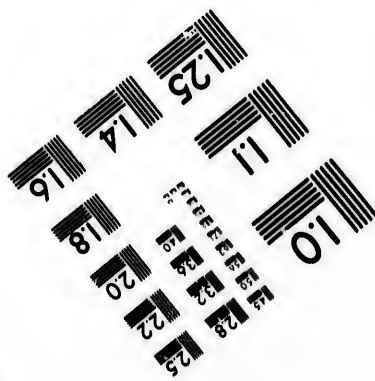
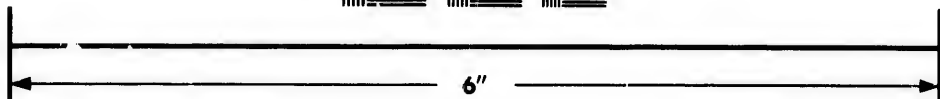
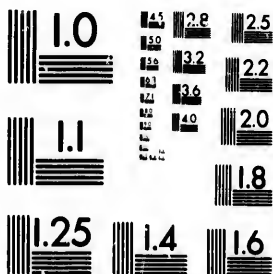


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1981

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

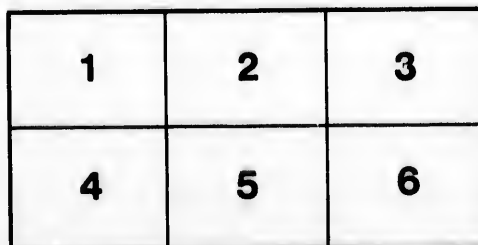
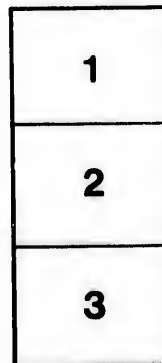
National Library of Canada

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

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

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

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque nationale du Canada

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

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

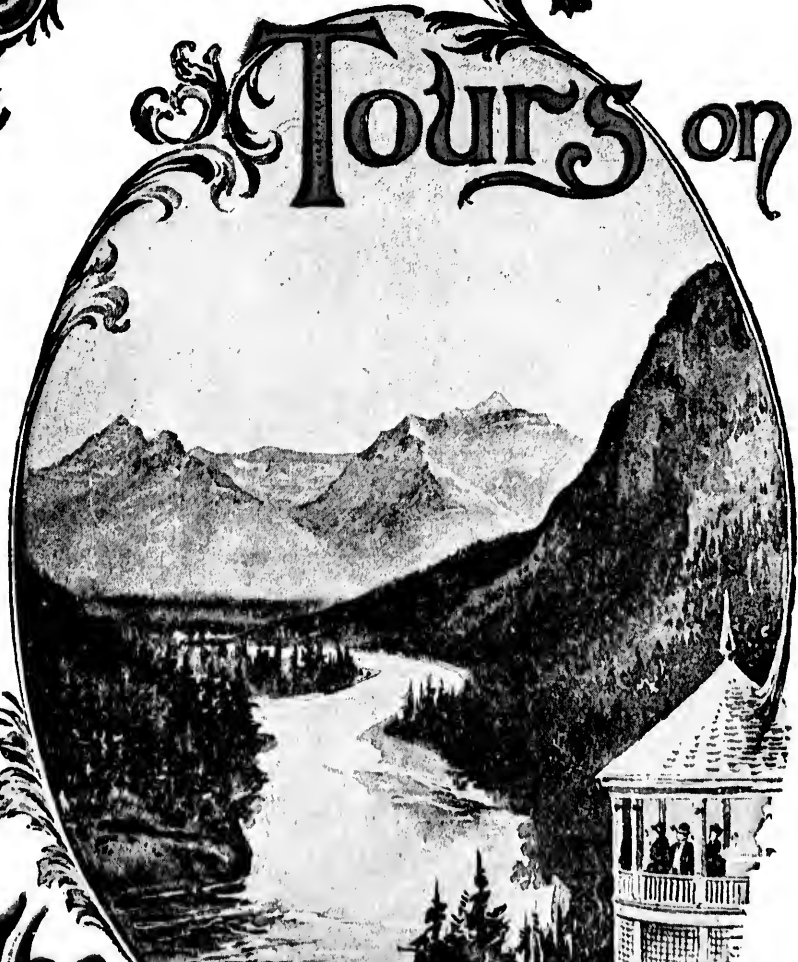
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



The
C

Summer
Tours on



The
Canadian
Pacific Ry.

A Sensible Road

THE

Canadian Pacific Ry.

Is the Most Substantial and Perfectly Built Railway on the Continent of America, and superbly equipped with the finest rolling stock modern skill can produce. **Coaches, Dining and Sleeping Cars** are triumphs of luxurious elegance, and excel in Stability and Beauty of Finish any in the world.

TOURISTS

Will find the New Route through Canada from the Atlantic to the Pacific unapproached for magnificence and variety of scenery by any other line of travel. The rugged wildness of the North Shore of Lake Superior, the picturesque Lake of the Woods Region, the Billowy Prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirks and Gold Range, and the wonderous beauty of the Pacific Coast, are traversed by **The Great Dustless Route**. Being entirely controlled and managed by one Company, the **Canadian Pacific Railway** offers special advantages to transcontinental travellers that cannot be granted by any other line. It is the Best, the Safest and Fastest route from Ocean to Ocean. The Company have spared no expense in providing for the wants and comfort of their patrons, as their line of Dining Cars and Mountain Hotels will at all times testify, being supplied with all that the most fastidious can desire. Their

TRANSCONTINENTAL SLEEPING CARS

Are provided with Sofa Sections and Bathing Accommodation, and offer all the comfort and convenience of First-class Hotels. They are specially constructed to admit of the Scenery being viewed all directions, but through the Mountains Observation Cars are run in the Tourist Season.

The New Line of Express Steamships

EMPRESS OF INDIA, EMPRESS OF JAPAN, EMPRESS OF CHINA

placed on the Pacific by the Canadian Pacific Railway, brings that wonderland, "Japan," within the reach of all. Sixty days from New York will admit of one month's holiday in Japan.

THROUGH TICKETS from HALIFAX, QUEBEC, MONTREAL, OTTAWA, PRESCOTT, BROCKVILLE, TORONTO, HAMILTON, LONDON, and all points in Canada; also from NEW YORK, BOSTON, and all points in the East, to VANCOUVER, VICTORIA, and other points in British Columbia, and to PORTLAND, Ore., PUGET SOUND PORTS, SAN FRANCISCO, CHINA, JAPAN, etc.

Insist on getting your tickets via the Canadian Pacific Railway. Colonists receive special attention by this route, Free Colonist Sleeping Cars being supplied for their accommodation.

Rates are Lower than by any other Route

c Ry.

n the Continent
ing stock mod-
ing Cars are
y and Beauty of

Atlantic to the
scenery by any
North Shore of
s Region, the
ly grandeur of
ange, and the
y **The Great**
naged by one
special advan-
ranted by any
from Ocean to
viding for the
ning Cars and
d with all the

CARS

modation, an
Hotels. The
ng viewed
Cars are ru

mships

CHINA

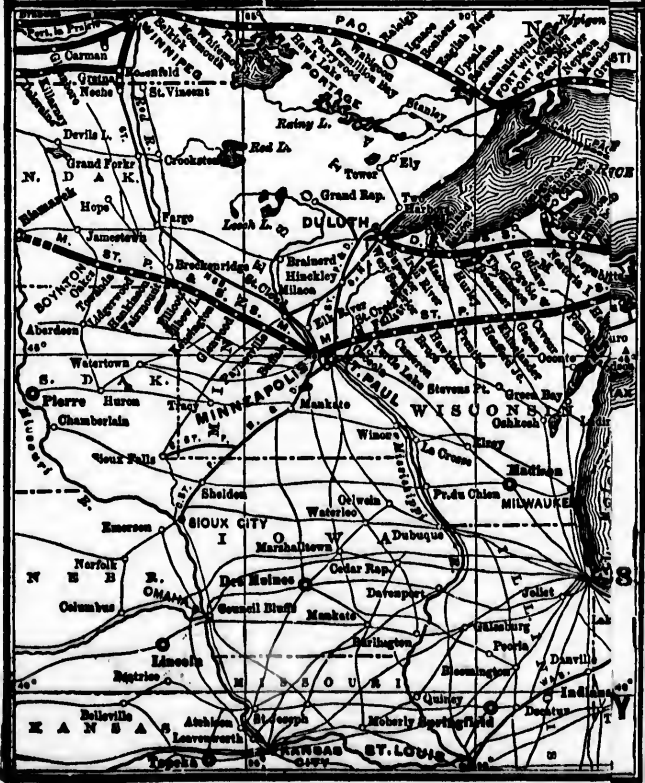
y, brings that
ys from New

MONTREAL,
HAMILTON,
RK, BOSTON,
A, and other
GET SOUND

ific Railway.
lonist Sleep-

Route

6000
10000
2



N
H
W
A
O
C
W
P

*Canadian Pacific
Railway Company*

Summer Tours

BY THE

CANADIAN PACIFIC RAILWAY

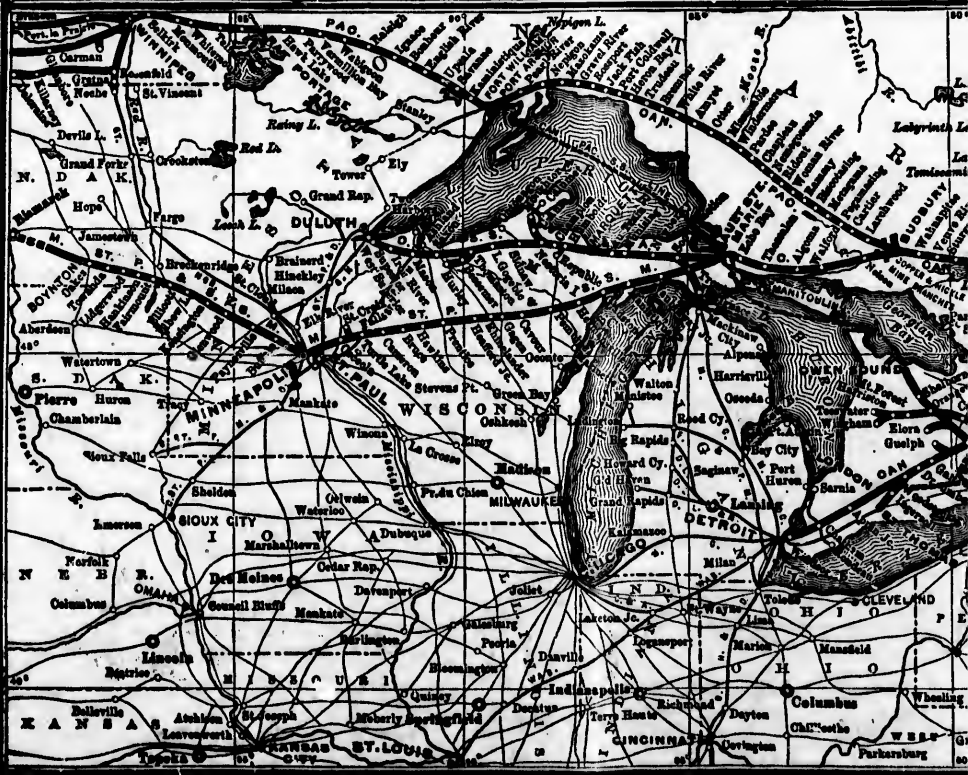
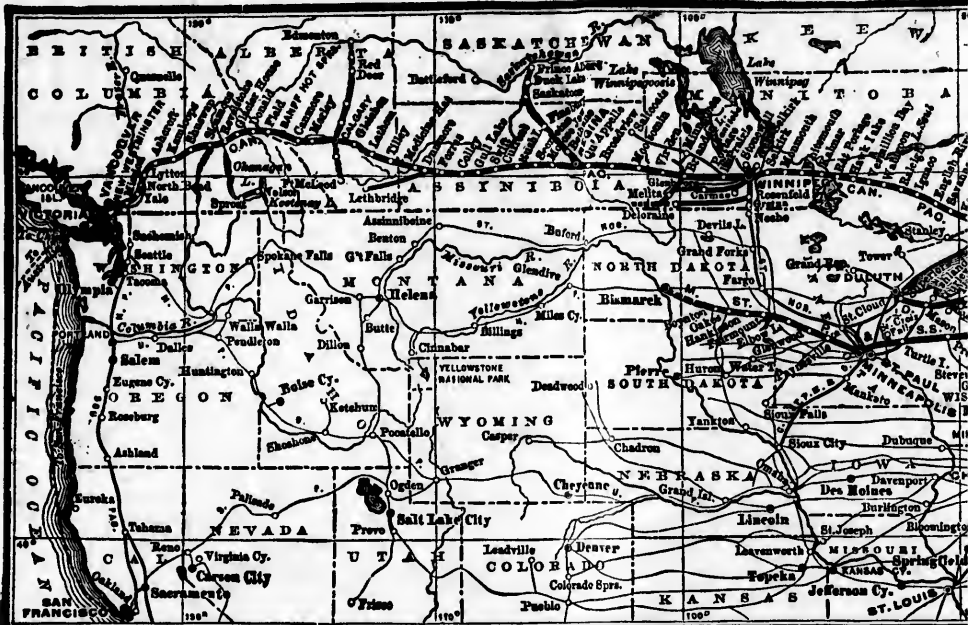
Now flitting far away—
Here, there, and everywhere, in joyous quest ;
Where waves beat their grand chorus o'er and o'er,
And Nature speaks from wood and dell and shore,
Or where the shadows of eternal hills
Creep to and fro across tumultuous rills,
Where brain, and eye, and o'ertaxed nerve may find
Pleasure in new delights, and weak mankind
A welcome rest.

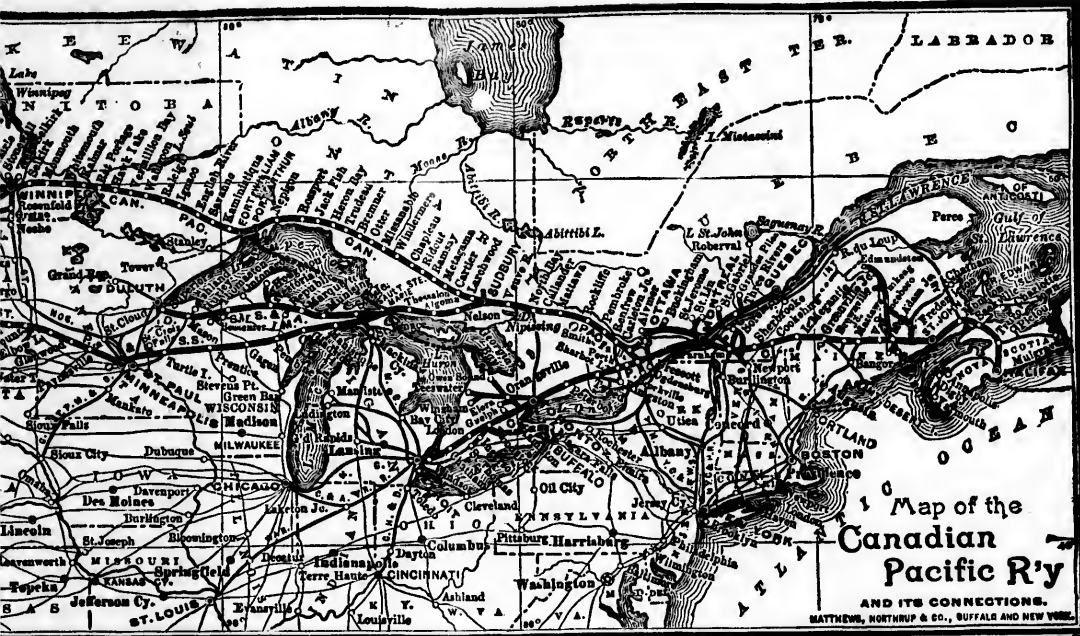
FIFTH EDITION

ISSUED BY PASSENGER DEPARTMENT
CANADIAN PACIFIC RAILWAY
MONTREAL

1891







CANADIAN PACIFIC RAILWAY

HEAD OFFICES, MONTREAL, CANADA

W. C. VAN HORNE.....	President.....	Montreal.
T. G. SHAUGHNESSY.....	Assistant President.....	Montreal.
CHARLES DRINKWATER.....	Secretary.....	Montreal.
GEORGE OLDS.....	General Traffic Manager.....	Montreal.
HENRY BEATTY.....	{ Manager Steamship Lines and Lake Traffic..... }	Toronto.
I. G. OGDEN.....	Comptroller.....	Montreal.
D. McNICOLL.....	General Passenger Agent.....	Montreal.
C. E. E. USSHER.....	Assistant General Passenger Agent.....	Montreal.
W. SUTHERLAND TAYLOR.....	Treasurer.....	Montreal.
L. A. HAMILTON.....	Land Commissioner.....	Winnipeg.
H. P. TIMMERMAN.....	{ General Superintendent, Atlantic Division..... }	St. John, N. B.
THOMAS TAIT.....	{ General Superintendent, Ontario & Quebec Division..... }	Toronto.
C. W. SPENCER.....	{ General Superintendent, Eastern Division..... }	Montreal.
WM. WHYTE.....	{ General Superintendent, Western Division..... }	Winnipeg.
HARRY ABBOTT.....	{ General Superintendent, Pacific Division..... }	Vancouver.
G. M. BOSWORTH.....	{ Assistant Freight Traffic Mana- ger, Ontario & Quebec, Atlantic and Eastern Divisions..... }	Toronto.
ROBERT KERR.....	{ General Freight and Passenger Agent, W. and P. Divisions..... }	Winnipeg.
D. E. BROWN.....	{ Assistant General Freight and Passenger Agent, W. and P. Divisions..... }	Vancouver.
C. E. McPIERSON.....	{ Assistant General Passenger Agent, Atlantic Division, etc.. }	St. John, N. B. and 211 Washington St., Boston.
E. TIFFIN.....	{ General Freight Agent, Atlantic Division..... }	St. John, N. B.
J. N. SUTHERLAND.....	{ General Freight Agent, Ontario Division..... }	Toronto.
A. C. HENRY.....	Purchasing Agent.....	Montreal.
J. A. SHEFFIELD.....	{ Superintendent Sleeping, Dining & Parlor Cars and Hotels..... }	Montreal.
E. V. SKINNER.....	{ General Eastern Agent..... }	New York, 353 Broadway.
W. R. CALLAWAY.....	District Passenger Agent.....	Toronto.
W. F. EGG.....	District Passenger Agent.....	Montreal.
C. SHEEHY.....	{ District Passenger Agent..... }	Detroit, 11 Fort St. West.
H. J. COLVIN.....	{ New England Passenger Agent.. }	Boston, 211 Wash- ington St.
J. F. LEE.....	{ District Freight and Passenger Agent..... }	Chicago, 232 South Clark St.
H. L. PENNY.....	Auditor of Disbursements.....	Montreal.
J. H. SHEARING.....	Auditor of Pass. Receipts.....	Montreal.
C. J. FLANAGAN.....	{ Auditor of Freight and Telegraph Receipts..... }	Montreal.
J. OBORNE.....	Supt. Car Service.....	Montreal.
E. S. ANDERSON.....	General Baggage Agent.....	Montreal.

DESCR
Ea

W

M

T

MAPS

GENE

SPECI

SPECI

ADVA

FISH

RAIL

LIST

SLEE

AGEN

INDEX

DESCRIPTIVE.

	PAGE.
Eastern Tours—	
The New Short Line to the Maritime Provinces.....	15 to 30
To Lower St. Lawrence and Gulf Ports	30 to 36
To Portland and the Sea Coast, via the White Mountains	37 to 42
To Boston, via Montreal & Boston Air Line.....	42
To Mount Desert and the Maine Coast	43 to 44
Western Tours—	
Across the Continent, via the C. P. Ry. Transcontinental Route.....	80 to 93
To the Upper Lakes and the North-West, via the Lakes	93 to 97
To the West, via Sault Ste. Marie and Rail.....	97 to 99
To the West, via Sault Ste. Marie and Lake	99
To the North-West, via Chicago and St. Paul	99 to 101
Tours on the Pacific Coast, San Francisco, Alaska, etc.	102 to 106
Alternate routes returning from the Pacific Coast.....	107
Miscellaneous Tours—	
To the Thousand Islands and down the St. Lawrence River ..	130 to 134
Toronto to Ottawa and Montreal, etc.	135 to 137
To Niagara Falls, Buffalo and Chautauqua Lake.....	138 to 140
Tours to the Orient and Around the World.....	150 to 152
MAPS.	
Eastern Lines and Connections	7 to 8
Montreal & Boston Air Line, and Short Line through Maine..	7 to 8
GENERAL INFORMATION AND EXPLANATION	
SPECIAL INFORMATION REGARDING EASTERN TOURS	45 to 46
SPECIAL INFORMATION REGARDING WESTERN TOURS.....	108 to 109
ADVANTAGES OFFERED TO PASSENGERS.	
Round Trip Tickets	9
Mileage Tickets	9
Commutation Trip Tickets.....	9
Season Tickets	9
Saturday Excursion Tickets	9
Sportsmen's Tickets	9
FISHING AND SHOOTING	
	11 to 11
RAILWAY AND STEAMSHIP CONNECTIONS.	
EASTERN TOURS	78 to 79
WESTERN TOURS	128 to 129
MISCELLANEOUS TOURS.....	149
LIST OF OFFICERS	
	2
SLEEPING AND PARLOR CAR TARIFF AND SERVICE	
	154 to 155
AGENCIES, LIST OF.....	
	156

TOURS—EASTERN.

Return Trips—

	PAGE.
Bangor, Me.	47
Bar Harbor (Mount Desert), Me.	47 to 48
Bethlehem, N.H.	48
Boston, Mass.	48 to 50
Cacouna, P.Q.	50
Charlottetown, P.E.I.	51 to 52
Crawford House, N.H.	52
Dalhousie, N.B.	52
Eastport, Me.	52
Fabyan's, N.H.	52 to 53
Gaspe, P.Q.	53
Glen House, N.H.	53
Greenville, Me.	53
Ha Ha Bay (Saguenay), P.Q.	53 to 54
Halifax, N.S.	51 to 59
Lake Memphremagog, P.Q.	59
Lake St. John, P.Q.	60
Mount Kinco House, Me.	60
Mount Washington (Summit of) Me.	60
Murray Bay, P.Q.	60
Newport, Vt.	60 to 61
New York, N.Y.	61
North Conway, N.H.	61
Old Orchard Beach, Me.	62
Perce, P.Q.	62
Pictou, N.S.	62 to 63
Plymouth, N.H.	63
Portland, Me.	63 to 64
Portsmouth, N.H.	64
Profile House, N.H.	61 to 65
Richibucto, N.B.	65
Riviere du Loup, P.Q.	65
St. Andrews, N.B.	65 to 66
St. John, N.B.	66 to 68
St. Johns, Newfoundland	68
Summerside, P.E.I.	68
Sydney, Cape Breton	68 to 69
Tadoussac, P.Q.	69
Weir's, N.H.	69

Single Trips—

Boston, Mass.	70 to 71
Halifax, N.S.	71
New York, N.Y.	72 to 73
Portland, Me.	73 to 74
St. Andrews, N.B.	74
St. John, N.B.	74
White Mountain Resorts and Seaside through White Mountains.	75

Side Trips—

Bethlehem June, to Bethlehem and Return	76
Bethlehem June, to Profile House and Return	76
Boston to Cottage City, Mass., and Return	76
Boston to Narragansett Pier, R.I., and Return	76
Boston to Newport, R.I., and Return	76
Fabyan's to Summit of Mount Washington and Return	76
Fredericton June, to Fredericton and Return	76
Greenville to Mount Kinco House and Return	76
Lennoxville or Sherbrooke to Greenville and Return	76
Lennoxville or Sherbrooke to Lake Megantic and Return	76
McAdam June, to Woodstock, N.B., and Return	76
McAdam June, to St. Andrews and Return	76

TOURS—EASTERN.

Side Trips—*Continued.*

PAGE.

Magog to Newport and Return.....	77
Newport to Magog and Return.....	77
Newport to Sail on Lake Memphremagog.....	77
Portland to Old Orchard Beach and Return.....	77
Portland to Biddeford, Me., and Return.....	77
Portland to Kennebunk Port, Me., and Return.....	77
Portsmouth, N.H., to Isle of Shoals and Return.....	77
Portsmouth, N.H., to North Hampton, N.H., and Return.....	77
Portsmouth, N.H., to Rye Beach, N.H., and Return.....	77
Quebec to Ha Ha Bay, Chicoutimi, and Return.....	77
Quebec to Lake St. John and Return.....	77
Quebec to Ste. Anne de Beaupre and Return.....	77
St. Andrews to St. Stephen and Return.....	77
St. Andrews to Eastport and Return.....	77
St. Andrews to Campobello and Return.....	77
St. John, N.B., to Fredericton and Return.....	77
From Weir's, round Lake Winnepesaukee.....	77

TOURS—WESTERN.

