways.

DOUBLE TRACK.

GRAND
TRUNK
RAILWAY
SYSTEM

N.L.C. B.N.C.
3 3286 02938864 8