Return Trips—

Alaska (Sitka, etc.).....	111
Ashland, Wis.....	112
Banff Hot Springs, Alba.....	112 to 113
Chicago, Ill.....	112 to 114
Columbia Lakes, B.C.....	115
Duluth, Minn.....	115
Harrison Hot Springs, B.C.....	116
Mackinac Island, Mich.....	116 to 117
Marquette, Mich.....	117 to 118
Milwaukee, Wis.....	118
Nepigon, Ont.....	118
Port Arthur, Ont.....	119
Portland, Ore.....	119
St. Paul, Minn.....	119 to 120
San Francisco, Cal.....	120 to 121
Sault Ste. Marie, Mich.....	121 to 122
Spokane Falls, Wash.....	122 to 123
Tacoma, Wash.....	123
Vancouver, B.C.....	123 to 124
Victoria, B.C.....	124 to 125
Winnipeg, Man.....	125 to 126

Side Trips—

Agassiz, B.C., to Harrison Hot Springs and Return.....	127
Golden, B. C., to Columbia Lakes and Return.....	127
Port Arthur to Duluth and Return.....	127
Revelstoke, B.C., to Nelson, B.C., and Return.....	127
Revelstoke, B.C., to Robson, B.C., and Return.....	127
Revelstoke, B.C., to Little Dalles, Wash., and Return.....	127
Revelstoke, B.C., to Spokane Falls, Wash., and Return.....	127
Robson, B.C. to Nelson, B.C.....	127
Spokane Falls, Wash., to Banff Hot Springs and Return.....	127
Sault Ste. Marie to Mackinac Island and Return.....	127
Victoria, B.C., to Alaska and Return.....	127

TOURS—MISCELLANEOUS.

Return Trips—

Abenakis Springs, P.Q.....	141
Alexandria Bay, N.Y.....	141
Buffalo, N.Y.....	142

TOURS—MISCELLANEOUS.

Return Trips— <i>Continued.</i>		PAGE.
Caledonia Springs,	Ont.	142
Chautauqua Lake,	N. Y.	142
Cleveland,	Ohio	142
Detroit,	Mich.	143
Mastigouche House,	P. Q.	143
Montreal,	P. Q.	143 to 144
Niagara Falls,	N. Y. and Ont.	144
North Bay,	Ont.	144
Ottawa,	Ont.	144 to 145
Quebec,	P. Q.	145
St. Leon Springs,	P. Q.	145
Thousand Islands,	Ont.	146
Toronto,	Ont.	146
Toronto and Chicago		146
Toronto and Detroit		146
Side Trips—		
Brockville to Montreal, via Ottawa		147
Brockville to Ottawa and Return to Prescott		147
Brockville to Westport and Return		147
Calumet to Caledonia Springs and Return		147
Louiseville to St. Leon Springs and Return		147
Montreal to St. Leon Springs and Return		147
Montreal to Prescott, via Ottawa		147
Montreal to Ottawa and Return		147
Montreal to Quebec and Return		148
Montreal to Mastigouche House and Return		148
Toronto to Niagara Falls and Return		148
Toronto to Niagara-on-Lake and Return		148
Walkerville June. to Kingsville and Return		148
TOURS TO THE ORIENT.		
Shanghai, China, and Return		152
Hong Kong, China, and Return		152
Yokohama, Japan, and Return		153
Around the World		153

General Information



THE TOURIST ROUTES detailed herein cover only a small portion of the attractive places on, or that can be reached by, the Canadian Pacific Railway and Steamship Lines. Additional routes will be made and prices of tickets given on application to any city ticket office of the Company in Canada.

Tourist tickets entitle the purchaser to all the privileges accorded on regular first-class tickets.

Unless otherwise specified, they are on sale from June 1st to September 30th and are available for travel until November 1st of the year in which issued.

They are good for stop-over on application to Conductor or Purser at any intermediate point on the Canadian Pacific Railway or Steamship lines, within their time limit. Portions issued over the lines of other railways or transportation companies are subject to the local stop-over regulations of the lines over which they read.

Transfers between stations are not included in Tourist Tickets, unless specially noted, as they are necessary at very few points, and most of these being places of interest, tourists would naturally desire to see them.

Round Trip Tours going one way and returning another, that are marked "R.W.," can be reversed, at the time of ticket purchase, for the convenience of tourists.

Many of the steamer lines cease running, or make irregular trips, prior to November 1st, and tourists should consult each company's advertisements in regard to this point, and arrange their movements accordingly, as all Tourist Tickets are sold on condition that they are used while the service is in effect.

The tickets for side trips should be purchased at the starting point, as in many instances the benefit of Side-Trip rates cannot be obtained at the junction point where the side-trip diverges from the main tour.

The time of railway and steamship connections given herein cannot be guaranteed, as it is subject to change as the season advances. For full details and latest changes a perusal of the current time-table "folder" of the Company is recommended.

Where steamship routes are marked thus †, it indicates that no extra charge will be made for meals and berths on steamships. If not so marked, meals and berths are not included, and will be charged for extra.

Children between the ages of 5 and 12 years will be charged half fare; over 12 years, full fare.

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are being formed, send a representative to render assistance and give all information.

Special First-Class Sleeping Cars will be reserved for parties of eighteen or more first-class passengers; and when destined to a point west of Port Arthur or Sault Ste. Marie will be reserved for parties of fifteen or more passengers, or on payment of that number of fares. The rate will be about \$40.00 per day for the use of a first-class sleeping car in addition to the price of passage tickets.

Tourists are warned that in no instances are their tickets transferable, and if they are unable to use the whole or a part of the ticket, the portion unused should be returned not later than November 30th, 1891, to the General Passenger Agent of the Canadian Pacific Railway, at Montreal, who will refund a reasonable amount therefor.

When Tourist rates are quoted herein from points not located on the line of the Canadian Pacific Railway, the routes by which the Canadian Pacific Railway will be reached, unless otherwise stated, are as follows:

From Niagara Falls to Toronto by the New York Central & Hudson River Rd. to Lewiston Wharf, thence Niagara Navigation Co.; or by the Michigan Central Rd. to Niagara-on-the-Lake, thence Niagara Navigation Co.

From St. Paul to Sault Ste. Marie, Mich., by the Minneapolis, St. Paul & Sault Ste. Marie Ry.

From St. Paul to Gretna, Man., by the Great Northern Ry.

From Duluth to Sault Ste. Marie, Mich., by the Duluth, South Shore & Atlantic Ry.

From Boston, Mass., to Newport, Vt., by the Montreal & Boston Air Line.

From Portland, Me., to Newport, Vt., by the Maine Central Rd. to Lunenburg via Fabyans, thence Boston & Maine Rd.

The Attention of tourists is directed to the special information preceding the Eastern and Western Tours.

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shown; but tickets for many of the tours may be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Department mentioned on pages 2 and 156.

Correspondence is respectfully invited.

C. E. E. USSHER,
Asst. Gen. Passenger Agent.
MONTREAL.

D. McNICOLL.
General Passenger Agent,
MONTREAL.

ADVANTAGES OFFERED

BY THE

CANADIAN PACIFIC RAILWAY

TO PROMOTE TRAVEL

Round Trip First Class Tickets, good for one month, are sold between stations east of Port Arthur and Sault Ste. Marie at a reduction of one-sixth from regular rates.

One Thousand Mile Tickets for \$25.00, good for one year and available over all portions of the line east of Sault Ste. Marie and Sudbury Junction are sold at principal stations.

Commutation Trip Tickets, limited to three months, good for ten trips for families and their guests travelling singly or in parties, and good for 26 and 52 trips available for six members of one family, are on sale between cities and their suburban resorts, within a radius of about forty miles, at rates varying from one to two cents per mile.

Season Tickets, good for one round trip per day between any two stations, for periods of one to twelve months, can be purchased at all stations in Canada, east of Port Arthur, and the extremely low rates at which they are sold are so graded that continuous purchasers from month to month are required to pay very little more than the twelve-months' rate. Special rates are made for students, and an extended age-limit is allowed for half tickets, on presentation of a certificate from the principal of the school attended by the applicant.

Saturday Excursion Tickets, good for return until the following Monday, are sold during summer months from Eastern cities to the country points within a radius of about sixty miles, at a rate of ten cents more than the one-way first-class rate. For particulars apply to city ticket offices.

Sportsmen, travelling together in Canada, in parties of five or more, will be issued return tickets, good for one month, to shooting and fishing resorts on the Canadian Pacific Railway, at greatly reduced rates. 200 lbs. of baggage and camp equipment, consisting of tents, canoes under 20 feet in length, camp utensils, etc., including a fish or game catch of 50 lbs. in weight, will be carried free for each sportsman. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Company. A perusal of the pamphlet "Fishing and shooting on the Canadian Pacific Railway" is recommended. A copy can be procured on application to any of the Company's agents.



MOUNT STEPHEN HOUSE



Mr. Bank Note Co. N.Y.



The GLACIER HOUSE



CANADIAN PACIFIC RAILWAY HOTELS

br
at
ge

of
oc
ve
ac
wa
an

ra
ce

To
re
th

Fishing and Shooting

"Hey! for the lonely haunts
Of moose, and elk, and bear;
Hey! for the woodland jaunts,
Curealls for grief and care;
Hey! for the swirling foam
Where trout prodigious rise,
And Hey! for the welcome home
And the angler's harmless lies."



THE CANADIAN PACIFIC RAILWAY, in addition to being pre-eminently the Sportsmen's road, is almost entitled to rank as a soul-saver for that numerous class of sportsmen, *anglers especially*, who, truthful upon all other subjects, will persist in fibbing most unmercifully about the size and number of fish they take. For years the fish-romancer gloried in the fact that nothing fishy lived to approach his ideal standards, but lo! the Canadian Pacific opened a way to countless hitherto unfished waters, and the fish-romancer found to his dismay that he had only been

telling the truth after all, though not the whole truth, for he had not made his fish half big enough. Possibly his fertile imagination will

broaden sufficiently to invent larger fish than may actually be taken at points referred to below. We wish him success anyway, for he is generally a pleasant, harmless fellow enough.

The Canadian Pacific system comprises some six thousand miles of railway which include the great transcontinental line from ocean to ocean and an extensive system of branch lines which penetrate the very cream of the famous sporting districts of Canada, and render accessible vast natural game-preserves and countless trout and bass waters, that a few years ago were unvisited save by the Indians and an occasional white trapper.

Nearly all of this broad territory offers entirely new fields for exploration, though much of it lies within easy reach of the commercial centres.

Sportsmen starting from either Montreal, Quebec, Ottawa or Toronto are not compelled to travel far before a suitable locality is reached where a holiday can be right royally spent. The region along the north shore of the St. Lawrence, between Quebec and Montreal, is

traversed by many streams, and they, and the small lakes they drain, are well stocked with fair-sized trout. The tributaries of the St. Maurice river, which flows into the St. Lawrence at Three Rivers, and adjacent waters, are specially good, and fine strings can be taken from them. Other excellent points are the Mastigouche chain of lakes, reached by stage from St. Gabriel, where all modern comforts will be found at the Mastigouche House; and the Shawenegan river, reached by stage from Lac a La Tortue (Turtle Lake) or Three Rivers, and guests will be made thoroughly comfortable at the Shawenegan House. The trout of this region are not phenomenally large, but they are very plentiful and as gamey as can be found. Fish from two to three pounds are common enough, and though nothing heavier than three pounds is likely to be taken, any number scaling from a pound to half a pound heavier will reward a visitor. From Quebec the magnificent Saguenay river and its headwater, the great Lake St. John, are reached, either by rail or steamer. In the many lakes and streams along the line of the Quebec & Lake St. John Railway, and in the numerous tributaries of Lake St. John, trout of good size are very plentiful, and in the latter lake will be found the famous Ouananiche, a species of land-locked salmon, and one of the most beautiful and hardest fighting game fish that ever bent a rod. Old salmon fishers, who visit the lake for the first time, declare that the sport afforded by the Ouananiche is fully equal to any they ever enjoyed, and are enthusiastic in praise of the locality. Caribou and grouse are also plentiful, and there are a fair number of moose yet to be found in that district.

From Montreal the Short Line, referred to elsewhere, renders the famous Lake Megantic and adjacent waters, Moosehead lake, and one of the finest portions of the State of Maine for the angler and sportsman, easily accessible; and it also offers a direct route to the Schoodic lakes, to the St. Croix river, and other good points near St. Andrews, N. B.; to an infinite variety of beautiful lakes and streams throughout the picturesque territory contiguous to the New Brunswick portion of the system, and, in addition, the shortest route to the best salmon rivers of the Maritime Provinces. The Megantic and Moosehead lake regions are among the best now available for shooting and fishing. The country thereabouts is the chosen haunt of moose, caribou, deer and grouse, and the larger lakes, their tributary streams and the numerous small lakes that surround them offer inducements to the angler that can hardly be surpassed. Grand trout are annually taken from those waters, fish of fabulous weight are on record, and as others have done already, so can their followers do. Jacking for caribou and deer is a favorite sport upon the bogs and ponds that are accessible by canoe from either of the lakes, and with a good guide the visitor has almost a certainty of success. In fact the country surrounding and lying between Megantic and Moosehead lakes is such that a man with any pretensions to a proper knowledge of his craft, can go there with rod or rifle and enjoy a rich reward for his labor with either. A trip round Lake Megantic after fish or big game would sure to prove satisfactory, and the same can be said of Moosehead. A particularly good route for the angler would be to go to either Moosehead or Greenville station, on Moosehead lake, secure a guide there, and then cruise along the shore to the "Northern Carry," which offers an easy trip to the west branch of the Penobscot river, and thence down stream to Mattawankeag station on the Canadian Pacific Railway. This trip would be sure to furnish a satisfactory result.

In Ontario, along the line from Montreal to Toronto, there are many well-stocked bass waters. On the Rideau lakes—reached from Smith's Falls—the black bass fishing is excellent, and there is also very good duck shooting early in the season, so that those who seek the "drowned lands," can combine both amusements. Sharbot Lake is a beautiful sheet of water, dotted with islands, and the excellence of the fishing and its picturesque features make it a favorite locality for camping parties. The fish to be found there are black bass, rock bass, pike, pickerel and a few lunge, and a rod can be kept busy for a couple of weeks to good advantage. One of the heaviest small-mouthed black bass on record was taken from this lake, and it is also a noted resort for ducks in the fall. Still further west, and offering special inducements to those who will make Toronto their starting point, is the Trent river and the chain of lakes above. Stopping at Havelock station the sportsman is right on the spot, and this is one of the best points for bass and lunge in Ontario. Heavy fish of both



CANOEING

varieties can be taken in abundance, and there are also plenty of deer and grouse. Early in the season ducks and woodcock are fairly plentiful in the marshes and swales.

In the extreme western portions of Ontario are the haunts of waterfowl and wild turkey, grouse, quail, etc., made famous by the pen of "Frank Forrester," and at several points on lakes Erie and St. Clair the black bass and lunge fishing is excellent. Both shooting grounds and fishing are best reached via the line of the Canadian Pacific between London and Detroit.

In the region of the Upper Ottawa, along the Mattawa river, about Lake Nipissing, particularly on the Sturgeon river, and on what is known as the Long Arm of Nipissing, are good points for shooting and fishing, and in the vicinity of the town of Pembroke, trout-fishing can be had that is hard to equal. Those wanting a more extended trip should certainly follow the Transcontinental line west of Lake Nipissing. Beyond the Sturgeon river is a wild sparsely settled region, the

home of big game, and with lakes and streams too numerous to mention, many of which have never yet been fished. Such as have been tested have furnished heavy trout in abundance, and among them the Steel and Jackfish waters are rapidly earning a great reputation. Finest of all of them is of course the world-renowned Nepigon river, the home of veritable speckled giants, the very best trout stream on the continent. Comment upon the merits of Nepigon would be superfluous, for it is known by report or actual experience to every angler worthy of the name.

In the North-West Territories lies the sportsman's paradise. Those far-reaching prairies, with their unnumbered lakes, sloughs and water-courses, are the strongholds of elk, moose, deer and other four-footed game and prairie chickens and grouse, and the breeding-place of myriads of migratory waterfowl, swans, geese, pelicans, duck, curlew, snipe, plover, etc., etc., and sport can be enjoyed there such as cannot be approached in the most remote portions of the United States, for it is a new country and the hand of the destroyer has not yet left its trace.

Lastly, there are the incomparable mountains that tower in awful grandeur above the way to the Pacific, and a more magnificent field for rifle and rod is not known upon the globe. Among the foot-hills and upon those soaring crags "big game" roams at will, as it has done for centuries in the past, and there is where the dearest-prized trophies of the hunter's craft are to be secured. The stately elk, the fierce grizzly, the snowy mountain goat, the big-horned sheep, the great panther, the prong-horned antelope, and other less noble quarry all harbor there to be taken by he who can, and in the ice-cold streams that rush down those majestic slopes are trout of coloring and flavor unsurpassed. The wonderful Lower Kootenay river, as yet fished only by a few enthusiasts, is one of the best trout rivers known, and also runs through a particularly good district for big game, and on the streams and waters of the coast the tourist can take mountain trout until his wrist grows weary and he is glad to call a halt. A trip to the mountains will furnish memories for a lifetime, and a holiday among those magnificent specimens of nature's grandest handiwork will never be regretted nor forgotten till the sportsman lays down rod and rifle forever.

Everyone contemplating a trip to one or other of the many attractive points herein briefly referred to, should ask for a copy of the handsomely illustrated little volume entitled "*Fishing and Shooting on the Canadian Pacific Railway*," which fully describes all the best localities for sport with rod and gun reached by the road. It will be mailed to any address upon application to one of the Company's agents.

"The campfire's ashes are dead and cold,
The angler has gone on his homeward way;
When the thrilling tales of his trip are told
The lye of those ashes a part shall play."

the
He
ful
for
to
mo
ov
fro
in
by
att
sea

by
an
Sq
ing
W

Eastern Tours

I.

THE NEW SHORT LINE TO THE MARITIME PROVINCES THROUGH THE
PROVINCE OF QUEBEC AND THE STATE OF MAINE.

" 'Tis the ceaseless song of the forest,
An anthem of praise divine,
The tinkle of falling waters,
The breeze in the swaying pine;
The lake's low ripples singing
In whispers along the shore,
And the grand deep voice of the ocean
Answering o'er and o'er."



HE selection of a place of residence for the summer months, or of a route for a holiday tour, very frequently presents a most important and difficult problem. With the approach of the heated term this problem will trouble many minds, for the enjoyment of what is most probably a hardly earned and sorely needed rest depends principally upon the decision arrived at. To those free and independent mortals, the bachelors, the choosing of a certain route among a multitude of possible trips, or a sea-coast or lake resort as a temporary abiding place, is an easy task. Such gay and unencumbered fellows can wander whither

they will, but with the family man it is an entirely different question. He has others to consult besides himself, and must gather and carefully weigh a lot of information to aid him in selecting the best place for the location of his household during the summer months, and to satisfactorily decide this important point is not unfrequently a most troublesome matter. For the special benefit of those puzzling over the problem of "where to go," this book was written, and from among the many delightful tours and summering places described in its pages, we have no doubt but that a suitable selection will be made by all who consult it for guidance. First let us consider a particularly attractive route, our "Short Line" through the State of Maine to the sea-coast and Maritime Provinces.

At Montreal the start is made from the magnificent station erected by the Canadian Pacific Railway Company, situated on Windsor street, and known as the Windsor Street Station. It overlooks Dominion Square, the site of the ice palaces, and the scene of many a frolic during Montreal's winter carnivals, and is within a stone's throw of the Windsor Hotel. The station is an imposing stone structure, a rare



WINDSOR STREET STATION

c
p
p
b
r
n
t
p
a
t
a

d
i
w
M
f
C
p
c
w
a
t
r
w
r
s
a
b
M

w
s
t
t
g
m
a
t
C
c
s
t
l
s
J

w
c
d
u
t
q
p
w

combination of architectural beauty, comfort and elegance. No expense was spared to ensure its being thoroughly well adapted for the purpose in view, and it stands now completed, one of the handsomest buildings in the city, and a fitting illustration of the enterprise of the road. Upstairs are the head offices of the Company, where the business of the huge steel artery is arranged, and below are minor offices, the grand general waiting-room, with its noble arches and massive polished granite columns, which never fails to elicit the warmest admiration from visitors; the ladies' waiting room, a beautiful illustration of how admirably modern skill can blend luxury and comfort, and last, but not least, the dining-room, a gem in its way.

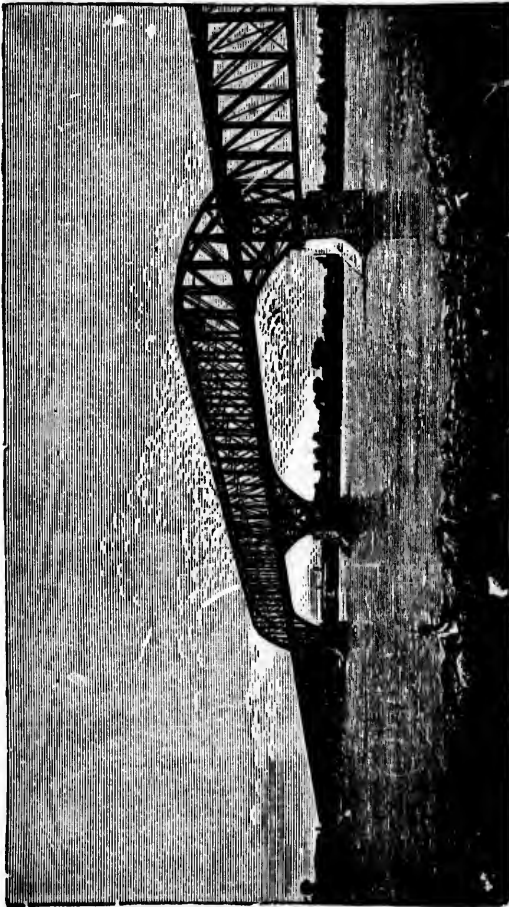
Passing from the waiting-room through handsome broad-spreading doors, the elevated tracks are reached, where several trains are waiting beneath a lofty ceiling for their human freight. They will go to widely different points, but one of them is just about starting for the Maritime Provinces over the Short Line, opened in June, 1889, and forming the most direct and best route to the Canadian Atlantic Coast, being shorter by about 300 miles than competing lines. The passengers are already comfortably settled in the luxuriously equipped coaches, and the train moves smoothly away upon the elevated track, which is laid upon a lofty work of stone. This stone-work is arched at regular intervals to admit of the passage of street traffic, and from the magnitude of the work the observant passenger will be able to roughly estimate the great expense the Company was put to before it was possible to get in to the Windsor Street Station. As the train rolls along upon this elevated way, a fine view is afforded of the many stately buildings which make Montreal the greatest of Canadian cities, and also of many outlying points of interest; indeed, there is but one better point of observation than this, and that is from the top of Montreal's well-known Mountain.

Five miles west of the starting point is Montreal Junction, from whence run the lines to Toronto, Ottawa, Quebec and Winnipeg, and south to Boston and the Maritime Provinces. Following the latter, the fine iron bridge spanning the Lachine Canal is crossed, and soon the mighty St. Lawrence, the incomparable watery highway to the great lakes and favorite route for summer travel, is reached. The immense steel bridge spanning the St. Lawrence at this point is one of the attractions of the trip, and is justly considered one of the engineering triumphs of the century. It was built by the Canadian Pacific Railway Company, is about a mile long, and when one considers that each of the channel spans is 408 feet in length and lofty enough to allow the passage of great steamers, some idea may be obtained of what a formidable task its construction was. The masonry work was commenced March 18th, 1886, and completed on November 12th of the same year. The superstructure was commenced February 15th, 1886, and completed on July 30th, 1887. It cost over one million dollars.

The current rushes far below as though eager to mingle in the wild turmoil of the rapids close at hand, and from the situation and commanding elevation of the bridge it affords a grand view up and down the river, including the celebrated Lachine Rapids, the villages upon either shore, the spires of Montreal, and distant mountains. On the one side of the river is the village of Lachine, and on the other the quaint old Indian town of Caughnawaga, the home of the once all-powerful Iroquois nation, and from whence came the dusky braves who have spread the fame of Canada's national game, lacrosse, far and

wide. At Farnham the Stanbridge & Sorel branch of the Canadian Pacific Railway is crossed, and the line leads onward through a level, closely cultivated country. Some distance from the track a curious round-topped mountain rises from the plain, seemingly strangely out of place, and a glance ahead will reveal others, though yet some miles away. Here and there passing views of swift-running streams are afforded, forming a pleasing break in the monotony of farm after farm.

At Brigham Junction the Montreal & Boston Air Line diverges for the White Mountains and Boston. The scenery materially improves



ST. LAWRENCE RIVER BRIDGE, NEAR MONTREAL

and the view to the right, left, and ahead is very pleasing. The level plain is being left behind and the country assumes a more rugged appearance, with here and there a mountain to add to the effect. Numerous groves of maples are passed as the train speeds on, and the manufacture of maple sugar is the regular occupation of the farmers during part of March and April. At Foster station the Sutton Junction and the St. Guillaume branch of the Canadian Pacific Railway is crossed, and a few miles farther on a fine bridge spans a valley of great natural beauty. The lovely Orford lake, a jewel of the purest water

sparkling amid its guardian hills, is presently passed, and the route continues through a very picturesque country, amid lofty heavily wooded hills, until Magog station, on far-famed Lake Memphremagog, is reached.

Thousands of tourists from all over the States and Canada have visited Lake Memphremagog, and the number should be materially increased this year, for it would be difficult to find a more attractive locality. Lovely islands dot its surface; rugged hills frown down upon it and are mirrored in its limpid depths, and high above all tower the two famous promontories of Elephantis and Owl's Head. The dense forest looks dark and almost forbidding, but those shadowy woods have re-echoed the merry laugh and jests of many happy voices whose owners have gathered at the common point in quest of that closely pursued object—pleasure. And here it can certainly be found if natural advantages count for aught. From Magog a steamer makes a daily trip round the lake, touching at many points, including Georgeville, the Revere House, near Elephantis; the Mountain House, at the foot of Owl's Head, and the favorite resort of Newport. This excursion by steamer forms a most enjoyable side-trip, for the tourist can stop at Magog, make the circuit of the lake and enjoy all its many beauties, and from Newport go by Montreal & Boston Air Line to either Boston, the White Mountains, or back to Montreal. From the steamer one has a fine view of the lake, its picturesque surroundings and islands, the numerous handsome summer residences upon the shores, and all points of interest, including the mountains. Passing on we now closely follow the Magog river, where excellent fishing can be had, and thence along the shore of Little Magog, a long, narrow, and very pretty sheet of water offering great inducements to the canoer and camper, and so on to the beautiful city of Sherbrooke, the commercial centre of the "Eastern Townships" of the Province of Quebec. Here the Magog river joins the St. Francis, and an object of special interest will be found in the falls which are well worth a visit. Sherbrooke is a bustling, thriving city of between nine and ten thousand inhabitants, boasting many handsome buildings, prosperous manufacturing and business interests and picturesque surroundings that will well repay inspection. Tourists from Quebec can here join the "Short Line" by taking the Quebec Central Ry. from Levis (directly opposite Quebec) to Sherbrooke. From Foster to Sherbrooke the line was formerly controlled by the Central Vermont Rd., but was purchased by the Canadian Pacific Railway and entirely rebuilt, portions of the old line being visible here and there on either side of the new route. What was formerly known as the International Ry. from Sherbrooke to Lake Megantic now also forms a link in the Canadian Pacific Railway Short Line.

Three miles from Sherbrooke, Lennoxville is reached, from which point the Boston & Maine Rd. runs south to Newport, where it connects with the Montreal & Boston Air Line. After leaving Lennoxville the route crosses the St. Francis river and passing through a hilly, densely wooded region, follows the Eaton river for a short distance and on through forests, relieved by occasional large clearings, from which fine views are afforded of mountains in the distance. Approaching Scotstown station the road follows the Salmon river, and Megantic mountain is seen some half-dozen miles away.

At Echo Vale the first view of Lake Megantic is obtained, and skirting Sandy Bay the route follows the shore of Megantic until the

station of that name is reached. This region is justly famous as a resort for the sportsman and angler, and the scenery is very pleasing, especially about the head of the lake. Lake Megantic is the largest in the territory, being twelve miles long and from one to four miles wide, but its shores are so broken and indented with bays and inlets that its coast line measures in reality about forty miles. Its principal feeders are the Lower Spider river, the Arnold, the Annance, the Victoria and a number of lesser streams, and its outlet is the Chaudiere river, which empties into the St. Lawrence near Quebec. There is one steamer at present on the lake, and a small steam launch for the use of the members of the Megantic Fish and Game Club, whose headquarters are on Spider Lake, the "Geneva of Canada," ranking next in size to Megantic and separated from it by a "carry" of less than three-quarters of a mile. From the train one can catch vistas of rare beauty; of glancing water, towering hills, gloomy forests, and combinations of lights and shades such as fill the soul of an artist with joy. There are any number of trout in the several feeders of the lake, and, while heavy fish are uncommon except in the larger water, the Arnold, Annance, West Branch, etc., will be found well worth a visit. Red deer are very numerous, and moose and caribou fairly plentiful. Grouse, duck, and an occasional bear complete the game list. There are several hotels of the average country type in Megantic village, and sportsmen can also find fair accommodation at several farm houses near the head of the lake, while those intending to spend a holiday under canvas can pitch tents where they will. Leaving Megantic station the Chaudiere is crossed and the shore of the lake closely followed for some miles. An ever-changing panorama of beauty delights the eye until once again the line leads through a dense forest and the lake is seen no more.

The Boundary mountains, which divide the Province of Quebec from the State of Maine, are now close at hand, and the general aspect of the country undergoes a change. Huge moss-covered boulders and great masses of naked rock are visible everywhere among the trees, and here and there a rapid stream is crossed, from which ice-cold torrents great strings of trout can be taken. The road rises higher and higher, until finally the Boundary heights are passed and "Uncle Sam's" domain reached. This portion of the State of Maine is netted with lovely waters, great and small, famous for their trout, and haunted by many moose, caribou and deer, and grouse, *ad lib.* Through the very fairest portions of this pleasing scenery the "Short Line" runs.

Passing through some very attractive country for a short distance after leaving the Boundary mountains the first lake of the headwaters of the Moose river is reached. These headwaters of the Moose are a marvel of beauty. They are a chain of irregularly shaped, lovely lakes, linked together by the river and extending for some twenty-five miles, and followed by the line as closely as possible throughout their entire length. As the train speeds along a series of kaleidoscopic changes are revealed; visions of silvery water and shaded forest follow each other too rapidly for a detailed description, but, rapid though the transitions are, one can see enough to derive genuine pleasure from each and store up many pleasant memories of the trip. Pages might be written of the manifold attractions of this region, but the object of this book is not so much poetic description as to give a concise account of the route, and the flowery, under such a condition,

must give place to the practical. We pass along the shore of the first lake, an unnamed water, and on down the Moose river until the second link in the flashing chain, Attean lake, is reached; then the river is again followed and another small lake passed, and then come Long lake and Brassau lake, and finally the greatest of all these forest jewels, the grandest water in all the state, incomparable Moosehead lake.

The first station on the lake is Moosehead, where a very good hotel will be found, and from here steamers will take tourists to Mt. Kineo, and other points where accommodation is furnished. Eastward from Moosehead station the route follows the shore for mile after mile to Greenville station, and every rod of the way is thoroughly enjoyable. Many waters, each gems in their way, have been passed, but they are forgotten; they were undeniably pleasing, but Moosehead possesses all their attractions upon such an immensely grander scale that the fairest of them can never attempt to rival her matchless sister. Moosehead is queen of these forest wilds now and for all time, for her far-reaching shores combine the majesty of the mountains and hills, the rugged attractiveness of the dense forests, and in fact all the best features of the country already traversed.

Moosehead lake is about forty miles long and from one to fifteen miles wide. Owing to its irregular shape and many islands, large and small, but a comparatively small portion of it can be seen from any one point of view, but this rather adds to than detracts from its beauty. From Greenville station the view is wonderfully pleasing. The eye takes in a gleaming expanse of rippling water, backed by rolling forests, the sky-line broken here and there by lofty mountain peaks. About twenty well-appointed steamers ply upon its surface, meeting all trains, and a cruise on one of them will furnish a most enjoyable side-trip, and reveal scenic beauties too numerous for our space and too subtle for portrayal. The praises of this region have been spread by brush, pen and tongue far and wide, and there is an immense gathering of pleasure-seekers here season after season.

Upon an elevated portion of the shore of Greenville a large modern hotel, lately completed, affords excellent accommodation for 100 guests. Within easy reach are many trout streams and small lakes (called "ponds"), some reached by boat, and others by walking or driving, and all stocked abundantly with the famous trout that have made the "pond region" of the State of Maine known to every angler. Guides well posted in regard to the best fishing can be hired at moderate rates, and the visitor can enjoy a holiday of a week or more in genuine comfort, and find really good fishing and shooting during the proper seasons. Detailed description of the different trout-waters within easy distance of Greenville is unnecessary, as a few judicious questions asked on the spot will elicit all useful information. At certain points in the woods log camps have been constructed, forming admirable quarters for those who prefer a smack of "roughing it" during their vacation. Exploring the tributaries of Moosehead by canoe, sailing and boating upon the lake, excursions by one or other of the steamers, walking on shadowy forest roads, etc., furnish ample means of amusement for all.

Twenty miles up the lake from Greenville is the celebrated Mount Kineo, an oddly shaped mass of solid flint rising over 800 feet above the water, and forming one of the most interesting features of the entire State of Maine. Kineo has long been a favorite resort, and the



MOUNT KATAHDIN ON THE "SHORT LINE" THROUGH MAINE

Copyright 1910
G. W. L. & Co.

commodious Mount Kineo House in the very shadow of the mountain offers that strictly first-class accommodation usual at large American hotels, with the one great advantage that the rates charged are very reasonable. The house is new throughout with all modern improvements, and is a handsome structure, in appearance savoring of the fashionable resorts of the sea-coast, and able to accommodate from 450 to 500 guests. Close beside it is an elegantly appointed private clubhouse owned by wealthy sportsmen, who visit the locality each season for the sake of the trout-fishing. A large general store is also close by, where camp supplies, fishing tackle, etc., may be secured. The hotel stands upon a small peninsula, the surface of which has been carefully levelled to form tennis courts, etc., for which the close green turf is admirably suited. Guides, boats, canoes and camp outfits may all be obtained at fair rates, and the delightful situation of the hotel makes it an exceptionally good centre from which to plan fishing trips and all kinds of delightful excursions. Several very attractive drives penetrate the dense woods surrounding the mountain, and Kineo itself is an unfailing fund of pleasure. A rustic stairway clings to the steep cliff, enabling visitors to reach the summit and enjoy a view of marvelous beauty. From that commanding height the eye roves over a changeful panorama of picturesque wildness; great rolling hills garbed with dense forests, and here and there stern-looking mountains rising above the tangle of green. The flashing expanse of Moosehead lake dotted with islands, its irregular shores stretching far as eye can see is fully revealed, and many smaller lakes and ponds appear sparkling on every side—small fragments of beauty, as though a huge mirror had fallen and scattered its broken particles over the face of the land. Like the Megantic country, this is well stocked with large game, the whole neighborhood is fretted with lakes, ponds and streams, chosen haunts of moose, caribou and deer, and the trout fishing is exceptionally good. Parties wanting to penetrate the wilds can secure complete camping outfits at Mount Kineo, and an exploration of the lake, or a trip down the west branch of the Penobscot river, (easily reached by the "Northern Carry"), or a cruise on the chain of lakes and Moose river, previously mentioned, will all prove capital routes. Like almost every point of interest in Maine, Kineo has its own quaint legend, needless to say handed down from the ancient savages. According to the Indian tradition, Kineo, Little Kineo, and Kettle mountain, which are all close together, were fearsome things in the misty past. Kineo was a gigantic moose and Little Kineo a smaller moose, driven after a terrible chase to their present site by a mighty hunter. At last he came up with them, and, after throwing his camp kettle (Kettle mountain) upon the ground, he killed them both where they stood, and they have remained in solid flint ever since, frowning down upon the puny efforts of modern moose-hunters in the forests about their bases.

To return again to the "Short Line." At Greenville, connections are made with the Bangor & Piscataquis Rd. running to the busy city of Bangor on the Penobscot river, and thence on to the fashionable watering-place of Bar Harbor, on the Maine coast. Following the "Short Line" eastward from Greenville, Moosehead lake is soon lost to view, and a heavily wooded country is traversed until Wilson Stream is reached—a foaming torrent at the bottom of a very pretty ravine, which is bridged by a handsome iron structure 117 feet above the water. From this bridge a charming view is offered up and down

the ravine, with the blunt cone of Boarstone mountain showing prominently above the lesser heights. The country becomes wilder as we proceed; great parti-colored rocks appear on every side among the trees, and numerous heavy rock cuttings prove what a difficult task it was to construct a railway through this picturesque wilderness.

Fifteen miles from Greenville we reach the shore of lovely Lake Onaway, or "Ship Pond," beyond all dispute the prettiest of all the countless small lakes of Maine. The name "Ship Pond" was given it on account of an island bearing two slender trees closely resembling the hull and masts of a small schooner, but the trees have been destroyed, and the lake is now generally known by its proper name,



Onaway. The latter name perpetuates a poetical Indian tradition of a beautiful maid called Onaway, and her doings in the long ago. Such tales may be mere romance, but like the mosses clinging to the rocks, or the creepers draping giant trees, they lend an additional charm to what is already beautiful. The route follows the irregular shore of Onaway for a considerable distance, giving ample opportunity for a study of what may be styled a perfect picture, and finally we reach the longest bridge in the state, a solid, shapely iron structure, stretching across a shadowy ravine. This bridge is 1,500 feet long, and 130 feet high. Below it a typical trout-stream winds and twists on its rapid way, and is finally lost to sight in the lower valley. Looking back from the

bridge the eye takes in the full beauty of Lake Onaway, a combination of crystal water, picturesque islets and irregular shore, that will not soon be forgotten. Here again, as at several points farther on, Boarstone mountain attracts attention. Deep rock cuttings are traversed, and small lakes and streams passed in quick succession, then the landscape opens and Brownville Junction is reached, where the line of the Katahdin Iron Works Ry. is crossed. Beyond Brownville the celebrated Schoodic lake is reached, and following its shore the beauties of waters already noticed are repeated. The large building at Schoodic is the factory of the Merrick Thread Spool Co. Schoodic lake is between eight and ten miles long, and from a mile to two miles wide; extremely irregular in shape, it is naturally most attractive, and at many points upon its shores are pleasant sites for camps. The fishing is also very good.

Hardy pond is next passed, and we soon after cross the Penobscot river upon a fine iron bridge at the town of Mattawamkeag. From here an uninterrupted view is obtained of monumental Mount Katahdin.

The country now gradually loses the aspect of savage wildness which characterized the greater portion already passed; the hills grow smaller, and presently the famous chain of lakes, forming a portion of the International boundary between New Brunswick and Maine, appear. This is another fine point for the sportsman, as game and fish are abundant, the largest water of the chain, Grand lake, being well stocked with land-locked salmon. After passing Vanceboro and crossing the St. Croix river, Canadian territory is reached again, and the route leads on through New Brunswick. At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north; and for Calais, Me., St. Stephen, N.B., and St. Andrews, N.B., to the south.

ST. ANDREWS, N.B.

Search the leagues of coast around,
Fairer spot cannot be found—
From the phalanxes of pine
Sweeps a healing breath divine,
Changing with the fitful breeze
To the salt strength of the seas,
Bearing health with pleasure blent
To the weary and the spent.

Bring forth laurels fresh and green
For the crowning of the queen;
Bring forth brush and pen, and they
Who can best her charms portray;
Bring the scourges of disease
'Till she snap them on her knees;
Hail! the wondrous witchery
Of St. Andrews by the sea.

The author of the above lines evidently thoroughly understood the peculiar natural advantages possessed by this charmingly beautiful and dreamily restful Atlantic resort. Long ago St. Andrews was an important shipping point, and bid fair to increase steadily, but commercial enterprises were diverted into other channels, and the place, which is in reality one of the gems of the coast, sank for a period into obscurity. But its day was coming, and in due time pleasure-seekers realized that this "Peaceful hamlet brooding in a restful reverie o'er

its fragment of the sea" was the *beau ideal* of a resort for the spending of a pleasant holiday, and at present it is beginning to attract the attention it deserves.

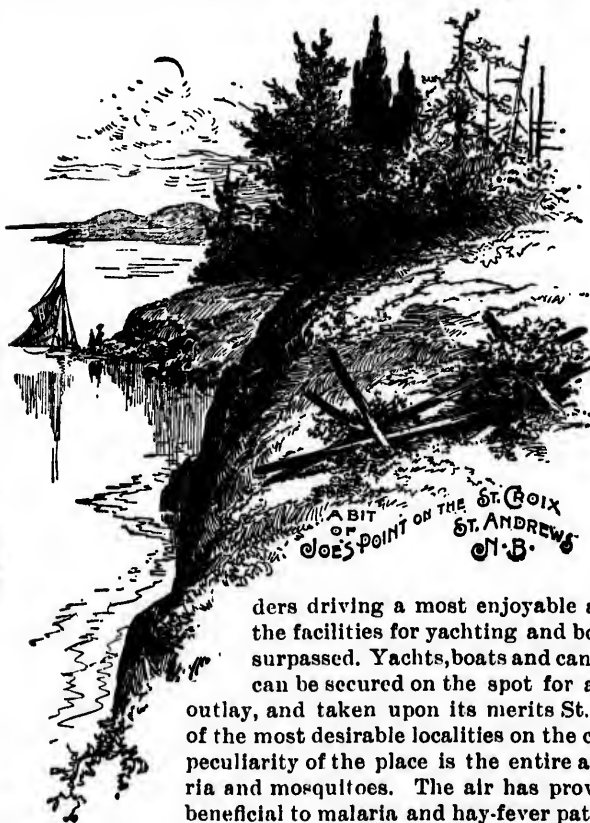
Lo! a triumph and a crown
 Wait the long neglected town;
 Rank and fashion note at last
 The gem they long had careless passed;
 At their mandate swift obeyed,
 Bright in gala-dress arrayed,
 Cinderella of the shore
 By her lonely hearth no more.

St. Andrews is situated on a peninsula five miles long, which extends into Passamaquoddy bay, which 's 17 miles long by six miles wide. It is a town of nearly 2,000 inhabitants, built upon a slope which rises some 150 feet at 2,000 feet from high-water mark, and be-

yond the town for about two miles, rounding hills form an amphitheatre 250 feet high, from which is a beautiful view of the Saint Croix river, the islands and water of the bay, and of the coast of Maine. Good salt and fresh water fishing can be enjoyed within a short distance; the roads are perfect, which ren-

ders driving a most enjoyable amusement, and the facilities for yachting and boating cannot be surpassed. Yachts, boats and canoes, with guides, can be secured on the spot for a very moderate outlay, and taken upon its merits St. Andrews is one of the most desirable localities on the coast. A marked peculiarity of the place is the entire absence of malaria and mosquitoes. The air has proved wonderfully beneficial to malaria and hay-fever patients, and many cases of long-standing have derived surprising benefit

from a sojourn there. The outer edge of the bay is guarded by mountainous islands which effectually shut out the fogs that sometimes prevail on the Bay of Fundy, and the place has the advantages of the better known resorts, many pleasant features that are lacking in the others, and none of their drawbacks. The day is not far distant when St. Andrews will be one of the most popular resorts on the coast. The fine new Algonquin hotel offers every modern



accommodation for tourists, and conveniences and comfort not surpassed by anything in its line. It is owned by Canadian and American capitalists, and several other hotels have lately been erected to meet the requirements of visitors. St. Andrews is reached direct by rail from Montreal, St. John and Boston, and a daily steamer runs to Eastport, where connections are made for Portland, Boston and St. John by the International line of steamers. The popular watering-places of Campobello and Grand Manan are best reached by way of St. Andrews.

Resuming the journey east from McAdam Junction, Maguadavique and Harvey lakes are added to the many queer-named waters left behind, and Fredericton Junction is reached, where connections are made for Fredericton, the capital of New Brunswick. Those desirous of enjoying capital fishing and picturesque scenery will find plenty of



both in the diversified region of lakes and streams contiguous to the line of what was formerly called the New Brunswick Railway, but is now a part of the Canadian Pacific System.

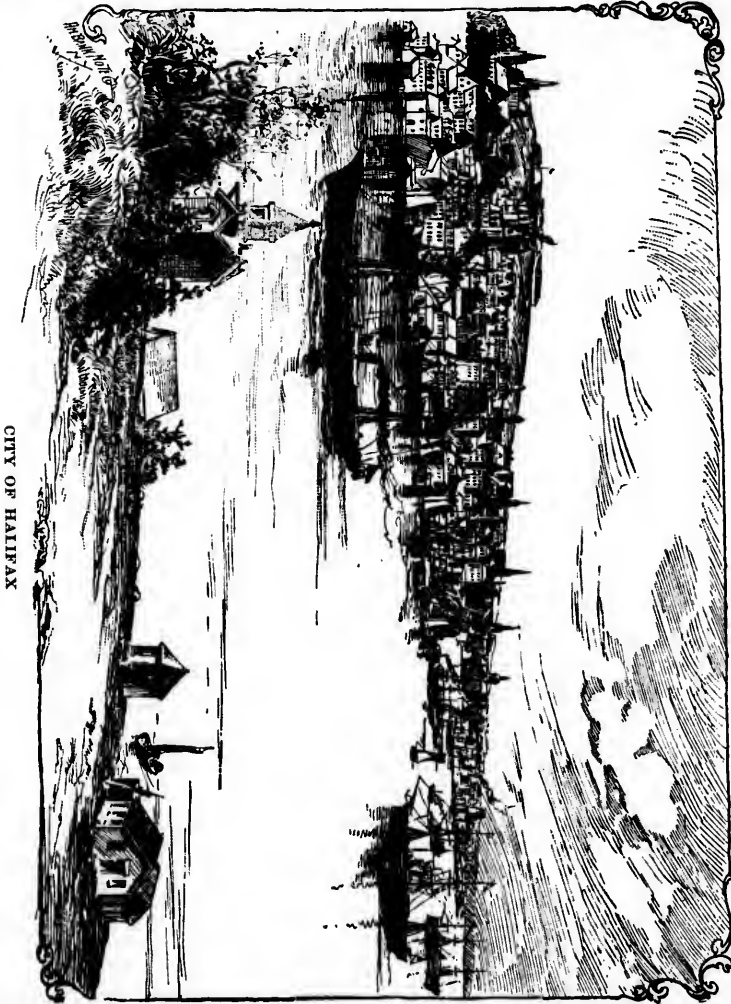
A vision of surpassing beauty greets the tourist as the first glimpse is caught of the St. John River, fitly described as the "Rhine of America." This river rises in the State of Maine, and flows over 450 miles before emptying its flood into the harbor on the Bay of Fundy through a rocky chasm only some 500 feet wide. The most fascinating spectacle of all its many pleasing features is the wonderful fall, the "reversible cataract" that changes its flow with the tide. At high tide, the sea has a descent of fifteen feet into the river, and at low tide the conditions are exactly reversed. Only at half tide, or slack water, can this portion of the stream be navigated with safety; at all other times it is a rushing, roaring, seething turmoil of waters, setting up or down stream as the tide is high or low. Close to the falls are two fine bridges, one a suspension passenger bridge, elevated 75 feet above high tide and with a span of 640 feet, and the other the substantial cantilever, with a main span of 825 feet, over which passengers by the Short Line are conveyed to the city of St. John.

Historic old St. John was well nigh destroyed by the great conflagration of June 20th, 1877; but a new city sprang Phoenix-like from its ashes, and to-day it is a bustling centre, very modern in appearance but well worth a careful inspection. One of its most interesting sights is the wharf front, built to accommodate tides rising 25 feet, and a study of the countless craft great and small that are gathered in the grand harbor will prove remarkably interesting. Leviathans of the deep, weather-beaten and honorably scarred in their battles with the elements, are ever coming and going, doing faithfully their parts in binding the golden chain of commerce round the world. St. John is essentially a maritime city, and with its suburbs the largest city in the Maritime Provinces, and from here many routes diverge. There are many beautiful drives in the neighborhood. Leaving the city and driving through the flourishing suburb of Portland we can ascend Fort Howe, and from that height a magnificent view may be had of Portland at the foot of the hill, the city, the harbor, and all the picturesque surroundings, including the distant hills of Nova Scotia. The banks of the Kennebecasis, the drive to Lake Lomond over the Marsh bridge, Mount Pleasant, Lily lake, to the cemetery; to the Suspension bridge; along the Manawagonish road in full view of the Bay of Fundy; through Carleton; the ruins of ancient Fort La Tour, etc., etc. All of these are full of interest to a visitor. The climate of St. John is beautiful, and a very superior natural bathing-place will be found at the bay shore near Carleton.

The Intercolonial Ry. connects St. John and Halifax, passing through a most interesting country, and the thriving towns of Moncton, Amherst and Truro. At Painsec Junction a branch line diverges to Point du Chene, connecting with steamers for Prince Edward Island, and from Truro a branch line runs to Pictou, one of the most beautifully situated towns in the province, where connections are made for Charlottetown, P. E. I., direct. From Truro a branch line also extends to Port Mulgrave on the Straits of Canso, from whence steamers run to Baddeck and Sydney, both situated on the famous Bras D'Or lakes which divide the wave-beaten isle of Cape Breton. From St. John there is a pleasant trip by steamer up the river to Fredericton; and steamers cross the bay to Digby Gut and Annapolis, also to Yarmouth, N.S. Annapolis is the site of the earliest French settlement in Acadia, and from thence Halifax is reached by the Windsor & Annapolis Ry., which runs through the matchless Annapolis valley, immortalized by Longfellow as the home of Evangeline. The International Steamship Company's steamers also ply between St. John and Eastport, Portland and Boston.

Across the Bay of Fundy from St. John is Nova Scotia, and on its eastern sea-coast is St. John's rival city, Halifax, the capital of the province. The "city by the sea," with its magnificent harbor, where a thousand great ships can find secure anchorage, its strong fortifications overlooked by the lofty citadel, and its many points of interest. It is the most thoroughly English city on the continent; British military and naval uniforms are seen on every street; stately men-of-war are stationed there every summer; it is the present winter port for the English mails, and considering these things it is not strange to find everything more or less Anglicised. In addition to being an important military and naval station, Halifax is a wealthy and well-built city. It is located on a peninsula and founded upon a rock, and its financial resources are figuratively as solid. It is so well known that

a detailed description is wholly unnecessary. To the south and east is its incomparable harbor, which narrows as the upper end of the city is reached, expanding again into Bedford Basin, which affords ten square miles of safe anchorage. It is situated upon the eastern slope of the isthmus, the citadel being 256 feet above the water. On the eastern side of the harbor is the town of Dartmouth. In the harbor lies the strongly fortified George's Island, and at the entrance, three miles away, is McNab's Island, also strongly fortified. The crowning



CITY OF HALIFAX

fortification is of course the citadel, and from it the tourist may have the finest view of the city, harbor and surroundings, and it will not soon be forgotten. There is no lack of amusement for visitors. A sail upon the Basin; a trip to McNab's island; a drive on Point Pleasant road and up the N. W. Arm; Prospect road and round Herring Cove; around Bedford Basin by Dartmouth; to Waverly and Portobello; to Cow Bay, and a dip in the roaring surf; these and

many more are offered. Excursions along the shore through the wild country to the east, and westward via the Lunenburg stage route to Mahone bay, are also justly popular. Halifax has communication with all parts of the world by steam or sailing vessels, and connections as already mentioned, and steamers run several times a week to Boston. A more interesting spot for the tourist than the city by the sea would be difficult to find.

II.

THE LOWER ST. LAWRENCE RESORTS, THE SAGUENAY, GASPE, NEW-FOUNDLAND AND GULF PORTS.

The mighty torrent chafes the barriers old,
Furrowed and scarred where restless floods have rolled
Age after age from out the inland seas
That spread beyond the hills' blue mysteries.

Where lonely rivers creep by unknown ways
And tangled forests rear their shadowed maze,
Where giant rocks in frowning ruins strewed
Obstruct the way and guard the solitude.

SINCE first the pioneers of summer travel began their search for the beautiful or magnificent in Canadian scenery, the region of the lower St. Lawrence has steadily grown in popularity. Nor is the reason difficult to discover, for where can be found so many inducements? The great river alone is quite sufficient to attract tourists, and a trip by steamer upon its mighty flood would afford pleasure enough to amply repay a visitor even if there were no other features of note. But the cruise, enjoyable though it be, is but a small portion of what is offered by this route. You have an opportunity to observe and study countless points of interest, and if the trip lasted a month you would not find one moment of the time hang heavily upon your hands. When it is done you will be ready to declare, as others have done before you, that the route leads through scenery as grandly imposing as Switzerland, as beautiful as Acadia, and as full of romantic and historical associations as any land the sun shines upon. The traveller's enthusiasm begins at Quebec and never flags until the journey is completed. Grand old Quebec! That Gibraltar of America, the wonderful city, suggesting the mingling of four nationalities, with the individuality of none; grandeur, loveliness, and quaintness are here all strangely brought together in an indescribable blending that defies description to convey an idea of its attractiveness. Quebec must be seen and studied to be thoroughly appreciated.

The year 1534 saw the first craft, other than the canoe of the Indian, upon the great river. Then the daring Jacques Cartier, seeking to extend the domains of France, came sailing up the St. Lawrence and passed a winter at the base of those towering cliffs. Ere long French fur companies followed in his wake and established a trading post; then the heights were fortified, the small settlement of hardy adventurers grew and the fortifications were extended until Quebec became the French stronghold of Canada, remaining so until stormed by the heroic Wolfe in 1759. Extended reference to the latter history of the city, or to the story of its capture by the English, would be uncomplimentary to the intelligence of the reader, for who does not know it and know why the Plains of Abraham and the heights are next to sacred ground? The bloody differences that were decided

there are kept fresh in memory by history and fiction, and by the school books of the rising generation.

Since Jacques Cartier and his followers spent that dreary winter under the cliffs, Quebec has passed through the various stages from camp to trading post, from a mere fort to a great city of 75,000 inhabitants, and where formerly a few Indians sold their peltries there is now a busy commercial centre, the timber trade alone being something enormous. The architecture of the city is a strange medley, but a very pleasing one to an artistic eye. Owing to the fact that it is built at the base and upon the face and summit of a majestic cliff, there is a perfect view from the river. Lofty spires tower above the quaint little houses and narrow, irregular streets of "lower town," and above all the great citadel, the cannon guarded rock that could scowl down in defiance of an attacking force. From the citadel and Dufferin Terrace there is a noble view of the silver basin and a lovely pastoral landscape; well-tilled farms and neat farm houses, pretty villages on either side of the river; the lovely falls of Montmorenci; the River St. Charles; Point Levi; Isle d'Orleans and far away the dark promontory of Cape Tourmente and the Laurentian mountains, the whole forming a scene that will always live in the memory, and one that you might search the world over for its equal and fail.

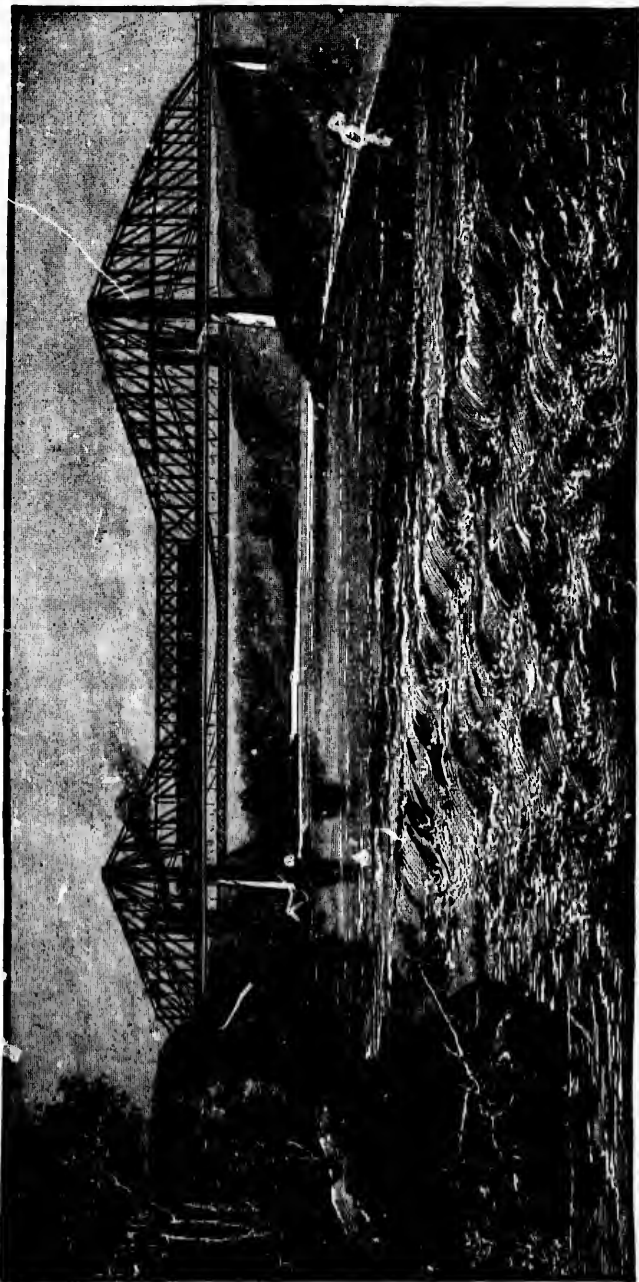
Just below the city is the island of Orleans dividing the river into two channels, the principal one being on the south side. A choice of routes either by Saguenay steamer or the Intercolonial Railway is now offered the tourist, and if the former is selected, as you cross the basin and move down stream, you catch a succession of views that will exhaust your adjectives and haunt your memory for many a day after, but there are more to come. After passing the Isle d'Orleans you see the mountains of Cape Rouge and Cape Gribauens, part of the Laurentian range, and apparently springing directly out of the river, and all the shore on that side is ruggedly picturesque. The steamer to Saguenay passes close to these cliffs to enter St. Paul's bay behind Isle aux Coudres, where abundant traces of primitive Norman life yet linger.

Passing the gigantic Cape Eboulements you reach Murray bay on the north side, a justly popular summer resort. The name of Murray bay is now a household word in Canada, and as it boasts a fine beach, great hotels, unequalled facilities for boating and bathing, and is in addition one of the best localities for the fisherman in the province, it requires no further recommendation. The scenery is wild and grand in the extreme, and those who have fished Murray river and Gravel and Petit lakes require no urging to revisit the locality. Murray bay is annually visited by a large number of the more refined and cultivated people, and promises to steadily grow in favor.

The next points of special interest are Kamouraska islands and the village of that name on the south shore. Then, The Pilgrims, a group of islets, is passed, and the boat stops at Riviere du Loup, where there is excellent accommodation for visitors. Six miles below is the fashionable watering-place, Cacouna, reached by stage and other conveyances from Riviere du Loup, or from the Cacouna station on the Intercolonial Ry., should the tourist prefer to make the trip from Quebec by rail. Those who fancy a "dip in the briny" must remember that at Cacouna and to within thirty miles of Quebec the St. Lawrence is salt.

Opposite Riviere du Loup and Cacouna is the famous Saguenay river, and at its mouth Tadousac, with ample provision for the com-

fort and pleasure of visitors. This fine stream is one of the chief tributaries of the St. Lawrence, and the outlet of Lake St. John, of



CANTILEVER BRIDGE AND REVERSIBLE CATARACT, ST. JOHN, N.B.

which so much has been written of late. The Saguenay stands unrivalled among American rivers. Nowhere else are such tremendous crags, and such majestic shores as overhang this wonderful

water. Cape Eternity, 1,800 feet high, rises sheer from the water, and offers perhaps the grandest spectacle of all the collection of marvels. Rocks that might furnish the foundations of another world are here piled in chaotic confusion, and those who behold it for the first time, gaze and admire because they are unable to do aught else, but at the same time experience a sensation closely akin to fear. The scene suggests that here once had been some of nature's grandest handiwork, and that mountains had fallen and piled their tremendous ruins upon either shore of the broad river. For fifty miles from its outlet the Saguenay is from one to one-and-a-half miles wide, and flows between lofty precipices that appear to overhang its flood.

Trinity bay, walled in by its gloomy guardian rocks, indents the eastern shore, and on the opposite side is Ha Ha bay, fit spot for a summer holiday, and visited by crowds of pilgrims from the overheated stifling cities. The steamer lands at Ha Ha bay immediately below the group of summer hotels and private residences, and a brief period of observation will prove conclusively that Ha Ha is a famous resort. Those intending to visit this river should remember that a great coat is at all times a comfort and frequently a necessity. Navigation by steamer of the Saguenay ends at Chicoutimi, long an Indian mission and trading post, but now a fashionable rendezvous and a busy lumber port. Many enthusiastic tourists, however, pass this point, excellent though it undoubtedly is for fishing, shooting and scenery, and journey on for sixty miles or so to the great Lake St. John, the head-water of the Saguenay, and the largest sheet of water in the Province of Quebec.

Lake St. John is also reached by rail from Quebec daily via the Quebec & Lake St. John Ry. This lake is already the Mecca to which the angler's eyes are eagerly directed, for the fishing to be had there is unequalled. It is the home of the wonderful Ouananiche, a variety of the land-locked salmon and a royal fighter when hooked. Many surprising tales of battles with these silver-mailed warriors of the deep told by visitors to the lake, and even old salmon and trout fishers admit that finer sport cannot be enjoyed anywhere than with the Ouananiche of Lake St. John. Portions of the regions about this lake are closely cultivated, and level farm lands comprise a goodly portion of it; the remainder is hidden by the forest primeval, and intersected by many rivers and lakes, several of the former being large streams, and all the waters furnishing rare good trout fishing. A fine new steamer plies upon the lake and enables tourists to reach specially attractive points comfortably. Some eighteen rivers large and small flow into Lake St. John, the Peribonca, Mistassini, Ashuapmouchouan and Ticouapee being navigable by good-sized steamers for considerable distances, and their upper waters offer canoe routes for hundreds of miles into the unexplored wilderness, where the daring voyageur can travel whither he will.

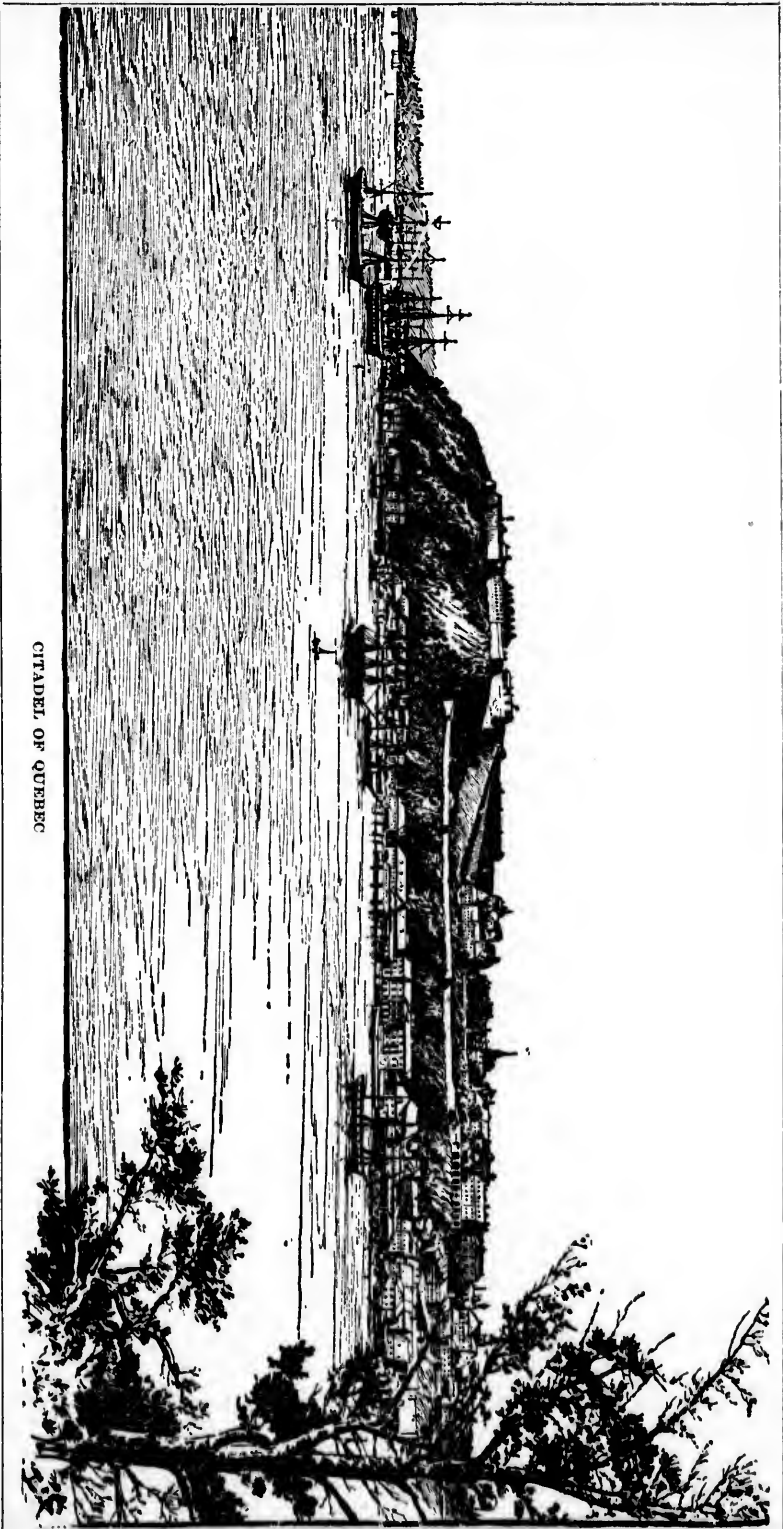
The terminus of the Quebec & Lake St. John Ry. is Roberval, a picturesque little village situated directly upon the lake shore. Upon a gentle elevation, commanding a fine view of the lake and neighboring country, stands the new Hotel Roberval, a comfortable, well-built and well-managed house, with ample accommodation for one hundred visitors, and canoes, etc., for exploration and fishing trips in all directions. While Ouananiche may be taken at many different points, the best is Grand Discharge, the outlet of the lake and the

beginning of the Saguenay river. A commodious camp has been constructed there by the Railway Co., and visitors are conveyed thither from Roberval by the steamer *Peribonca*. A summer holiday spent about this delightful lake will prove most enjoyable. Outside of the fishing there is plenty for the ordinary tourist to do. The climate and water are faultless and the scenery most pleasing, one of the most imposing features being the superb Ouatichouan Falls, 280 feet in height, or over fifty feet higher than the celebrated Falls of Montmorenci. Lake St. John is almost circular in shape, some thirty-five miles across, and northward from it stretches that great lone land of mystical Mistassini and romantic legend awaiting exploration, and forming one of the most interesting fields now open to lovers of the rod, rifle and silent canoe.

The region traversed by the Quebec & Lake St. John Ry. is highly picturesque and many points of historic and romantic interest are touched by the line, and the tourist will not weary of the journey of 190 miles between Quebec City and Roberval on Lake St. John. At St. Ambroise is the Indian village of Loreate, beside the falls of the same name. Here the remnant of the once powerful Huron tribe follow the chase and conduct rather an important business in Indian arts, beadwork, basketwork, etc., etc. Valcartier, situated in the pretty valley of the Jacques Cartier river, was founded by retired officers and men of the British army, many of them belonging to the gallant "Black Watch." Stately mountains surround the valley and complete a most charming scene. At Lake Joseph are many summer residences of prominent citizens of Quebec, and a popular summer hotel. The lake is about eight miles long, and a cruise by steamer upon it will richly repay the visitor for the time devoted to it. Very good hotel accommodation will be found at the village of St. Raymond on the River Ste. Anne, and from this centre, fishing and canoeing excursions may be taken in all directions and fine sport obtained. Lake Edward is noted for very large speckled trout, and anglers are well taken care of at the Laurentides House, which affords room for one hundred guests. Boats, tents, camp supplies and guides can be secured at reasonable figures, and Lake Edward and its tributaries contain a surprising number of heavy trout. Lake Edward is twenty-one miles long and dotted with many islands large and small. A short run further north brings the tourist to Lake Kiskisno, another fine trout water. But there is little use in referring to any of these lakes and streams in detail, they are all good and none of them over-fished, and this region is now what the Adirondacks once were, about as near a sporting paradise as a part of earth's crust may be. The railway traverses the Laurentian range of mountains and much territory that is new both to fishermen and tourists, and it will thoroughly stand a test either from a picturesque or sporting point of view.

From the city of Quebec the Quebec, Montmorenci & Charlevoix Ry. extends to the famous shrine of Ste. Anne de Beaupre, the objective point for thousands of pilgrims every season. This railway passes close to the foot of the superb Montmorenci Falls, and affords a most interesting side trip.

Should a trip down the St. Lawrence by the Quebec S. S. line or the Black Diamond line be decided upon, the wonders of the Saguenay will be missed, but more will be seen of the mighty Gulf of the St.



CITADEL OF QUEBEC

Lawrence and its southern shore. East of Tadoussac the north shore presents a picture of lonely savage wildness, with no remarkably interesting features, though sportsmen, anglers and artists frequently visit Labrador in their quest for fresh fields. The south shore is well settled by farmers and fishermen principally, but the first regular stopping place for steamers below Cacouna is Gaspé, though intermediate villages can be reached by rail. An interesting point below Cacouna is Trois Pistoles and the islets of Rosade. The scenery about the village is beautiful, and the little cluster of houses and church at the foot of a lofty bluff form a very pleasing picture. Lower down is Rimouski, a favorite summer resort with Canadians and New Englanders, and the scenery is well calculated to please, for it is fully equal to many of the attractive points already passed. Rimouski is also interesting on account of its thoroughly French civilization, which traces back to the opening chapter of Canadian history. At this point the European mails are, in summer, transferred from the steamers to be forwarded more rapidly by rail, but it is not a regular stopping place for steamers upon the river.

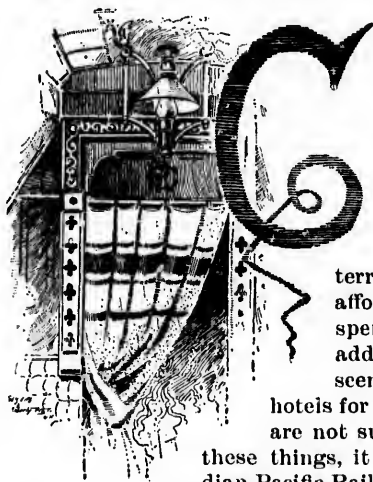
Below Rimouski the rapidly broadening St. Lawrence appears to be the sea itself, and the shore, visible from the steamer, presents a grand array of lofty mountains, with here and there a little fishing village at their base. Rounding Cape Rosier, "the Land's End of Canada," the steamers for ports on the Gaspé coast, Charlottetown, P.E.I., Newfoundland, etc., swing into the Bay of Chaleur and so on to their destination. The above trip is one that can be heartily recommended, and those who dread the fell *mal de mare* need have little fear, for it is seldom during the tourist season that the waters of the St. Lawrence or the Gulf are rough enough to cause any inconvenience.

Just beyond Rimouski, the Intercolonial Ry., which has followed the south shore of the river and given access to the shore resorts so far, turns southward across the narrowest part of Gaspé, as the eastern peninsula of Quebec is called, and follows the Metapedia river to the Bay of Chaleur, passing through a rugged, heavily timbered country, intersected by rapid rivers that furnish salmon fishing famed throughout the world.

The Bay of Chaleur requires no better proof of its rare merit as a summer resort than is furnished by the crowds of tourists who gather there each season. Perfect accommodation is afforded by the Inch Arran hotel which stands right on the beach and is not surpassed by any in the country, and many very comfortable little hostleries will be found in the numerous quaint villages upon the northern shore. A very pleasant trip can be taken by steamer from Dalhousie, reached by the Intercolonial Ry., to Gaspé bay, which affords a fine view of the attractive coast-line.

III.

TO PORTLAND AND THE SEA COAST VIA THE WHITE MOUNTAINS.



CANADIANS will find one of the most attractive routes to the popular resorts of the American sea coast through the celebrated White Mountains, by far the most interesting group in all the Eastern States. Between Canada and the fashionable points on the Atlantic seaboard lies a territory of wonderful natural beauty, affording unnumbered facilities for spending a pleasant holiday, and in addition to picturesque and varied scenery there will be found palatial hotels for the accommodation of tourists that are not surpassed in America. Considering these things, it is not surprising that the Canadian Pacific Railway has laid out a great number of routes to convey pleasure-seekers through the finest portions of this region, to the White Mountains, the Coast, and also through the mountains to southern New England.

The majority of these tours have Montreal as their initial point; others start from Quebec, and a few start from Montreal and follow the St. Lawrence to Quebec and thence to the objective points.

From Montreal the route is the same to Brigham Junction as described in our notes on the Short Line to Maritime Provinces, etc. From Brigham Junction south the line runs through a hilly country, enters the State of Vermont a short distance south of Abercorn, and thence east to the pleasant resort of Newport, Vt., situated on the southern end of Lake Memphremagog, a description of which will be found by referring to the Short Line route.

Travellers starting from Quebec reach Newport via the Quebec Central Railway, which traverses the pretty upper valley of the Chaudiere, thence into the Eastern Townships to the city of Sherbrooke (where it crosses the Canadian Pacific Short Line), and thence by the Boston & Maine Rd. along the rocky shore of Lake Massawippi to Newport. From Newport the trip is continued via the Passumpsic division of the Boston & Maine Rd. to St. Johnsbury, Vt. The run from Newport to St. Johnsbury trends towards Burke mountain and follows the crooked Passumpsic river for some distance, winding among picturesque hills with fine views here and there of the Green mountains. St. Johnsbury is a flourishing town with several important industries, chief of which is the manufacture of Fairbank's scales.

Leaving St. Johnsbury, the St. Johnsbury & Lake Champlain Rd. runs eastward, crossing the beautiful Connecticut valley, walled in by rocky terraces and rolling hills, at Lancaster, N.H. The famous White Mountains, faintly discernible from St. Johnsbury, now loom boldly

up above the eastern and southern horizon. Sharply defined in the foreground is Lafayette, and to the south the Profile range; to the east and north, Cherry mountain and the Lancaster range; while between Lafayette and Cherry tower the grander summits of famed Mount Washington and the Presidential range. From Lunenburg the Maine Central Rd. is taken.

After crossing the Connecticut the line turns to the south, passing village after village, each with excellent hotels and boarding-houses for summer residents, until Fabyans, at the northern gate of the White Mountains, is reached, the Ammonoosuc river being followed into the interior of the group, beyond which a pass affords an egress to North Conway, from which point the road runs to Portland and Boston. There are several small stations between Lunenburg and Conway offering surprisingly good accommodation for visitors, and from them many branch and stage lines diverge to desirable points, where hotels and boarding houses will be found that are not surpassed by even the much-vaunted hostelryes of the Riviera and Swiss Alps. The art of providing for a host of pleasure-seekers has been brought to a degree of perfection in the Waite Mountains and on the adjacent sea coast that is not equalled anywhere in America and is not excelled anywhere in the world.

East of Fabyans the first station is Twin Mountain House, close to Twin and Cherry mountains, and from here a fine view is obtained of glorious Mount Washington. The several picturesque villages to the north about Cherry Mountain, Randolph and Jefferson are easily accessible by stage. The White Mountain House, one of the oldest hotels in the country, is one mile away to the east, Fabyans being the central point of the entire district.

From Fabyans trains run to Bethlehem Junction, from whence short branch lines lead to the palatial Maplewood Hotel and cluster of pretty cottages, and to the well-known village of Bethlehem, where numerous fine hotels and boarding-houses will be found. Owing to the freedom from hay-fever and the extreme beauty of the surrounding landscape, this village is a very popular resort.

A noteworthy side trip of ten miles can be made by rail from Bethlehem Junction to the world-famous Profile House, situated in a deep cleft between Franconia and Lafayette ranges, at the source of the Merrimac. Close at hand, projecting from the brow of a tremendous cliff, is the marvel of marvels, the mighty profile of the "Old Man of the Mountains," a spectacle that has excited the wonder and admiration of thousands. And well it might, for it is no fanciful resemblance to the human face that stamps this stern-featured majesty. It is colossal in proportions and grandly impressive in feature, but a perfect face throughout, as though one of the wizard craftsmen of old, who chiselled the stupendous Sphinx and the undying images of kings and heroes centuries dead, had sought to carve some magnificent statue from the living rock and given up the task after completing the features. But there is naught of the Egyptian's sensual expression about this face; it is rather a type of Brother Jonathan himself—keen, clear-cut, aquiline, looking to the boundless West, as though he knew of a great future dawning there and pointed the way for youthful tourists to follow the sagacious Greeley's advice. Six miles below the Profile is the Flume and Flume Hotel, reached by stage, and within easy driving distance is North Woodstock. To the south and west of

Fabyans lies an unexplored wilderness, mountainous and wild in the extreme, and to the north and east tower the lofty heights of the Presidential range. A branch line, six miles long, runs from Fabyans along the bank of the Ammonoosuc and past its pretty falls to the base of Mount Washington, whence the Mount Washington Rd. carries visitors to the majestic summit, 6,293 feet above the sea.



"OLD MAN OF THE MOUNTAIN"

The summit of the mountain is occupied by a large hotel, a signal station of the United States Weather service, a newspaper office, and the stables and offices of the stage company. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded.

It is not often during the summer months that clouds enshroud the peak for more than a few hours at a time, so that no one need fear to include an excursion to this loftiest point of outlook in eastern America through fear that the time will be wasted. The inclined railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. It is a narrow gauge track, laid upon a low trestle work carrying it evenly over the inequalities of the rocks, and the steepest grades amount to scarcely more than one foot of rise in each three of advance. The total length of the line is nearly three miles, and the time of ascent about one and a half hours. A locomotive and one car constitute the train, and they are able to ascend by means of heavy cog-wheels locking into a third rail laid in the middle of the track and furnished with cog-teeth. The locomotive thus climbs a sort of ladder, the side rails merely guiding and supporting its weight. Precautions for safety are so numerous that an accident is simply impossible.

From the top of Mount Washington stages descend two or three times daily to the Glen House at the northern base of the peak and from thence to Glen Station, where the railway is again reached.

A narrow pass leading southward from Fabyans carries the Maine Central Rd. from the Connecticut slope to that of the Atlantic. In the jaws of this pass, one-half mile beyond Fabyans, stands the Mount Pleasant House, and four miles further is the celebrated Crawford House, occupying a secluded nook at the base of Mount Clinton. A little pond just in front of this hotel is the source of the Saco river, which flows thence southward through the White Mountain range and outward to the ocean at Portland.

Turning southward from the Crawford House the railway next passes through the narrow "Gate of the Notch," winds its way by skillful engineering along the sheer western slope of Mounts Willey and Field, and thence follows the Saco through a narrow canyon for several miles down past the Willey House, Bemis, Upper Bartlett, Glen Station, Lower Bartlett and the Intervale House, to North Conway, where the valley expands into bright intervals that furnish some of the most beautiful scenes in New Hampshire.

An interesting side-trip to be made from Glen Station and other resorts on the southern slope of the mountains (or from Fabyans over the peak of Mount Washington), is to the Glen House, which stands between Mount Washington and the Carter mountains, lying immediately east of the Presidential range. This hotel occupies a knoll overlooking the Peabody valley and fronting an amphitheatre formed of the five highest mountains in New England, only some three or four miles distant. No hills interfere with the view and it is the only point where their unobstructed height and breadth can be gauged and an intelligent idea be gained of their imposing proportions. From the Glen House roads and foot-paths extend throughout the most lofty and beautiful section of the White Mountains and some of the wildest and least visited scenery in New Hampshire is accessible, while, on the other hand, stages and excursion waggons reach a lovely pastoral region northward, several exquisite waterfalls, and the charming old-time valley of Jackson river, along which the main road from the Glen House to Glen Station finds its way through the mountains. Stages from the Glen House meet every important train, and carry passengers, not only to that hotel, but to several other resorts in the Jackson and Peabody valleys. Stages depart for

and arrive from the top of Mount Washington three times daily; and that route which includes the trip over the mountains to the Glen House, and by stage to Glen Station, or *vice versa*, as a divergence from the all-rail route through the Crawford Notch, is one of the most enjoyable of the whole series.



THE "GATE" OF CRAWFORD NOTCH.

The Maine Central Rd. proceeds southward from North Conway to Conway Centre on the banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago lake to Portland, Me., and thence eastward to all points in the State of Maine and the Maritime Provinces. This is a rich

farming country, presenting charming landscapes and many different views will be found which include it, among them those leading to Bar Harbor, Old Orchard Beach, Poland Springs, the Maritime Provinces, Boston, etc.

IV.

TO BOSTON VIA THE MONTREAL & BOSTON AIR LINE.

In this case the route followed is similar to the one just described (to Portland via the White Mountains), as far as St. Johnsbury. Below that town the erratic Passumpsic river is crossed and recrossed several times ere its mouth is reached, a few miles before arriving at Wells River Junction, on the Wells river, a tributary of the Connecticut.

At Wells river the last-named stream is crossed, and proceeding southward over the hilly region that divides the tributaries of the Connecticut from those of the Merrimac, we descend towards the Merrimac valley by way of the gorge of Baker's river, one of the headwaters of the Pemigewasset. The towns of Haverhill, Wentworth, Warren and Rumney (all in New Hampshire) are passed, and from these several points the landscape revealed is decidedly picturesque, and fine views are obtained of the White Mountains close upon the left, with Moosilauke prominently conspicuous. Further on is a sight that will delight all beholders—Mount Washington grandly revealed across Lake Winnepesaukee. At Plymouth, N.H., situated at the junction of Baker's river with the Pemigewasset, a branch line runs northward to North Woodstock, whence the Flume and Profile hotels are reached by stage as previously referred to. Plymouth appears like a scrap of outside civilization deposited among guardian mountains for safe keeping, the surroundings being wonderfully pleasing. Soon Winnepesaukee's shore is reached, with the villages of Lake Village, Laconia and Weir's, with good hotels and all facilities for spending a holiday; Weir's being the landing-place for the steamers plying upon the lake. At the town of Laconia, nestling near the base of Mt. Belknap, the lake is left behind, and the line follows down the valley of the Winnepesaukee river, as the outlet of the lake is named, and ere long Concord, the capital of New Hampshire, is reached. Passing on from Concord and following the Merrimac river, the next point of special interest is the great factory city of Manchester. From thence the route passes through the busy "cotton" cities and flourishing towns of New Hampshire, including Nashua and Lowell, until the train rolls into Boston, and the twelve-hour run from Montreal is completed.

A most pleasant way for the traveller to reach New York from Boston is by the Fall River Line. Steamship lines also run from Boston to Portland, Me., Eastport, Me., St. John, N.B., Yarmouth, N.S., Annapolis, N.S., and Halifax, N.S. Reference to the list of tours will show that in several cases a round trip is provided between Montreal and Boston, via St. Johnsbury, Fabyans and Portland, and return via Plymouth and Wells river, or *vice versa*.

V.

MOUNT DESERT AND THE MAINE COAST.

Where Fashion's seal is set
 Afar on every hand,
 And tumbling billows wet
 The curving reach of strand—
 Here bring your "Old Complaint"
 Or fancied misery,
 'Twill rid you of the taint
 To drown it in the sea.



THAT the routes are from Canada to the coast the tourist has already been informed. Once the sea is gained unsurpassed facilities are offered by rail or steamer from Boston to Portland for reaching noted points of summer travel. Between Boston and Portland large and elegantly appointed steamers ply by day and night; or should the trip by rail be preferred, a succession of interesting seaports are traversed, ranking among the earliest settlements on the New England seaboard, including Lynn, Salem, Ipswich, Newburyport, Portsmouth, Kennebunk and Kennebunkport, Biddeford, Saco, and the famous Old Orchard and Scarboro' beaches. All of these are surrounded by historical interest, dating back to the earliest records of the civilization

of the country, and in addition they are quaintly pleasing and exceedingly picturesque of themselves.

The city of Portland, Me., is so widely known that a description of it would be superfluous. It has for years been a popular spot with tourists, and a holiday can be well spent examining its interesting features. One point that never loses its charm is the old tower on Munjoy Hill. Casco bay is surrounded by most attractive shores and contains delightfully pretty islands, prominent among which is Cushing's Island—a gem in its way. The numerous hotels and cottages dotted here and there and all around, are filled to overflowing during the summer season, and along the coast are sleepy, old-fashioned villages, perfect ideals of spots for a restful vacation. Gayer resorts are furnished by the beaches and hotels, the most celebrated of them being Rye Beach, the Isles of Shoals, Wentworth House and Old Orchard, the latter being a smooth beach a few miles south of Portland, with row after row of hotels, cottages, amusement booths, bathing houses, etc., etc., and everything to make it, what it is, a fashionable and popular watering-place. A special side-trip is arranged from Portland to Old Orchard, which also gives access to Ocean Park. Ferry Beach and other differently named but closely connected points; in

fact all are situated upon the same ten-mile strip of shore and connected by a branch line on which trains run every hour. The traveller can reach Mount Desert (Bar Harbor) from Greenville by rail as mentioned in connection with the Short Line, or from Portland by the Maine Central Rd., or by a steamer which calls at several points upon the Maine coast, and at summer resorts upon the lesser islands.

Mount Desert Island is the most prominent and fashionable watering-place on the northern coast of Maine. Its principal landing and centre of amusement is Bar Harbor, the population of which in mid-summer reaches ten or fifteen thousand. Large and most elegant hotels exist, as well as less costly ones. Private boarding can easily be obtained at almost any price desired in Bar Harbor, or in some of the farming villages scattered over the island. The means of pleasure-taking are almost without limit. At Bar Harbor the most stylish entertainments and luxurious hotel life are to be seen beside the simpler excursions, boating and fishing trips and picnics with which the majority of visitors are satisfied. The island is mountainous and some of the summits are over 1,500 feet in height. One of these has a railway like that on Mt. Washington, which carries passengers to a hotel on the apex, overlooking the sea, the straits and an immense landscape inland. To the tops of other rocky hills good paths are made, and walking trips, consequently, are one of the most fashionable as well as enjoyable customs of the island. There is no doubt that of all the leading summer resorts, Mount Desert stands among the first in the variety of recreation it offers, coupled with that pleasing contrast of mountain and seashore in which it is quite unrivalled on the Atlantic coast.

For many of these tours to the Maine coast and Maritime Provinces a different route is provided, either going or returning, rendering them doubly attractive.

SPECIAL INFORMATION

IN CONNECTION WITH

Eastern Tours

Tickets over the Mount Washington Railway are not available after about the 15th September.

Lake Memphremagog Steamer ceases running about 20th September.

Attention is called to the fact that the Canadian Pacific Railway controls and operates the Southeastern Railway (Montreal & Boston Air Line), which is the only line running from Montreal to the New England seaboard through the heart of the White Mountains, also that within the last year they have acquired and now operate in connection with their "Short line" through Maine what has hitherto been known as the New Brunswick Railway. Trains by these routes start from the Canadian Pacific Railway, Windsor Street Station in Montreal. Tourists starting from Montreal or stopping over in Montreal, whose tickets read east via rail to Quebec, will take train from Montreal at Dalhousie Square Station. All tourist tickets to eastern resorts from any point west of Montreal via Canadian Pacific Railway and Quebec, Newport, or the Short Line through Maine, permit passengers to stop over in Montreal.

Eastern tours via Montreal from Detroit, Niagara Falls, London, St. Thomas, Toronto, etc., instead of reading "all rail Canadian Pacific Railway to Montreal" can be varied to read *eastbound* only from Toronto or Kingston, Brockville or Prescott to Montreal by the Richelieu & Ontario Navigation Co., and from Ottawa to Montreal by the Ottawa River Navigation Co., on payment of the following amounts in addition to the rates advertised herein, unless where otherwise noted, viz.:

FROM	RETURN TRIPS			SINGLE TRIPS		
	Via R. & O. Nav. Co. from Toronto	Via R. & O. Nav. Co. from Kingston	Via Ott. Riv. Nav. Co. from Ottawa or R. & O. N. Co. from Brockville or Prescott	Via R. & O. Nav. Co. from Toronto	Via R. & O. Nav. Co. from Kingston	Via Ott. Riv. Nav. Co. from Ottawa, or R. & O. N. Co. from Brockville or Prescott
Port Arthur	\$1.60	\$0.75	\$0.50	.....	.....	.....
Sault Ste. Marie	1.60	0.75	0.50	.....	.....	.....
Detroit	1.60	0.75	0.50	\$1.00	\$1.60	\$0.50
Niagara Falls	1.75	1.75	1.75	.....	.....	.....
St. Thomas	2.75	2.75	2.75	0.15	0.15	0.15
London	2.45	2.45	2.45	0.20	0.20	0.20
Toronto	3.00	3.00	3.00	.....	.....	.....

Purchasers of Tourist Tickets reading via Quebec to eastern points, who request the privilege *at the time of buying their ticket*, will be given the option of going from Montreal to Quebec by the Canadian Pacific Railway, or by a steamer of the Richelieu & Ontario Navigation Company, without extra charge.

Tourist Tickets to Eastern points starting from Ottawa will on request at time of purchase be made to read Ottawa River Navigation Company to Montreal, instead of Canadian Pacific Railway, without additional charge.

The route from Port Arthur for Eastern Tours will be by Canadian Pacific Express Steamship Line to Sault Ste. Marie or Owen Sound, thence Canadian Pacific Railway; or by Canadian Pacific Railway Rail Route to Montreal. The route from Sault Ste. Marie will be by Canadian Pacific Railway Rail Route, or by Canadian Pacific Steamship Line to Owen Sound, thence by Canadian Pacific Railway.

Eastern Tours

TO THE

MARITIME PROVINCES, LOWER ST. LAWRENCE,
WHITE MOUNTAINS, AND THE SEASIDE.

Bangor, Me., and Return

ROUTE R 1		Rates as follows :	
From Montreal.....	\$17.50	From Niagara Falls.....	\$34.75
" Ottawa.....	22.50	" London.....	37.60
" Prescott.....	22.50	" St. Thomas.....	38.00
" Brockville.....	23.10	" Detroit.....	40.00
" Toronto.....	32.50	" Sault Ste. Marie.....	48.50
	From Port Arthur.....		\$62.50
Canadian Pacific Ry.....		to Greenville.....	14
Bangor & Piscataquis Rd.....		" Oldtown.....	158
Maine Central Rd.....		" Bangor.....	124
	Return same route.		R

Bangor, Me., and Return

ROUTE R 2		Rates same as for Route R 1	
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Bangor.....	124
	Return same route.		R

Bangor, Me., and Return

ROUTE R 3		Rates as follows :		E W
From Quebec.....	\$23.50	From Niagara Falls.....	\$36.75	
" Montreal.....	19.50	" London.....	39.60	
" Ottawa.....	24.50	" St. Thomas.....	40.00	
" Prescott.....	24.50	" Detroit.....	42.00	
" Brockville.....	25.10	" Sault Ste. Marie.....	50.50	
" Toronto.....	34.50	" Port Arthur.....	64.50	
Canadian Pacific Ry.....		to Greenville.....	14	
Bangor & Piscataquis Rd.....		" Oldtown.....	158	
Maine Central Rd.....		" Bangor.....	124	
Maine Central Rd.....		" Lunenburg.....	124	
Boston & Maine Rd.....		" Newport.....	123	
Canadian Pacific Ry.....		" Starting Point.....	14	

Bar Harbor (Mount Desert) and Return

ROUTE R 4		Rates as follows :	
From Quebec.....	\$20.50	From London.....	\$36.00
" Montreal.....	16.50	" St. Thomas.....	37.00
" Ottawa.....	21.50	" Niagara Falls.....	33.75
" Prescott.....	21.50	" Detroit.....	39.00
" Brockville.....	22.10	" Sault Ste. Marie.....	47.50
" Toronto.....	31.50	" Port Arthur.....	61.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Portland.....	124
Portland, Mt. Desert and Machias Steamboat Company.....		" Bar Harbor.....	73
	Return same route.		R

Bar Harbor (Mount Desert) and Return

ROUTE R 5		Rates as follows :	
From Quebec.....	†\$23.00.....\$25.50	From London.....	†\$39.10..\$41.35
" Montreal.....	† 19.00..... 21.50	" St. Thomas.....	† 39.50.. 41.50
" Ottawa.....	† 24.00..... 26.50	" Niagara Falls.....	† 38.25.. 38.75
" Prescott.....	† 24.00..... 26.50	" Detroit.....	41.50
" Brockville.....	† 24.00..... 27.10	" S. Ste. Marie.....	52.50
" Toronto.....	† 31.00..... 36.50	" Port Arthur.....	64.00
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Bar Harbor.....	124
	Return same route.		R

† Rates prefixed † are limited to continuous passage between Portland and Bar Harbor.

Bar Harbor, Me. (Mount Desert), and Return**ROUTE R 6**

Rates as follows:

From Quebec.....	†\$23.00.....	\$25.50	From London.....	†\$39.10...	\$41.35
" Montreal.....	† 19.00.....	21.50	" St. Thomas.....	† 39.50..	41.50
" Ottawa.....	† 21.00.....	26.50	" Niagara Falls...†	36.25..	38.75
" Prescott.....	† 21.00.....	26.50	" Detroit.....		41.50
" Brockville.....	† 24.60.....	27.10	" S. Ste. Marie...†	50.00..	52.50
" Toronto.....	† 31.00.....	36.50	" Port Arthur.....		64.00
Canadian Pacific Ry.....			to Greenville.....		14
Bangor & Piscataquis Rd.....			" Oldtown.....		158
Maine Central Rd.....			" Bar Harbor.....		124
			Return same route.		11

Bar Harbor, Me. (Mount Desert), and Return**ROUTE R 7**

Rates as follows:

From Quebec.....	\$25.75	From London.....	\$41.85
" Montreal.....	21.75	" St. Thomas.....	42.25
" Ottawa.....	26.75	" Niagara Falls.....	39.00
" Prescott.....	26.75	" Detroit.....	44.25
" Brockville.....	27.35	" Sault Ste. Marie.....	52.75
" Toronto.....	36.75	" Port Arthur.....	67.75
Canadian Pacific Ry.....		to Greenville.....	14
Bangor & Piscataquis Rd.....		" Oldtown.....	158
Maine Central Rd.....		" Bar Harbor.....	124
Portland, Mt. Desert and Machias S. B. Co....		" Portland.....	73
Maine Central Rd.....		" Lunenburg.....	124
Boston & Maine Rd.....		" Newport.....	123
Canadian Pacific Ry.....		" Starting Point.....	14

Bar Harbor, Me. (Mount Desert), and Return**ROUTE R 8**

Rates as follows:

From Quebec.....	†\$27.50.....	\$28.50	From London.....	†\$43.60..	\$44.60
" Montreal.....	† 23.50.....	24.50	" St. Thomas.....	† 44.00..	45.00
" Ottawa.....	† 28.50.....	29.50	" Niagara Falls...†	40.75..	41.75
" Prescott.....	† 28.50.....	29.50	" Detroit.....	† 46.00..	47.00
" Brockville.....	† 29.10.....	30.10	" S. Ste. Marie...†	54.50..	55.50
" Toronto.....	† 38.50.....	39.50	" Port Arthur...†	68.50..	69.50
Canadian Pacific Ry.....			to Greenville.....		14
Bangor & Piscataquis Rd.....			" Oldtown.....		158
Maine Central Rd.....			" Bar Harbor.....		124
Maine Central Rd.....			" Lunenburg.....		124
Boston & Maine Rd.....			" Newport.....		123
Canadian Pacific Ry.....			" Starting Point.....		14

Bethlehem, N.H., and Return**ROUTE R 9**

Rates as follows:

From Quebec.....	\$14.50	From London.....	\$30.60
" Montreal.....	10.50	" St. Thomas.....	31.00
" Ottawa.....	15.50	" Niagara Falls...†	27.75
" Prescott.....	15.50	" Detroit.....	33.00
" Brockville.....	16.10	" Sault Ste. Marie.....	41.50
" Toronto.....	25.50	" Port Arthur.....	55.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Zealand Junction.....	124
Profile & Franconia Notch Rd.....		" Bethlehem.....	197
		Return same route.	11

Boston, Mass., and Return**ROUTE R 10**

Rates as follows:

From Quebec.....	\$22.50	From London.....	\$38.10
" Montreal.....	18.00	" St. Thomas.....	38.50
" Ottawa.....	23.00	" Niagara Falls.....	35.25
" Prescott.....	23.00	" Detroit.....	40.50
" Brockville.....	23.60	" Sault Ste. Marie.....	49.00
" Toronto.....	33.00	" Port Arthur.....	63.00
Canadian Pacific Ry.....		to Newport.....	11
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Fabyan's.....	124
Concord & Montreal Rd.....		" Nashua.....	191
Boston & Maine Rd.....		" Boston.....	3
Boston & Maine Rd.....		" Nashua.....	3
Concord & Montreal Rd.....		" Wells River.....	191
Boston & Maine Rd.....		" Newport.....	71
Canadian Pacific Ry.....		" Starting Point.....	14

† Rates prefixed † are limited to continuous passage between Greenville and Bar Harbor.

Boston, Mass., and Return

R W

ROUTE R 11

Rates same as for Route R 10

Canadian Pacific Ry.....	to Newport	14
Boston & Maine Rd.....	" Lunenburg	123
Maine Central Rd.....	" North Conway.....	124
Boston & Maine Rd.....	" Boston	123
Boston & Maine Rd.....	" Nashua	3
Concord & Montreal Rd.....	" Wells River	191
Boston & Maine Rd.....	" Newport	71
Canadian Pacific Ry.....	" Starting Point.....	14

Boston, Mass., and Return

R W

ROUTE R 12

Rates same as for Route R 10

Canadian Pacific Ry.....	to Newport	14
Boston & Maine Rd.....	" Lunenburg	123
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Boston	10
Boston & Maine Rd.....	" Nashua	3
Concord & Montreal Rd.....	" Wells River	191
Boston & Maine Rd.....	" Newport	71
Canadian Pacific Ry.....	" Starting Point.....	14

Boston, Mass., and Return

R W

ROUTE R 13

Rates as follows :

From Quebec.....	\$23.00	From London.....	\$13.10
" Montreal.....	23.00	" St. Thomas.....	43.50
" Ottawa.....	28.00	" Niagara Falls.....	40.25
" Prescott.....	28.00	" Detroit.....	45.50
" Brockville.....	28.00	" Sault Ste. Marie.....	54.00
" Toronto.....	38.00	" Port Arthur.....	68.00
Canadian Pacific Ry.....	to Quebec.....	14	
Ferry.....	" Levis.....	33	
Quebec Central Ry.....	" Sherbrooke.....	84	
Boston & Maine Rd.....	" Lunenburg.....	123	
Maine Central Rd.....	" Portland.....	124	
Boston & Maine Rd.....	" Boston.....	10	
Boston & Maine Rd.....	" Nashua.....	3	
Concord & Montreal Rd.....	" Wells River.....	191	
Boston & Maine Rd.....	" Newport.....	71	
Canadian Pacific Ry.....	" Starting Point.....	14	

Boston, Mass., and Return

R W

ROUTE R 14

Rates as follows :

From Quebec.....	\$20.50	From London.....	\$37.60
" Montreal.....	17.50	" St. Thomas.....	38.00
" Ottawa.....	22.50	" Niagara Falls.....	34.75
" Prescott.....	22.50	" Detroit.....	40.00
" Brockville.....	23.10	" Sault Ste. Marie.....	48.50
" Toronto.....	32.50	" Port Arthur.....	62.50
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine Rd.....	" Lunenburg.....	123	
Maine Central Rd.....	" Portland.....	124	
Steamer.....	" Boston.....	105	
Boston & Maine Rd.....	" Nashua.....	3	
Concord & Montreal Rd.....	" Wells River.....	191	
Boston & Maine Rd.....	" Newport.....	71	
Canadian Pacific Ry.....	" Starting Point.....	14	

Boston, Mass., and Return

Rates as follows :

From Quebec.....	\$18.00	From London.....	*38.35.. \$33.60
" Montreal.....	15.50	" St. Thomas.....	38.00.. 34.00
" Ottawa.....	18.00	" Niagara Falls.....	34.50.. 30.75
" Prescott.....	18.00	" Detroit.....	39.00.. 38.00
" Brockville.....	18.00	" S. Ste. Marie.....	40.50.. 44.50
" Toronto.....	*33.50.. 28.50	" Port Arthur.....	*63.50.. 58.50
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine Rd.....	" Wells River.....	71	
Concord & Montreal Rd.....	" Nashua.....	191	
Boston & Maine Rd.....	" Boston.....	3	

Return same route.

R

* These rates are good via St. Lawrence River route Toronto to Montreal if desired.

Boston, Mass., and Return

ROUTE R 16		Rates as follows :	
From Quebec.....	\$32.00	From London.....	\$47.60
" Montreal.....	27.50	" St. Thomas.....	48.00
" Ottawa.....	32.51	" Niagara Falls.....	44.75
" Prescott.....	32.50	" Detroit.....	50.00
" Brockville.....	33.10	" Sault Ste. Marie.....	58.50
" Toronto.....	42.50	" Port Arthur.....	72.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Fabyan's.....	124
Concord & Montreal Rd.....		" Base of Mt. Washington.....	6
Mount Washington Rly.....		" Summit.....	55
Stage.....		" Glen House.....	100
Stage.....		" Glen Station.....	99
Maine Central Rd.....		" Portland.....	124
Boston & Maine Rd.....		" Boston.....	10
Boston & Maine Rd.....		" Nashua.....	3
Concord & Montreal Rd.....		" Wells River.....	191
Boston & Maine Rd.....		" Newport.....	71
Canadian Pacific Ry.....		" Starting Point.....	14

Boston, Mass., and Return

ROUTE R 17		Rates same as for Route R 16	
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Fabyan's.....	124
Concord & Montreal Rd.....		" Base of Mt. Washington.....	6
Mount Washington Rly.....		" Summit.....	55
Stage.....		" Glen House.....	100
Stage.....		" Glen Station.....	99
Maine Central Rd.....		" North Conway.....	124
Boston & Maine Rd.....		" Boston.....	123
Boston & Maine Rd.....		" Nashua.....	3
Concord & Montreal Rd.....		" Wells River.....	191
Boston & Maine Rd.....		" Newport.....	71
Canadian Pacific Ry.....		" Starting Point.....	14

Boston, Mass., and Return

ROUTE R 18		Rates as follows :	
From Quebec.....	\$18.00	From London.....	\$33.60
" Montreal.....	\$15.00 15.50	" St. Thomas.....	34.00
" Ottawa.....	18.00	" Niagara Falls.....	30.75
" Prescott.....	18.00	" Detroit.....	† \$37.50 38.00
" Brockville.....	18.00	" Sault Ste. Marie.....	44.50
" Toronto.....	28.50	" Port Arthur.....	58.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Portland.....	124
Boston & Maine Rd.....		" Boston.....	10

Return same route.

Boston, Mass., and Return

ROUTE R 19		Rates as follows :	
From Quebec.....	\$28.00	From London.....	\$44.10
" Montreal.....	24.00	" St. Thomas.....	44.50
" Ottawa.....	29.00	" Niagara Falls.....	41.25
" Prescott.....	29.00	" Detroit.....	46.50
" Brockville.....	29.00	" Sault Ste. Marie.....	55.00
" Toronto.....	39.00	" Port Arthur.....	69.00
Canadian Pacific Rly.....		to Greenville.....	14
Bangor & Piscataquis Rd.....		" Oldtown.....	158
Maine Central Rd.....		" Portland.....	121
Boston & Maine Rd.....		" Boston.....	10
Boston & Maine Rd.....		" Nashua.....	3
Concord & Montreal Rd.....		" Wells River.....	191
Boston & Maine Rd.....		" Newport.....	71
Canadian Pacific Rly.....		" Starting Point.....	14

Cacouna, P.Q., and Return

ROUTE R 20		Rates as follows :	
From Montreal.....	\$ 8.75	From London.....	\$28 85
" Ottawa.....	13.75	" St. Thomas.....	29.25
" Prescott.....	13.75	" Niagara Falls.....	26.00
" Brockville.....	14.35	" Detroit.....	31.25
" Toronto.....	23.75	" Sault Ste. Marie.....	39.75
		From Port Arthur.....	\$53.75
Canadian Pacific Ry.....		to Quebec.....	14
Ferry.....		" Lewis.....	33
Intercolonial Ry.....		" Cacouna.....	35

Return same route.

For route via Richelieu & Ontario Navigation Company's steamers from Quebec, see Route R 105 to Riviere du Loup, P.Q., and Return.

† Rates prefixed † are limited to continuous passage between Portland and Boston.

Charlottetown, P.E.I., and Return

ROUTE R 21		Rates as follows:	
From Quebec	\$25.05	From London	\$47.69 \$ 44.20
" Montreal	25.05	" St. Thomas	48.15 44.45
" Ottawa	30.05	" Niagara Falls	41.05 40.35
" Prescott	30.05	" Detroit	47.55
" Brockville	30.65	" Sault Ste. Marie	56.05
" Toronto	40.05	" Port Arthur	60.05
Canadian Pacific Ry.		to St. John, N.B.	14
Intercolonial Ry.		" Point du Cheno	38
Prince Edward Island Steam Nav. Co.		" Summerside	81
Prince Edward Island Ry.		" Charlottetown	79
		Return same route.	R

Charlottetown, P.E.I., and Return

ROUTE R 22		Rates as follows:	
From Quebec	\$29.00	From London	\$49.10
" Montreal	29.00	" St. Thomas	49.50
" Ottawa	34.00	" Niagara Falls	46.25
" Prescott	34.00	" Detroit	51.50
" Brockville	34.60	" Sault Ste. Marie	60.00
" Toronto	44.00	" Port Arthur	74.00
Canadian Pacific Ry.		to St. John, N.B.	14
Intercolonial Ry.		" Point du Cheno	38
Prince Edward Island Steam Nav. Co.		" Summerside	81
Prince Edward Island Ry.		" Charlottetown	79
Prince Edward Island Steam Nav. Co.		" Pictou	80
Intercolonial Ry.		" Levis	35
Ferry		" Quebec	33
Canadian Pacific Ry.		" Starting Point	14

Charlottetown, P.E.I., and Return

ROUTE R 23		Rates as follows:	
From Montreal	\$28.00	From London	\$48.10
" Ottawa	33.00	" St. Thomas	48.50
" Prescott	33.00	" Niagara Falls	45.25
" Brockville	33.60	" Detroit	50.50
" Toronto	43.00	" Sault Ste. Marie	59.00
		From Port Arthur	\$73.00
Canadian Pacific Ry.		to Quebec	14
Quebec Steamship Co.		" Charlottetown	85
Prince Edward Island Steam Nav. Co.		" Pictou	80
Intercolonial Ry.		" St. John, N.B.	109
Canadian Pacific Ry.		" Starting Point	14

Charlottetown, P.E.I., and Return

ROUTE R 24		Rates same as Route R 23	
Canadian Pacific Ry.		to Quebec	14
Quebec Steamship Co.		" Charlottetown	85
Prince Edward Island Steam Nav. Co.		" Pictou	80
Intercolonial Ry.		" Levis	35
Ferry		" Quebec	33
Canadian Pacific Ry.		" Starting Point	14

Charlottetown, P.E.I., and Return

ROUTE R 25		Rates as follows:	
From Montreal	\$29.00	From London	\$49.10
" Ottawa	34.00	" St. Thomas	49.50
" Prescott	34.00	" Niagara Falls	46.25
" Brockville	34.60	" Detroit	51.50
" Toronto	44.00	" Sault Ste. Marie	60.00
		From Port Arthur	\$74.00
Canadian Pacific Ry.		to Quebec	14
Ferry		" Levis	33
Intercolonial Ry.		" Point du Cheno	35
Prince Edward Island Steam Nav. Co.		" Summerside	81
Prince Edward Island Ry.		" Charlottetown	79
Prince Edward Island Steam Nav. Co.		" Pictou	80
Intercolonial Ry.		" Levis	35
Ferry		" Quebec	33
Canadian Pacific Ry.		" Starting Point	14

Charlottetown, P.E.I., and Return

ROUTE R 26		Rates as follows:	
From Montreal	\$20.75	From London	\$40.85
" Ottawa	25.75	" St. Thomas	41.25
" Prescott	25.75	" Niagara Falls	38.00
" Brockville	26.35	" Detroit	43.25
" Toronto	35.75	" Sault Ste. Marie	51.75
		From Port Arthur	\$65.75
Canadian Pacific Ry.		to Quebec	14
Quebec Steamship Co.		" Charlottetown	85
		Return same route.	R

* These rates are good via St. Lawrence River route Toronto to Montreal if desired.

Charlottetown, P.E.I., and Return

ROUTE R 27		Rates as follows:	
From Montreal.....	\$25.05	From London.....	*\$47.60. \$44.20
" Ottawa.....	30.05	" St. Thomas.....	* 48.15. 44.45
" Prescott.....	30.05	" Niagara Falls.....	* 44.05. 40.35
" Brockville.....	30.65	" Detroit.....	47.55
" Toronto.....	40.05	" Sault Ste. Marie.....	56.05
		From Port Arthur.....\$70.05	

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Point du Chene.....	35
Prince Edward Island Steam Nav. Co.....	" Summerside.....	81
Prince Edward Island Ry.....	" Charlottetown.....	79
Return same route.		R

Crawford House, N.H., and Return

ROUTE R 28		Rates as follows:	
From Quebec.....	\$14.00	From London.....	\$30.10
" Montreal.....	10.00	" St. Thomas.....	30.50
" Ottawa.....	15.00	" Niagara Falls.....	27.25
" Prescott.....	15.00	" Detroit.....	32.50
" Brockville.....	15.60	" Sault Ste. Marie.....	41.00
" Toronto.....	25.00	" Port Arthur.....	55.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Crawford House.....	124
Return same route.		R

Dalhousie, N.B., and Return

ROUTE R 29		Rates as follows:	
From Montreal.....	\$14.75	From London.....	\$34.85
" Ottawa.....	19.75	" St. Thomas.....	35.25
" Prescott.....	19.75	" Niagara Falls.....	32.00
" Brockville.....	20.35	" Detroit.....	37.25
" Toronto.....	29.75	" Sault Ste. Marie.....	45.75
		From Port Arthur.....\$59.75	

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Dalhousie.....	35
Return same route.		R

Eastport, Me., and Return

ROUTE R 30		Rates as follows:	
From Quebec.....	\$17.00	From London.....	\$37.10
" Montreal.....	17.00	" St. Thomas.....	37.50
" Ottawa.....	22.00	" Niagara Falls.....	34.25
" Prescott.....	22.00	" Detroit.....	39.50
" Brockville.....	22.60	" Sault Ste. Marie.....	48.00
" Toronto.....	32.00	" Port Arthur.....	62.00

Canadian Pacific Ry.....	to St. Andrew's.....	14
Frontier Steamboat Co.....	" Eastport.....	163
Return same route.		R

Eastport, Me., and Return

ROUTE R 31		Rates as follows:	
From Quebec.....	\$21.00	From London.....	\$37.10
" Montreal.....	17.00	" St. Thomas.....	37.50
" Ottawa.....	22.00	" Niagara Falls.....	34.25
" Prescott.....	22.00	" Detroit.....	39.50
" Brockville.....	22.60	" Sault Ste. Marie.....	48.00
" Toronto.....	32.00	" Port Arthur.....	62.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
International Steamship Co.....	" Eastport.....	125
Return same route.		R

Fabyan's, N.H., and Return

ROUTE R 32		Rates as follows:	
From Quebec.....	\$13.30	From London.....	\$33.40
" Montreal.....	13.30	" St. Thomas.....	33.80
" Ottawa.....	18.30	" Niagara Falls.....	30.55
" Prescott.....	18.30	" Detroit.....	35.80
" Brockville.....	18.90	" Sault Ste. Marie.....	44.30
" Toronto.....	28.30	" Port Arthur.....	58.30

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Quebec Central Ry.....	" Sherbrooke.....	84
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Fabyan's.....	124
Maine Central Rd.....	" Lunenburg.....	124
Boston & Maine Rd.....	" Newport.....	123
Canadian Pacific Ry.....	" Starting Point.....	14

* These rates are good via St. Lawrence River route Toronto to Montreal if desired.

Fabyan's, N.H., and Return

ROUTE R 33		Rates as follows:	
From Quebec.....	\$13.50	From London.....	\$29.00
" Montreal.....	9.50	" St. Thomas.....	30.00
" Ottawa.....	14.50	" Niagara Falls.....	26.75
" Prescott.....	14.50	" Detroit.....	32.00
" Brockville.....	15.10	" Sault Ste. Marie.....	40.50
" Toronto.....	24.50	" Port Arthur.....	54.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Fabyan's.....	124
		Return same route.	R

Gaspé, Que., and Return

ROUTE R 34		Rates as follows:	
From Montreal.....	\$17.00	From London.....	\$37.10
" Ottawa.....	22.00	" St. Thomas.....	37.50
" Prescott.....	22.00	" Niagara Falls.....	34.25
" Brockville.....	22.00	" Detroit.....	39.60
" Toronto.....	32.00	" Sault Ste. Marie.....	48.00
	From Port Arthur.....		\$62.00
Canadian Pacific Ry.....		to Quebec.....	14
Quebec Steamship Co.....		" Gaspé.....	85
		Return same route.	R

Gaspé, Que., and Return

ROUTE R 35		Rates as follows:	
From Montreal.....	\$20.75	From London.....	\$40.85
" Ottawa.....	25.75	" St. Thomas.....	41.25
" Prescott.....	25.75	" Niagara Falls.....	38.00
" Brockville.....	26.35	" Detroit.....	45.00
" Toronto.....	35.75	" Sault Ste. Marie.....	57.75
	From Port Arthur.....		\$65.75
Canadian Pacific Ry.....		to Quebec.....	14
Ferry.....		" Levis.....	33
Intercolonial Ry.....		" Dalhousie.....	35
Steamer "Admiral".....		" Gaspé.....	101
		Return same route.	R

Glen House, N.H., and Return

ROUTE R 36		Rates as follows:	
From Quebec.....	\$19.00	From London.....	\$35.10
" Montreal.....	15.00	" St. Thomas.....	35.50
" Ottawa.....	20.00	" Niagara Falls.....	32.25
" Prescott.....	20.00	" Detroit.....	37.50
" Brockville.....	20.60	" Sault Ste. Marie.....	46.00
" Toronto.....	30.00	" Port Arthur.....	60.00
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Rd.....		" Glen Station.....	121
Stage.....		" Glen House.....	99
		Return same route.	R

Greenville, Me. (Moosehead Lake), and Return

ROUTE R 37		Rates as follows:	
From Quebec.....	\$15.00	From London.....	\$32.10
" Montreal.....	12.00	" St. Thomas.....	32.50
" Ottawa.....	17.00	" Niagara Falls.....	29.25
" Prescott.....	17.00	" Detroit.....	34.50
" Brockville.....	17.60	" Sault Ste. Marie.....	43.00
" Toronto.....	27.00	" Port Arthur.....	57.00
Canadian Pacific Ry.....		to Greenville.....	14
		Return same route.	R

Ha Ha Bay and Chicoutimi, P.Q., and Return

ROUTE R 38		Rates as follows:	
From Montreal.....	\$13.00	From London.....	\$33.10
" Ottawa.....	18.00	" St. Thomas.....	33.50
" Prescott.....	18.00	" Niagara Falls.....	30.25
" Brockville.....	18.00	" Detroit.....	35.50
" Toronto.....	23.00	" Sault Ste. Marie.....	44.00
	From Port Arthur.....		\$58.00
Canadian Pacific Ry.....		to Quebec.....	14
Richelieu & Ontario Navigation Co.....		" Ha Ha Bay and Chicoutimi.....	90
		Return same route.	R

Ha Ha Bay and Chicoutimi, P.Q., and Return

ROUTE R 39

Rates as follows :

From Montreal.....	\$13.75	From London.....	\$33.85
" Ottawa.....	18.75	" St. Thomas.....	34.25
" Prescott.....	18.75	" Niagara Falls.....	31.00
" Brockville.....	19.35	" Detroit.....	36.25
" Toronto.....	28.75	" Sault Ste. Marie.....	44.75
	From Port Arthur.....		\$58.75
Canadian Pacific Ry.....		to Quebec.....	14
Ferry.....		" Levis.....	33
Intercolonial Ry.....		" Riviere du Loup.....	35
Richelieu & Ontario Navigation Co.....		" Ha Ha Bay & Chicoutimi..	91
		Return same route.	R

Ha Ha Bay and Chicoutimi, P.Q., and Return

R W

ROUTE R 40

Rates same as for Route R 39

Canadian Pacific Ry.....		to Quebec.....	14
Richelieu & Ontario Navigation Co.....		" Ha Ha Bay & Chicoutimi..	90
Richelieu & Ontario Navigation Co.....		" Riviere du Loup.....	91
Intercolonial Ry.....		" Levis.....	35
Ferry.....		" Quebec.....	33
Canadian Pacific Ry.....		" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 41

Rates as follows :

From Quebec.....	\$25.00	From London.....	\$45.10
" Montreal.....	25.00	" St. Thomas.....	45.50
" Ottawa.....	30.00	" Niagara Falls.....	42.25
" Prescott.....	30.00	" Detroit.....	47.50
" Brockville.....	30.60	" Sault Ste. Marie.....	56.00
" Toronto.....	40.00	" Port Arthur.....	70.00
Canadian Pacific Ry.....		to St. John, N. B.....	14
Intercolonial Ry.....		" Halifax.....	36
		Return same route.	R

Halifax, N.S., and Return

R W

ROUTE R 42

Rates same as for Route R 41

Canadian Pacific Ry.....		to St. John, N. B.....	14
Intercolonial Ry.....		" Halifax.....	36
Windsor & Annapolis Ry.....		" Annapolis.....	106
Bay of Fundy S. S. Co.....		" St. John, N. B.....	65
Canadian Pacific Ry.....		" Starting Point.....	14

Halifax, N.S., and Return

R W

ROUTE R 43

Rates same as for Route R 41

Canadian Pacific Ry.....		to St. John, N. B.....	14
Bay of Fundy Steamship Co.....		" Annapolis.....	65
Windsor & Annapolis Ry.....		" Halifax.....	106
Intercolonial Ry.....		" Levis.....	35
Ferry.....		" Quebec.....	33
Canadian Pacific Ry.....		" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 44

Rates as follows :

From Quebec.....	\$26.00	From London.....	\$46.10
" Montreal.....	26.00	" St. Thomas.....	46.50
" Ottawa.....	31.00	" Niagara Falls.....	43.25
" Prescott.....	31.00	" Detroit.....	48.50
" Brockville.....	31.60	" Sault Ste. Marie.....	57.00
" Toronto.....	41.00	" Port Arthur.....	71.00
Canadian Pacific Ry.....		to St. John, N. B.....	14
Intercolonial Ry.....		" Halifax.....	36
Intercolonial Ry.....		" Levis.....	35
Ferry.....		" Quebec.....	33
Canadian Pacific Ry.....		" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 45

Rates as follows :

From Montreal.....	\$27.00	From London.....	\$47.10
" Ottawa.....	32.00	" St. Thomas.....	47.50
" Prescott.....	32.00	" Niagara Falls.....	44.25
" Brockville.....	32.60	" Detroit.....	49.50
" Toronto.....	42.00	" Sault Ste. Marie.....	58.00
	From Port Arthur.....		\$72.00
Canadian Pacific Ry.....		to Quebec.....	14
Quebec Steamship Co.....		" Pictou.....	85
Intercolonial Ry.....		" Halifax.....	37
Intercolonial Ry.....		" St. John, N. B.....	36
Canadian Pacific Ry.....		" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 46

Rates as follows :

From Montreal.....	\$28.00	From London.....	\$48.10
" Ottawa.....	33.00	" St. Thomas.....	48.50
" Prescott.....	33.00	" Niagara Falls.....	45.25
" Brockville.....	33.60	" Detroit.....	50.50
" Toronto.....	43.00	" Sault Ste. Marie.....	59.00

From Port Arthur.....\$73.00

Canadian Pacific Ry.....	to Quebec.....	14
Quebec Steamship Co.....	" Pictou.....	85
Intercolonial Ry.....	" Halifax.....	37
Canada Atlantic S.S. Co.....	" Boston.....	162
Boston & Maine Rd.....	" Nashua.....	3
Concord & Montreal Rd.....	" Wells River.....	191
Boston & Maine Rd.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 47

Rates as follows :

From Montreal.....	\$35.00	From London.....	\$55.10
" Ottawa.....	40.00	" St. Thomas.....	55.50
" Prescott.....	40.00	" Niagara Falls.....	52.25
" Brockville.....	40.60	" Detroit.....	57.50
" Toronto.....	50.00	" Sault Ste. Marie.....	66.00

From Port Arthur.....\$80.00

Canadian Pacific Ry.....	to Montreal.....	14
Black Diamond S.S. Co.....	" Pictou.....	2
Intercolonial Ry.....	" Halifax.....	37
Intercolonial Ry.....	" St. John, N.B.....	36
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 48

Rates as follows :

From Quebec.....	\$28.50	From London.....	\$48.00
" Montreal.....	28.50	" St. Thomas.....	49.00
" Ottawa.....	33.50	" Niagara Falls.....	44.75
" Prescott.....	33.50	" Detroit.....	50.00
" Brockville.....	34.10	" Sault Ste. Marie.....	59.50
" Toronto.....	43.50	" Port Arthur.....	73.50

Canadian Pacific Ry.....	to St. John, N.B.....	14
Yarmouth Steamship Co.....	" Yarmouth.....	166
Western Counties Ry.....	" Annapolis.....	208
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" St. John, N.B.....	36
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 49

Rates as follows :

From Quebec.....	\$28.50	From London.....	\$48.60
" Montreal.....	28.50	" St. Thomas.....	49.00
" Ottawa.....	33.50	" Niagara Falls.....	45.75
" Prescott.....	33.50	" Detroit.....	51.00
" Brockville.....	34.10	" Sault Ste. Marie.....	59.50
" Toronto.....	43.50	" Port Arthur.....	73.50

Canadian Pacific Ry.....	to St. John, N.B.....	14
Yarmouth Steamship Co.....	" Yarmouth.....	166
Western Counties Ry.....	" Annapolis.....	208
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

ROUTE R 50

Rates as follows :

From Quebec.....	\$29.50	From London.....	\$47.10
" Montreal.....	27.00	" St. Thomas.....	47.50
" Ottawa.....	32.00	" Niagara Falls.....	44.25
" Prescott.....	32.00	" Detroit.....	49.50
" Brockville.....	32.60	" Sault Ste. Marie.....	58.00
" Toronto.....	42.00	" Port Arthur.....	72.00

Canadian Pacific Ry.....	to St. John, N.B.....	14
Bay of Fundy Steamship Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Canada Atlantic Steamship Co.....	" Boston.....	162
Boston & Maine Rd.....	" Nashua.....	3
Concord & Montreal Rd.....	" Wells River.....	191
Boston & Maine Rd.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

Meals and Berths included.

Halifax, N.S., and Return**R W****ROUTE R 51**

Rates same as for Route R 50

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Halifax.....	36
Canada Atlantic Steamship Co.....	" Boston.....	162
Boston & Maine Rd.....	" Nashua.....	3
Concord & Montreal Rd.....	" Wells River.....	191
Boston & Maine Rd.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return**R W****ROUTE R 52**

Rates same as for Route R 50

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Halifax.....	36
Boston, Halifax & P. E. I. S. S. Line.....	" Boston.....	161
Boston & Maine Rd.....	" Nashua.....	3
Concord & Montreal Rd.....	" Wells River.....	191
Boston & Maine Rd.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return**R W****ROUTE R 53**

Rates as follows:

From Quebec.....	\$33.00	From London.....	\$49.10
" Montreal.....	29.00	" St. Thomas.....	49.50
" Ottawa.....	31.00	" Niagara Falls.....	46.25
" Prescott.....	34.00	" Detroit.....	51.50
" Brockville.....	34.60	" Sault Ste. Marie.....	60.00
" Toronto.....	44.00	" Port Arthur.....	74.00

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Halifax.....	36
Windsor & Annapolis Ry.....	" Annapolis.....	106
Bay of Fundy Steamship Co.....	" St. John.....	65
International Steamship Co.....	" Portland.....	40
Maine Central Rd.....	" Lunenburg.....	124
Boston & Maine Rd.....	" Newport.....	122
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return**R W****ROUTE R 54**

Rates as follows:

From Quebec.....	\$31.00	From London.....	\$51.10
" Montreal.....	31.00	" St. Thomas.....	51.50
" Ottawa.....	36.00	" Niagara Falls.....	48.25
" Prescott.....	36.00	" Detroit.....	53.50
" Brockville.....	36.60	" Sault Ste. Marie.....	62.00
" Toronto.....	46.00	" Port Arthur.....	76.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Wells River.....	71
Concord & Montreal Rd.....	" Nashua.....	191
Boston & Maine Rd.....	" Boston.....	3
International S. S. Co.....	" St. John.....	39
Intercolonial Ry.....	" Halifax.....	36
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return**R W****ROUTE R 55**

Rates as follows:

From Montreal.....	\$29.50	From London.....	\$49.60
" Ottawa.....	34.50	" St. Thomas.....	50.00
" Prescott.....	34.50	" Niagara Falls.....	46.75
" Brockville.....	35.10	" Detroit.....	52.00
" Toronto.....	44.50	" Sault Ste. Marie.....	60.50
	From Port Arthur.....	\$74.50	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Vanceboro.....	124
Canadian Pacific Ry.....	" St. John.....	14
Bay of Fundy S. S. Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" St. John, N.B.....	36
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return**R W****ROUTE R 56**

Rates same as for Route R 55

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Vanceboro.....	124
Canadian Pacific Ry.....	" St. John.....	14
Bay of Fundy S. S. Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return **R W**

Rates as follows:

ROUTE R 57			
From Quebec.....	\$29.00	From London.....	\$49.10
" Montreal.....	29.00	" St. Thomas.....	49.50
" Ottawa.....	34.00	" Niagara Falls.....	46.25
" Prescott.....	34.00	" Detroit.....	51.50
" Brockville.....	41.60	" Sault Ste. Marie.....	60.00
" Toronto.....	44.00	" Port Arthur.....	74.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
International Steamship Co.....	" St. John.....	40
Bay of Fundy Steamship Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

Rates as follows:

ROUTE R 58			
From Montreal.....	\$25.00	From London.....	\$45.10
" Ottawa.....	30.00	" St. Thomas.....	45.50
" Prescott.....	30.00	" Niagara Falls.....	42.25
" Brockville.....	30.60	" Detroit.....	47.50
" Toronto.....	40.00	" Sault Ste. Marie.....	56.00
	From Port Arthur.....	\$70 00	

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Halifax.....	35
	Return same route.	R

Halifax, N.S., and Return

Rates as follows:

ROUTE R 59			
From Montreal.....	\$22.10	From London.....	\$42.20
" Ottawa.....	27.10	" St. Thomas.....	42.60
" Prescott.....	27.10	" Niagara Falls.....	39.35
" Brockville.....	27.70	" Detroit.....	44.60
" Toronto.....	37.10	" Sault Ste. Marie.....	53.10
	From Port Arthur.....	\$67.10	

Canadian Pacific Ry.....	to Quebec.....	14
Quebec Steamship Co.....	" Pictou.....	85
Intercolonial Ry.....	" Halifax.....	37
	Return same route.	R

Halifax, N.S., and Return

Rates as follows:

ROUTE R 60			
From Montreal.....	\$35.00	From London.....	\$55.10
" Ottawa.....	40.00	" St. Thomas.....	55.50
" Prescott.....	40.00	" Niagara Falls.....	52.25
" Brockville.....	40.60	" Detroit.....	57.50
" Toronto.....	50.00	" Sault Ste. Marie.....	60.00
	From Port Arthur.....	\$60.00	

Canadian Pacific Ry.....	to Montreal.....	14
Black Diamond Line.....	" Pictou.....	2
Intercolonial Ry.....	" Halifax.....	37
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return **R W**

Rates as follows:

ROUTE R 61			
From Montreal.....	\$29.50	From London.....	\$49.60
" Ottawa.....	34.50	" St. Thomas.....	50.00
" Prescott.....	34.50	" Niagara Falls.....	46.75
" Brockville.....	35.10	" Detroit.....	52.00
" Toronto.....	44.50	" Sault Ste. Marie.....	60.50
	From Port Arthur.....	\$74.50	

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" St. John.....	35
Bay of Fundy S. S. Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

* Meals and Berths included.

ROUTE R 62		Halifax, N.S., and Return		Rates as follows:	
From Montreal	.....	\$26.00	From London	.....	\$46.10
" Ottawa	.....	31.00	" St. Thomas	.....	46.50
" Prescott	.....	31.00	" Niagara Falls	.....	43.25
" Brockville	.....	31.60	" Detroit	.....	48.50
" Toronto	.....	41.00	" Sault Ste. Marie	.....	57.00
			From Port Arthur	.....	\$71.00
Canadian Pacific Ry.	..... to		Quebec	.....	14
Quebec Steamship Co.	.....		Pictou	.....	85
Intercolonial Ry.	.....		Halifax	.....	37
Intercolonial Ry.	.....		Levis	.....	35
Ferry	.....		Quebec	.....	33
Canadian Pacific Ry.	.....		Starting Point	.....	14

ROUTE R 63		Halifax, N.S., and Return		Rates as follows:	
From Quebec	.....	\$34.20	From London	.....	\$50.30
" Montreal	.....	30.20	" St. Thomas	.....	50.70
" Ottawa	.....	35.20	" Niagara Falls	.....	47.45
" Prescott	.....	35.20	" Detroit	.....	52.70
" Brockville	.....	35.80	" Sault Ste. Marie	.....	61.20
" Toronto	.....	45.20	" Port Arthur	.....	75.20
Canadian Pacific Ry.	..... to		St. John, N.B.	.....	14
Intercolonial Ry.	.....		Halifax	.....	36
Windsor & Annapolis Ry.	.....		Annapolis	.....	106
Western Counties Ry.	.....		Yarmouth	.....	208
Yarmouth Steamship Co.	.....		Boston	.....	184
Boston & Maine Rd.	.....		Nashua	.....	3
Concord & Montreal Rd.	.....		Wells River	.....	191
Boston & Maine Rd.	.....		Newport	.....	71
Canadian Pacific Ry.	.....		Starting Point	.....	14

ROUTE R 64		Halifax, N.S., and Return		Rates as follows:	
From Montreal	.....	\$30.60	From London	.....	\$50.70
" Ottawa	.....	35.60	" St. Thomas	.....	51.10
" Prescott	.....	35.60	" Niagara Falls	.....	47.85
" Brockville	.....	36.20	" Detroit	.....	53.10
" Toronto	.....	45.60	" Sault Ste. Marie	.....	61.60
			From Port Arthur	.....	\$75.60
Canadian Pacific Ry.	..... to		St. John, N.B.	.....	14
Intercolonial Ry.	.....		Point du Chene	.....	187
Prince Edward Island Steam Nav. Co.	.....		Summerside	.....	81
Prince Edward Island Ry.	.....		Charlottetown	.....	79
Prince Edward Island Steam Nav. Co.	.....		Pictou	.....	80
Intercolonial Ry.	.....		Halifax	.....	37
Intercolonial Ry.	.....		St. John, N.B.	.....	187
Canadian Pacific Ry.	.....		Starting Point	.....	14

ROUTE R 65		Halifax, N.S., and Return		Rates same as for Route R 64	
Canadian Pacific Ry.	..... to		Quebec	.....	14
Ferry	.....		Levis	.....	33
Intercolonial Ry.	.....		Point du Chene	.....	35
Prince Edward Island Steam Nav. Co.	.....		Summerside	.....	81
Prince Edward Island Ry.	.....		Charlottetown	.....	79
Prince Edward Island Steam Nav. Co.	.....		Pictou	.....	80
Intercolonial Ry.	.....		Halifax	.....	37
Intercolonial Ry.	.....		Levis	.....	35
Ferry	.....		Quebec	.....	33
Canadian Pacific Ry.	.....		Starting Point	.....	14

ROUTE R 66		Halifax, N.S., and Return		Rates same as for Route R 64	
Canadian Pacific Ry.	..... to		St. John, N.B.	.....	14
Bay of Fundy S. S. Co.	.....		Annapolis	.....	65
Windsor & Annapolis Ry.	.....		Halifax	.....	106
Intercolonial Ry.	.....		Pictou	.....	37
Prince Edward Island Steam Nav. Co.	.....		Charlottetown	.....	80
Prince Edward Island Ry.	.....		Summerside	.....	79
Prince Edward Island Steam Nav. Co.	.....		Point du Chene	.....	81
Intercolonial Ry.	.....		St. John, N.B.	.....	187
Canadian Pacific Ry.	.....		Starting Point	.....	14

Halifax, N.S., and Return

R W

ROUTE R 67

Rates as follows:

From Montreal.....	\$31.60	From London.....	\$51.70
" Ottawa.....	36.60	" St. Thomas.....	52.10
" Prescott.....	36.60	" Niagara Falls.....	48.85
" Brockville.....	37.20	" Detroit.....	54.10
" Toronto.....	46.60	" Sault Ste. Marie.....	62.60
From Port Arthur.....		\$76.60	

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Point du Chene.....	187
Prince Edward Island Steam Nav. Co.....	" Summerside.....	81
Prince Edward Island Ry.....	" Charlottetown.....	79
Prince Edward Island Steam Nav. Co.....	" Pictou.....	80
Intercolonial Ry.....	" Halifax.....	37
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

R W

ROUTE R 68

Rates same as for Route R 67

Canadian Pacific Ry.....	to St. John, N.B.....	14
Bay of Fundy S.S. Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Pictou.....	37
Prince Edward Island Steam Nav. Co.....	" Charlottetown.....	80
Prince Edward Island Ry.....	" Summerside.....	79
Prince Edward Island Steam Nav. Co.....	" Point du Chene.....	81
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

R W

ROUTE R 69

Rates as follows:

From Montreal.....	\$34.10	From London.....	\$54.20
" Ottawa.....	39.10	" St. Thomas.....	54.60
" Prescott.....	39.10	" Niagara Falls.....	51.35
" Brockville.....	39.70	" Detroit.....	56.60
" Toronto.....	49.10	" Sault Ste. Marie.....	65.10
From Port Arthur.....		\$79.10	

Canadian Pacific Ry.....	to St. John, N.B.....	14
Yarmouth S.S. Co.....	" Yarmouth.....	166
Western Counties Ry.....	" Annapolis.....	208
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Pictou.....	37
Prince Edward Island Steam Nav. Co.....	" Charlottetown.....	80
Prince Edward Island Ry.....	" Summerside.....	79
Prince Edward Island Steam Nav. Co.....	" Point du Chene.....	81
Intercolonial Ry.....	" St. John, N.B.....	187
Canadian Pacific Ry.....	" Starting Point.....	14

Halifax, N.S., and Return

R W

ROUTE R 70

Rates same as for Route R 69

Canadian Pacific Ry.....	to St. John, N.B.....	14
Yarmouth S.S. Co.....	" Yarmouth.....	166
Western Counties Ry.....	" Annapolis.....	208
Windsor & Annapolis Ry.....	" Halifax.....	106
Intercolonial Ry.....	" Pictou.....	37
Prince Edward Island Steam Nav. Co.....	" Charlottetown.....	80
Prince Edward Island Ry.....	" Summerside.....	79
Prince Edward Island Steam Nav. Co.....	" Point du Chene.....	81
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

Lake Memphremagog and Return

R W

ROUTE R 71

Rates as follows:

From Montreal.....	\$5.00	From London.....	\$25.10
" Ottawa.....	10.00	" St. Thomas.....	25.50
" Prescott.....	10.00	" Niagara Falls.....	22.25
" Brockville.....	10.60	" Detroit.....	27.50
" Toronto.....	20.00	" Sault Ste. Marie.....	36.00
From Port Arthur.....		\$50.00	

Canadian Pacific Ry.....	to Magog.....	14
Steamer.....	" Newport.....	161
Canadian Pacific Ry.....	" Starting Point.....	14

Lake St. John and Return

ROUTE R 72		Rates as follows:	
From Montreal	\$12.50	From London	\$32.60
" Ottawa	17.50	" St. Thomas	33.00
" Prescott	17.50	" Niagara Falls	29.75
" Brockville	18.10	" Detroit	35.00
" Toronto	27.50	" Sault Ste. Marie	43.50
From Port Arthur		\$57.50	
Canadian Pacific Ry.	to Quebec		14
Quebec & Lake St. John Ry.	" Lake St. John		117
Return same route.			R

Mount Kineo House, Me. (Moosehead Lake), and Return

ROUTE R 73		Rates as follows:	
From Quebec	\$15.00	From London	\$33.60
" Montreal	13.50	" St. Thomas	34.00
" Ottawa	18.50	" Niagara Falls	30.75
" Prescott	18.50	" Detroit	36.00
" Brockville	19.10	" Sault Ste. Marie	44.50
" Toronto	28.50	" Port Arthur	58.50
Canadian Pacific Ry.	to Greenville		14
Steamer	" Mount Kineo House		165
Return same route.			1

Mount Washington (Summit of) and Return

ROUTE R 74		Rates as follows:	
From Quebec	\$24.00	From London	\$40.10
" Montreal	20.00	" St. Thomas	40.50
" Ottawa	25.00	" Niagara Falls	37.25
" Prescott	25.00	" Detroit	42.50
" Brockville	25.60	" Sault Ste. Marie	51.00
" Toronto	35.00	" Port Arthur	65.00
Canadian Pacific Ry.	to Newport		14
Boston & Maine Rd.	" Lunenburg		123
Maine Central Rd.	" Fabyan's		124
Concord & Montreal Rd.	" Base of Mt. Washington		6
Mount Washington Ry.	" Summit		55
Stage	" Glen House		100
Stage	" Glen Station		99
Maine Central Rd.	" Lunenburg		124
Boston & Maine Rd.	" Newport		123
Canadian Pacific Ry.	" Starting Point		14

Murray Bay, P.Q., and Return

ROUTE R 75		Rates as follows:	
From Montreal	\$ 9.00	From London	\$29.10
" Ottawa	14.00	" St. Thomas	29.50
" Prescott	14.00	" Niagara Falls	26.25
" Brockville	14.66	" Detroit	31.50
" Toronto	24.00	" Sault Ste. Marie	40.00
From Port Arthur		\$54.00	
Canadian Pacific Ry.	to Quebec		14
Richelleu & Ontario Navigation Co.	" Murray Bay		90
Return same route.			R

Newport, Vt., and Return

ROUTE R 76		Rates as follows:	
From Quebec	\$ 8.80	From London	\$28.00
" Montreal	8.80	" St. Thomas	29.30
" Ottawa	13.80	" Niagara Falls	26.05
" Prescott	13.80	" Detroit	31.30
" Brockville	14.40	" Sault Ste. Marie	39.80
" Toronto	23.80	" Port Arthur	53.80
Canadian Pacific Ry.	to Quebec		14
Ferry	" Lewis		33
Quebec Central Ry.	" Sherbrooke		84
Boston & Maine Rd.	" Newport		69
Canadian Pacific Ry.	" Starting Point		41

Newport, Vt., and Return

ROUTE R 77		Rates as follows:	
From Montreal	\$ 5.00	From London	\$25.10
" Ottawa	10.00	" St. Thomas	25.50
" Prescott	10.00	" Niagara Falls	22.25
" Brockville	10.00	" Detroit	27.50
" Toronto	20.00	" Sault Ste. Marie	34.00
From Port Arthur		\$50.00	
Canadian Pacific Ry.	to Newport		14
Return same route.			R

Newport, Vt., and Return

ROUTE R 78		Rates same as for Route R 77 :	
Canadian Pacific Ry.	to Magog	14	
Steamer	" Newport	164	R
Return same route.			

New York and Return

ROUTE R 79		Rates as follows :		R W
From Quebec	\$31.50	From Toronto	\$30.50	
" Montreal	30.50	" London	35.60	
" Ottawa	30.50	" St. Thomas	36.00	
" Prescott	30.50	" Detroit	38.00	
" Brockville	30.50	" Sault Ste. Marie	46.50	
From Port Arthur .....\$30.50				

Canadian Pacific Ry.	to Toronto	14
Niagara Navigation Co.	" Lewiston	62
New York Central & Hudson River Rd.	" New York	167
Fall River Line	" Fall River	138
Old Colony Rd.	" Boston	137
Boston & Maine Rd.	" Nashua	3
Concord & Montreal Rd.	" Wells River	191
Boston & Maine Rd.	" Newport	71
Canadian Pacific Ry.	" Starting Point	14

New York and Return

ROUTE R 80		Rates as follows :	
From Sault Ste. Marie	\$36.75	From Port Arthur	\$57.75
Canadian Pacific Ry.	to Montreal	14	
Grand Trunk Ry.	" Rouses Point	185	
Delaware & Hudson Canal Co.	" Troy	130	
New York Central & Hudson River Rd.	" New York	167	
Return same route.			

New York and Return

ROUTE R 81		Rates same as for Route R 80	
Canadian Pacific Ry.	to Montreal	14	
Grand Trunk Ry.	" St. Johns	209	
Central Vermont Rd.	" Rutland	131	
Bennington & Rutland Ry.	" White Creek	211	
Fitchburg Rd.	" Troy	210	
New York Central & Hudson River Rd.	" New York	167	
Return same route.			

New York and Return

ROUTE R 82		Rates same as for Route R 80	
Canadian Pacific Ry.	to Montreal	14	
Grand Trunk Ry.	" Rouses Point	185	
Delaware & Hudson Canal Co.	" Plattsburg	130	
Champlain Transportation Co.	" Fort Ticonderoga	151	
Delaware & Hudson Canal Co.	" Troy	130	
New York Central & Hudson River Rd.	" New York	167	
Return same route.			

New York and Return

ROUTE R 83		Rates as follows :		R W
From Sault Ste. Marie	\$38.75	From Port Arthur	\$52.75	
Canadian Pacific Ry.	to Montreal	14		
Grand Trunk Ry.	" Rouses Point	185		
Delaware & Hudson Canal Co.	" Plattsburg	130		
Champlain Transportation Co.	" Fort Ticonderoga	151		
Delaware & Hudson Canal Co.	" Baldwin	130		
Lake George Steamboat Co.	" Caldwell	131		
Delaware & Hudson Canal Co.	" Troy	130		
New York Central & Hudson River Rd.	" New York	167		
New York Central & Hudson River Rd.	" Troy	167		
Delaware & Hudson Canal Co.	" Rouses Point	130		
Grand Trunk Ry.	" Montreal	185		
Canadian Pacific Ry.	" Starting Point	14		

North Conway, N.H., and Return

ROUTE R 84		Rates as follows :	
From Quebec	\$14.50	From London	\$30.00
" Montreal	10.50	" St. Thomas	31.00
" Ottawa	15.50	" Niagara Falls	27.75
" Prescott	15.50	" Detroit	33.00
" Brookville	16.10	" Sault Ste. Marie	41.60
" Toronto	25.50	" Port Arthur	55.60

Canadian Pacific Ry.	to Newport	14	
Boston & Maine Rd.	" Lunenburg	123	
Maine Central Rd.	" North Conway	121	
Return same route.			

Old Orchard Beach, Me., and Return**ROUTE R 85**

Rates as follows:

From Quebec.....	\$15.00	From London.....	\$31.10
" Montreal.....	11.00	" St. Thomas.....	31.50
" Ottawa.....	16.00	" Niagara Falls.....	28.25
" Prescott.....	16.00	" Detroit.....	33.50
" Brockville.....	16.60	" Sault Ste. Marie.....	42.00
" Toronto.....	26.00	" Port Arthur.....	56.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Old Orchard Beach.....	11

Return same route.

R

Old Orchard Beach, Me., and Return**R W****ROUTE R 86**

Rates as follows:

From Quebec.....	\$14.80	From London.....	\$34.00
" Montreal.....	14.80	" St. Thomas.....	35.30
" Ottawa.....	19.80	" Niagara Falls.....	32.05
" Prescott.....	19.80	" Detroit.....	37.30
" Brockville.....	20.40	" Sault Ste. Marie.....	45.80
" Toronto.....	29.80	" Port Arthur.....	59.80

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Quebec Central Ry.....	" Sherbrooke.....	84
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Old Orchard Beach.....	11
Boston & Maine Rd.....	" Portland.....	11
Maine Central Rd.....	" Lunenburg.....	124
Boston & Maine Rd.....	" Newport.....	123
Canadian Pacific Ry.....	" Starting Point.....	14

Old Orchard Beach, Me., and Return**R W****ROUTE R 87**

Rates as follows:

From Quebec.....	\$24.00	From London.....	\$40.10
" Montreal.....	20.00	" St. Thomas.....	40.50
" Ottawa.....	25.00	" Niagara Falls.....	37.25
" Prescott.....	25.60	" Detroit.....	42.50
" Brockville.....	25.60	" Sault Ste. Marie.....	51.00
" Toronto.....	35.00	" Port Arthur.....	65.00

Canadian Pacific Ry.....	to Greenville.....	14
Bangor & Piscataquis Rd.....	" Oldtown.....	158
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Old Orchard Beach.....	11
Boston & Maine Rd.....	" Portland.....	11
Maine Central Rd.....	" Lunenburg.....	124
Boston & Maine Rd.....	" Newport.....	123
Canadian Pacific Ry.....	" Starting Point.....	14

Perce, Que., and Return**ROUTE R 88**

Rates as follows:

From Montreal.....	\$17.75	From London.....	\$37.85
" Ottawa.....	22.75	" St. Thomas.....	38.25
" Prescott.....	22.75	" Niagara Falls.....	35.00
" Brockville.....	23.35	" Detroit.....	40.25
" Toronto.....	32.75	" Sault Ste. Marie.....	48.75

From Port Arthur.....\$62.75

Canadian Pacific Ry.....	to Quebec.....	14
Quebec Steamship Co.....	" Perce.....	83

Return same route.

R

Pictou, N.S., and Return**ROUTE R 89**

Rates as follows:

From Quebec.....	\$25.00	From London.....	\$45.10
" Montreal.....	25.00	" St. Thomas.....	45.60
" Ottawa.....	30.00	" Niagara Falls.....	42.25
" Prescott.....	30.00	" Detroit.....	47.50
" Brockville.....	30.00	" Sault Ste. Marie.....	56.00
" Toronto.....	40.00	" Port Arthur.....	70.00

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Pictou.....	169

Return same route.

R

Pictou, N.S., and Return

ROUTE R 90		Rates same as for Route R 89	
Canadian Pacific Ry.	.....	to Quebec	14
Ferry	.....	" Lewis	33
Intercolonial Ry.	.....	" Pictou	35
		Return same route.	R

Pictou, N.S., and Return R W

ROUTE R 91		Rates as follows :	
From Quebec	.....\$26.00	From London	.....\$46.10
" Montreal	.....26.00	" St. Thomas	.....46.50
" Ottawa	.....31.00	" Niagara Falls	.....43.25
" Prescott	.....31.00	" Detroit	.....48.50
" Brockville	.....31.60	" Sault Ste. Marie	.....57.00
" Toronto	.....41.00	" Port Arthur	.....71.00
Canadian Pacific Ry.	.....	to St. John, N.B.	14
Intercolonial Ry.	.....	" Pictou	169
Intercolonial Ry.	.....	" Lewis	35
Ferry	.....	" Quebec	33
Canadian Pacific Ry.	.....	" Starting Point	14

Pictou, N.S., and Return

ROUTE R 92		Rates as follows :	
From Quebec	.....\$26.50	From London	.....\$46.60
" Montreal	.....26.50	" St. Thomas	.....47.00
" Ottawa	.....31.50	" Niagara Falls	.....43.75
" Prescott	.....31.50	" Detroit	.....49.00
" Brockville	.....32.10	" Sault Ste. Marie	.....57.50
" Toronto	.....41.50	" Port Arthur	.....71.50
Canadian Pacific Ry.	.....	to Quebec	14
Quebec Steamship Co.	.....	" Pictou	85
Intercolonial Ry.	.....	" St. John, N.B.	169
Canadian Pacific Ry.	.....	" Starting Point	14

Pictou, N.S., and Return Rates as follows :

ROUTE R 93		Rates as follows :	
From Montreal	.....\$20.75	From London	.....\$40.85
" Ottawa	.....25.75	" St. Thomas	.....41.25
" Prescott	.....25.75	" Niagara Falls	.....38.00
" Brockville	.....26.35	" Detroit	.....43.25
" Toronto	.....35.75	" Sault Ste. Marie	.....51.75
	From Port Arthur	.....	\$35.75
Canadian Pacific Ry.	.....	to Quebec	14
Quebec Steamship Co.	.....	" Pictou	85
		Return same route.	R

Plymouth, N.E., and Return

ROUTE R 94		Rates as follows :	
From Montreal	.....\$12.00	From London	.....\$32.10
" Ottawa	.....17.00	" St. Thomas	.....32.50
" Prescott	.....17.00	" Niagara Falls	.....29.25
" Brockville	.....17.60	" Detroit	.....34.50
" Toronto	.....27.00	" Sault Ste. Marie	.....43.00
	From Port Arthur	.....	\$57.00
Canadian Pacific Ry.	.....	to Newport	14
Boston & Maine Rd.	.....	" Wells River	71
Concord & Montreal Rd.	.....	" Plymouth	191
		Return same route.	R

Portland, Me., and Return R W

ROUTE R 95		Rates as follows :	
From Quebec	.....\$22.50	From London	.....\$42.60
" Montreal	.....22.50	" St. Thomas	.....43.00
" Ottawa	.....27.50	" Niagara Falls	.....39.75
" Prescott	.....27.50	" Detroit	.....45.00
" Brockville	.....28.10	" Sault Ste. Marie	.....53.50
" Toronto	.....37.50	" Port Arthur	.....67.50
Canadian Pacific Ry.	.....	to Quebec	14
Ferry	.....	" Lewis	33
Quebec Central Ry.	.....	" Sherbrooke	84
Canadian Pacific Ry.	.....	" Greenville	14
Danvers & Piscataquis Rd.	.....	" Oldtown	158
Maine Central Rd.	.....	" Portland	124
Maine Central Rd.	.....	" Lunenburg	124
Boston & Maine Rd.	.....	" Newport	123
Canadian Pacific Ry.	.....	" Starting Point	14

Portland, Me., and Return**R W**

ROUTE R 96		Rates as follows:	
From Quebec	\$23.50	From London	\$39.60
" Montreal	19.50	" St. Thomas	40.90
" Ottawa	21.50	" Niagara Falls	36.75
" Prescott	24.50	" Detroit	42.00
" Brockville	25.10	" Sault Ste. Marie	50.50
" Toronto	31.50	" Port Arthur	64.50

Canadian Pacific Ry.	to Greenville	14
Bangor & Piscataquis Rd.	" Oldtown	158
Maine Central Rd.	" Portland	124
Maine Central Rd.	" Lunenburg	124
Boston & Maine Rd.	" Newport	123
Canadian Pacific Ry.	" Starting Point	14

Portland, Me., and Return

ROUTE R 97		Rates as follows:	
From Quebec	\$14.50	From London	\$30.60
" Montreal	10.50	" St. Thomas	31.00
" Ottawa	15.50	" Niagara Falls	27.75
" Prescott	15.50	" Detroit	35.00
" Brockville	16.10	" Sault Ste. Marie	41.50
" Toronto	25.50	" Port Arthur	55.50

Canadian Pacific Ry.	to Newport	14
Boston & Maine Rd.	" Lunenburg	123
Maine Central Rd.	" Portland	124
	Return same route.	R

Portsmouth, N.H., and Return

ROUTE R 98		Rates as follows:	
From Quebec	\$17.60	From Niagara Falls	\$30.85
" Montreal	13.60	" London	33.70
" Ottawa	18.60	" St. Thomas	31.10
" Prescott	18.60	" Detroit	36.10
" Brockville	19.20	" Sault Ste. Marie	44.60
" Toronto	28.60	" Port Arthur	58.60

Canadian Pacific Ry.	to Newport	11
Boston & Maine Rd.	" Lunenburg	123
Maine Central Rd.	" Portland	124
Boston & Maine Rd.	" Portsmouth	123
	Return same route.	R

Portsmouth, N.H., and Return

ROUTE R 99		Rates same as for Route R 98	
Canadian Pacific Ry.	to Newport	14	
Boston & Maine Rd.	" Lunenburg	123	
Maine Central Rd.	" North Conway	124	
Boston & Maine Rd.	" Portsmouth	123	
	Return same route.	R	

Portsmouth, N.H., and Return

ROUTE R 100		Rates as follows:	
From Quebec	\$18.00	From Niagara Falls	\$31.25
" Montreal	14.00	" London	34.10
" Ottawa	19.00	" St. Thomas	34.50
" Prescott	19.00	" Detroit	36.50
" Brockville	19.60	" Sault Ste. Marie	45.00
" Toronto	29.00	" Port Arthur	59.00

Canadian Pacific Ry.	to Newport	11
Boston & Maine Rd.	" Wells River	71
Concord & Montreal Rd.	" Portsmouth	191
	Return same route.	R

Profile House, N.H., and Return**R W**

ROUTE R 101		Rates as follows:	
From Quebec	\$16.30	From London	\$36.40
" Montreal	16.30	" St. Thomas	31.80
" Ottawa	21.30	" Niagara Falls	33.55
" Prescott	21.30	" Detroit	38.80
" Brockville	21.90	" Sault Ste. Marie	47.30
" Toronto	31.30	" Port Arthur	61.30

Canadian Pacific Ry.	to Quebec	14
Ferry	" Levis	33
Quebec Central Ry.	" Sherbrooke	84
Boston & Maine Rd.	" Lunenburg	123
Maine Central Rd.	" Zealand June	124
Profile & Franconia Notch Rd.	" Profile House	204
Profile & Franconia Notch Rd.	" Zealand June	204
Maine Central Rd.	" Lunenburg	124
Boston & Maine Rd.	" Newport	123
Canadian Pacific Ry.	" Starting Point	14

Profile House, N.H., and Return

ROUTE R 102		Rates as follows:	
From Quebec.....	\$16.50	From London.....	\$32.60
" Montreal.....	12.50	" St. Thomas.....	33.00
" Ottawa.....	17.50	" Niagara Falls.....	29.75
" Prescott.....	17.50	" Detroit.....	35.00
" Brockville.....	18.10	" Sault Ste. Marie.....	43.50
" Toronto.....	27.50	" Port Arthur.....	57.50
Canadian Pacific Ry.....		to Newport.....	14
Boston & Maine Rd.....		" Lunenburg.....	123
Maine Central Ltd.....		" Zealand Junc.....	124
Profile & Franconia Notch Rd.....		" Profile House.....	204
		Return same route.	R

Richibucto, N.B., and Return

ROUTE R 103		Rates as follows:	
From Montreal.....	\$20.50	From London.....	\$43.05..\$40.35
" Ottawa.....	25.50	" St. Thomas.....	43.60.. 40.60
" Prescott.....	25.50	" Niagara Falls.....	39.50.. 36.50
" Brockville.....	26.10	" Detroit.....	41.60.. 43.00
" Toronto.....	35.50	" Sault Ste. Marie.....	51.50
	From Port Arthur.....		\$65.50
Canadian Pacific Ry.....		to Quebec.....	14
Ferry.....		" Levis.....	33
Intercolonial Ry.....		" Kent Junction.....	35
Kent Northern Ry.....		" Richibucto.....	126
		Return same route.	R

Riviere du Loup, P.Q., and Return

ROUTE R 104		Rates as follows:	
From Montreal.....	\$ 8.75	From London.....	\$28.85
" Ottawa.....	13.75	" St. Thomas.....	29.25
" Prescott.....	13.75	" Niagara Falls.....	26.00
" Brockville.....	14.35	" Detroit.....	31.25
" Toronto.....	23.75	" Sault Ste. Marie.....	39.75
	From Port Arthur.....		\$53.75
Canadian Pacific Ry.....		to Quebec.....	11
Ferry.....		" Levis.....	33
Intercolonial Ry.....		" Riviere du Loup.....	35
		Return same route.	R

Riviere du Loup, P.Q., and Return

ROUTE R 105		Rates as follows:	
From Montreal.....	\$ 9.00	From London.....	\$29.10
" Ottawa.....	11.00	" St. Thomas.....	29.50
" Prescott.....	14.00	" Niagara Falls.....	26.25
" Brockville.....	14.60	" Detroit.....	31.50
" Toronto.....	24.00	" Sault Ste. Marie.....	40.00
	From Port Arthur.....		\$54.00
Canadian Pacific Ry.....		to Quebec.....	11
Richelieu & Ontario Navigation Co.....		" Riviere du Loup.....	90
		Return same route.	R

Riviere du Loup, P.Q., and Return

ROUTE R 106		Rates as follows:		R W
From Montreal.....	\$ 9.50	From London.....	\$28.60	
" Ottawa.....	13.50	" St. Thomas.....	29.00	
" Prescott.....	13.50	" Niagara Falls.....	25.75	
" Brockville.....	14.10	" Detroit.....	31.00	
" Toronto.....	23.50	" Sault Ste. Marie.....	39.50	
	From Port Arthur.....		\$53.50	
Canadian Pacific Ry.....		to Quebec.....	14	
Ferry.....		" Levis.....	34	
Intercolonial Ry.....		" Riviere du Loup.....	33	
Richelieu & Ontario Navigation Co.....		" Quebec.....	95	
Canadian Pacific Ry.....		" Starting Point.....	11	

St. Andrews, N.B., and Return

ROUTE R 107		Rates as follows:	
From Quebec.....	\$16.00	From London.....	\$30.10
" Montreal.....	16.00	" St. Thomas.....	30.50
" Ottawa.....	21.00	" Niagara Falls.....	33.25
" Prescott.....	21.00	" Detroit.....	38.50
" Brockville.....	21.00	" Sault Ste. Marie.....	47.00
" Toronto.....	31.00	" Port Arthur.....	61.00
Canadian Pacific Ry.....		to St. Andrews.....	11
		Return same route.	R

* These rates are good via St. Lawrence River route Toronto to Montreal if desired.

ROUTE R 108		St. Andrews, N.B., and Return		Rates as follows:		R W
From Quebec	\$25.50	From London	\$41.60			
" Montreal	21.50	" St. Thomas	42.00			
" Ottawa	26.50	" Niagara Falls	38.75			
" Prescott	26.50	" Detroit	44.00			
" Brockville	27.10	" Sault Ste. Marie	52.50			
" Toronto	36.50	" Port Arthur	66.50			
Canadian Pacific Ry.		to St. Andrews	14			
Frontier Steamboat Co.		" Eastport	163			
International Steamship Co.		" Portland	125			
Maine Central Rd.		" Lunenburg	124			
Boston & Maine Rd.		" Newport	123			
Canadian Pacific Ry.		" Starting Point	14			

ROUTE R 109		St. Andrews, N.B., and Return		Rates as follows:		R W
From Quebec	\$27.50	From London	\$43.60			
" Montreal	23.50	" St. Thomas	44.00			
" Ottawa	28.50	" Niagara Falls	40.75			
" Prescott	28.50	" Detroit	46.00			
" Brockville	29.10	" Sault Ste. Marie	54.50			
" Toronto	38.50	" Port Arthur	68.50			
Canadian Pacific Ry.		to St. Andrews	14			
Frontier Steamboat Co.		" Eastport	163			
International Steamship Co.		" Boston	125			
Boston & Maine Rd.		" Nashua	3			
Concord & Montreal Rd.		" Wells River	191			
Boston & Maine Rd.		" Newport	71			
Canadian Pacific Ry.		" Starting Point	14			

ROUTE R 110		St. John, N.B., and Return		Rates as follows:		R W
From Quebec	\$20.00	From London	\$39.35			
" Montreal	20.00	" St. Thomas	39.60			
" Ottawa	25.00	" Niagara Falls	35.00			
" Prescott	25.00	" Detroit	42.50			
" Brockville	25.60	" Sault Ste. Marie	51.00			
" Toronto	35.00	" Port Arthur	65.00			
Canadian Pacific Ry.		to St. John, N.B.	14			
		Return same route.	R			

ROUTE R 111		St. John, N.B., and Return		Rates as follows:		R W
From Quebec	\$24.00	From London	\$41.10			
" Montreal	24.00	" St. Thomas	41.50			
" Ottawa	29.00	" Niagara Falls	41.25			
" Prescott	29.00	" Detroit	46.50			
" Brockville	29.60	" Sault Ste. Marie	55.00			
" Toronto	39.00	" Port Arthur	69.00			
Canadian Pacific Ry.		to St. John, N.B.	14			
Intercolonial Ry.		" Lewis	35			
Ferry		" Quebec	33			
Canadian Pacific Ry.		" Starting Point	14			

ROUTE R 112		St. John, N.B., and Return		Rates as follows:		R W
From Quebec	\$21.00	From London	\$40.85			
" Montreal	21.50	" St. Thomas	41.10			
" Ottawa	26.50	" Niagara Falls	36.50			
" Prescott	26.50	" Detroit	41.00			
" Brockville	27.10	" Sault Ste. Marie	52.50			
" Toronto	36.50	" Port Arthur	66.50			
Canadian Pacific Ry.		to St. Andrews	14			
Frontier Steamboat Co.		" Eastport	163			
International Steamship Co.		" St. John, N.B.	125			
Canadian Pacific Ry.		" Starting Point	14			

ROUTE R 113		St. John, N.B., and Return		Rates as follows:		R W
From Quebec	\$29.50	From London	\$45.60			
" Montreal	25.50	" St. Thomas	46.00			
" Ottawa	30.50	" Niagara Falls	42.75			
" Prescott	30.50	" Detroit	48.00			
" Brockville	31.10	" Sault Ste. Marie	50.50			
" Toronto	40.50	" Port Arthur	70.50			
Canadian Pacific Ry.		to St. John, N.B.	14			
Canadian Pacific Ry.		" Vancoboro	14			
Maine Central Rd.		" Lunenburg	124			
Boston & Maine Rd.		" Newport	123			
Canadian Pacific Ry.		" Starting Point	14			

St. John, N.B., and Return		R W	
ROUTE R 114			
Rates as follows:			
From Quebec	\$27.00	From London	\$13.60
" Montreal	23.50	" St. Thomas	44.00
" Ottawa	28.50	" Niagara Falls	40.75
" Prescott	28.50	" Detroit	46.00
" Brockville	29.10	" Sault Ste. Marie	51.50
" Toronto	38.50	" Port Arthur	68.50
Canadian Pacific Ry.....	to St. John, N.B.....		14
International Steamship Co.....	" Portland.....		40
Maine Central Rd.....	" Lunenburg.....		124
Boston & Maine Rd.....	" Newport.....		123
Canadian Pacific Ry.....	" Starting Point.....		14

St. John, N.B., and Return		R W	
ROUTE R 115			
Rates as follows:			
From Quebec	\$29.50	From London	\$15.60
" Montreal	25.50	" St. Thomas	46.00
" Ottawa	30.50	" Niagara Falls	42.75
" Prescott	30.50	" Detroit	48.00
" Brockville	31.10	" Sault Ste. Marie	56.50
" Toronto	40.50	" Port Arthur	70.50
Canadian Pacific Ry.....	to St. John, N.B.....		14
International Steamship Co.....	" Boston.....		39
Boston & Maine Rd.....	" Nashua.....		3
Concord & Montreal Rd.....	" Wells River.....		191
Boston & Maine Rd.....	" Newport.....		71
Canadian Pacific Ry.....	" Starting Point.....		14

St. John, N.B., and Return		R W	
ROUTE R 116			
Rates as follows:			
From Quebec	\$25.50	From London	\$45.60
" Montreal	25.50	" St. Thomas	46.00
" Ottawa	30.50	" Niagara Falls	42.75
" Prescott	30.50	" Detroit	48.00
" Brockville	31.10	" Sault Ste. Marie	56.50
" Toronto	40.50	" Port Arthur	70.50
Canadian Pacific Ry.....	to Newport.....		14
Boston & Maine Rd.....	" Lunenburg.....		123
Maine Central Rd.....	" Vanceboro.....		124
Canadian Pacific Ry.....	" St. John, N.B.....		14
Intercolonial Ry.....	" Lewis.....		35
Ferry	" Quebec.....		33
Canadian Pacific Ry.....	" Starting Point.....		14

St. John, N.B., and Return		R W	
ROUTE R 117			
Rates as follows:			
From Quebec	\$25.50	From London	\$45.60
" Montreal	25.50	" St. Thomas	46.00
" Ottawa	30.50	" Niagara Falls	42.75
" Prescott	30.50	" Detroit	48.00
" Brockville	31.10	" Sault Ste. Marie	56.50
" Toronto	40.50	" Port Arthur	70.50
Canadian Pacific Ry.....	to Quebec.....		14
Ferry	" Lewis.....		33
Intercolonial Ry.....	" St. John, N.B.....		35
International Steamship Co.....	" Boston.....		39
Boston & Maine Rd.....	" Nashua.....		3
Concord & Montreal Rd.....	" Wells River.....		191
Boston & Maine Rd.....	" Newport.....		71
Canadian Pacific Ry.....	" Starting Point.....		14

St. John, N.B., and Return		R W	
ROUTE R 118			
Rates as follows:			
From Quebec	\$20.75	From London	\$46.85
" Montreal	26.75	" St. Thomas	47.25
" Ottawa	31.75	" Niagara Falls	44.00
" Prescott	31.75	" Detroit	49.25
" Brockville	32.35	" Sault Ste. Marie	57.75
" Toronto	41.75	" Port Arthur	71.75
Canadian Pacific Ry.....	to Quebec.....		14
Quebec Steamship Co.....	" Summerside.....		85
P. E. I. Steam Navigation Co.....	" Point du Chene.....		81
Intercolonial Ry.....	" St. John, N.B.....		38
Canadian Pacific Ry.....	" Starting Point.....		14

St. John, N.B., and Return		Rates as follows:	
ROUTE R 119			
From Montreal	\$20.00	From London	\$42.55 * \$38.85
" Ottawa	25.00	" St. Thomas	43.10 39.10
" Prescott	25.00	" Niagara Falls	39.00 35.00
" Brockville	25.00	" Detroit	42.50
" Toronto	35.00	" Sault Ste. Marie	51.00
	From Port Arthur		\$65.00
Canadian Pacific Ry.		to Quebec	14
Ferry		" Levis	33
Intercolonial Ry.		" St. John, N.B.	35
	Return same route.		R

St. Johns, Newfoundland, and Return		Rates as follows:	
ROUTE R 120			
From Ottawa	\$55.00	From St. Thomas	\$70.50
" Prescott	55.00	" Niagara Falls	67.25
" Brockville	55.00	" Detroit	72.50
" Toronto	65.00	" Sault Ste. Marie	81.00
" London	70.10	" Port Arthur	95.00
Canadian Pacific Ry.		to Montreal	14
Black Diamond S. S. Line.		" St. Johns, Nfld.	2
	Return same route.		R

Summerside, P.E.I., and Return		Rates as follows:	
ROUTE R 121			
From Quebec	\$26.75	From London	\$46.85
" Montreal	26.75	" St. Thomas	47.25
" Ottawa	31.75	" Niagara Falls	44.00
" Prescott	31.75	" Detroit	49.25
" Brockville	32.35	" Sault Ste. Marie	57.75
" Toronto	41.75	" Port Arthur	71.75
Canadian Pacific Ry.		to Quebec	14
Quebec Steamship Co.		" Summerside	85
P. E. I. Steam Navigation Co.		" Point du Chene	81
Intercolonial Ry.		" St. John, N. B.	38
Canadian Pacific Ry.		" Starting Point	14

Summerside, P.E.I., and Return		Rates as follows:	
ROUTE R 122			
From Quebec	\$22.85	From London	\$45.40 * \$42.00
" Montreal	22.85	" St. Thomas	45.95 42.25
" Ottawa	27.85	" Niagara Falls	41.85 38.15
" Prescott	27.85	" Detroit	45.35
" Brockville	28.45	" Sault Ste. Marie	53.85
" Toronto	37.85	" Port Arthur	67.85
Canadian Pacific Ry.		to St. John, N.B.	14
Intercolonial Ry.		" Point du Chene	38
P. E. I. Steam Navigation Co.		" Summerside	81
	Return same route.		R

Summerside, P.E.I., and Return		Rates as follows:	
ROUTE R 123			
From Montreal	\$20.75	From London	\$40.85
" Ottawa	25.75	" St. Thomas	41.25
" Prescott	25.75	" Niagara Falls	38.00
" Brockville	26.35	" Detroit	43.25
" Toronto	35.75	" Sault Ste. Marie	51.75
	From Port Arthur		\$65.75
Canadian Pacific Ry.		to Quebec	14
Quebec Steamship Co.		" Summerside	85
	Return same route.		R

Sydney, Cape Breton, and Return		Rates as follows:	
ROUTE R 124			
From Quebec	\$31.25	From London	\$51.35
" Montreal	31.25	" St. Thomas	51.75
" Ottawa	36.25	" Niagara Falls	48.50
" Prescott	36.25	" Detroit	53.75
" Brockville	36.85	" Sault Ste. Marie	62.25
" Toronto	46.25	" Port Arthur	76.25
Canadian Pacific Ry.		to St. John, N.B.	14
Intercolonial Ry.		" Mulgrave	187
Bras d'Or Steamers		" Sydney	12
	Return same route.		R

Sydney, C.B., and Return		Rates same as for Route R 124	
ROUTE R 125			
Canadian Pacific Ry.		to Quebec	14
Ferry		" Levis	33
Intercolonial Ry.		" Mulgrave	35
Bras d'Or Steamers		" Sydney	12
	Return same route.		R

* These rates are good by St. Lawrence River route, Toronto to Montreal if desired.

‡ Meals and Berths included.

Sydney, C.B., and Return

ROUTE R 126		Rates as follows:	
From Quebec	\$27.50	From London	\$47.60
" Montreal	27.50	" St. Thomas	48.00
" Ottawa	32.50	" Niagara Falls	44.75
" Prescott	32.50	" Detroit	50.00
" Brockville	33.10	" Sault Ste. Marie	58.50
" Toronto	42.50	" Port Arthur	72.50
Canadian Pacific Ry	.....	to St. John, N.B.	14
Intercolonial Ry	.....	" Sydney	187
		Return same route.	R

Sydney, C.B., and Return

ROUTE R 127		Rates same as for Route R 126	
Canadian Pacific Ry	.....	to Quebec	14
Ferry	.....	" Levis	33
Intercolonial Ry	.....	" Sydney	35
		Return same route.	R

Sydney, C.B., and Return

ROUTE R 128		Rates as follows:	
From Quebec	\$36.00	From London	\$56.10
" Montreal	36.00	" St. Thomas	56.50
" Ottawa	41.00	" Niagara Falls	53.25
" Prescott	41.00	" Detroit	58.50
" Brockville	41.60	" Sault Ste. Marie	67.00
" Toronto	51.00	" Port Arthur	81.00
Canadian Pacific Ry	.....	to St. John, N.B.	14
Intercolonial Ry	.....	" Sydney	187
Intercolonial Ry	.....	" Levis	35
Ferry	.....	" Quebec	33
Canadian Pacific Ry	.....	" Starting Point	14

Sydney, C.B., and Return

ROUTE R 129		Rates as follows:	
From Quebec	\$40.30	From London	\$60.40
" Montreal	40.30	" St. Thomas	60.80
" Ottawa	45.30	" Niagara Falls	57.55
" Prescott	45.30	" Detroit	62.80
" Brockville	45.90	" Sault Ste. Marie	71.30
" Toronto	55.30	" Port Arthur	85.30
Canadian Pacific Ry	.....	to Quebec	14
Ferry	.....	" Levis	33
Intercolonial Ry	.....	" Mulgrave	35
Bras d'Or Steamers	.....	" Sydney	12
Bras d'Or Steamers	.....	" Mulgrave	12
Intercolonial Ry	.....	" St. John, N.B.	187
Canadian Pacific Ry	.....	" Starting Point	14

Tadousac, P.Q., and Return

ROUTE R 130		Rates as follows:	
From Montreal	\$11.75	From London	\$31.85
" Ottawa	16.75	" St. Thomas	32.25
" Prescott	16.75	" Niagara Falls	29.00
" Brockville	17.35	" Detroit	34.25
" Toronto	26.75	" Sault Ste. Marie	42.75
		From Port Arthur	\$56.75
Canadian Pacific Ry	.....	to Quebec	14
Ferry	.....	" Levis	33
Intercolonial Ry	.....	" Riviere du Loup	35
Richelieu & Ontario Navigation Co.	.....	" Tadousac	91
		Return same route.	R

Tadousac, P.Q., and Return

ROUTE R 131		Rates as follows:	
From Montreal	\$10.00	From London	\$30.10
" Ottawa	15.00	" St. Thomas	30.50
" Prescott	15.00	" Niagara Falls	27.25
" Brockville	15.60	" Detroit	32.50
" Toronto	25.00	" Sault Ste. Marie	41.00
		From Port Arthur	\$55.00
Canadian Pacific Ry	.....	to Quebec	14
Richelieu & Ontario Navigation Co.	.....	" Tadousac	90
		Return same route.	R

Weir's, N.H. (Lake Winnepesaukee), and Return

ROUTE R 132		Rates as follows:	
From Quebec	\$16.00	From London	\$32.10
" Montreal	12.00	" St. Thomas	32.50
" Ottawa	17.00	" Niagara Falls	29.25
" Prescott	17.00	" Detroit	34.60
" Brockville	17.60	" Sault Ste. Marie	43.00
" Toronto	27.00	" Port Arthur	57.00
Canadian Pacific Ry	.....	to Newport	14
Boston & Malno Rd.	.....	" Wells River	71
Concord & Montreal Rd.	.....	" Weir's	191
		Return same route.	R

Eastern Tours

ONE WAY TRIPS

Boston, Mass.

ROUTE S 1

Rates as follows:

From Quebec.....	\$13.00	From Toronto.....	\$19.00
" Montreal.....	10.50	" London.....	22.20
" Ottawa.....	12.00	" St. Thomas.....	22.20
" Prescott.....	12.35	" Niagara Falls.....	20.50
" Brockville.....	12.75	" Detroit.....	22.20
From Sault Ste. Marie.....		\$29.85	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Boston.....	10

Boston, Mass.

ROUTE S 2

Rates as follows:

From Quebec.....	\$11.00	From Toronto.....	\$13.00	\$19.00
" Montreal.....	9.00	" London.....	14.35	22.20
" Ottawa.....	12.00	" St. Thomas.....	14.35	22.20
" Prescott.....	\$10.80	" Niagara Falls.....	14.50	* 20.50
" Brockville.....	11.40	" Detroit.....	17.15	22.20
From Sault Ste. Marie.....		\$23.85.....* \$29.85		

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Wells River.....	71
Concord & Montreal Rd.....	" Nashua.....	191
Boston & Maine Rd.....	" Boston.....	3

Boston, Mass.

ROUTE S 3

Rates as follows:

From Quebec.....	\$11.00	From Toronto.....	\$18.50
" Montreal.....	8.50	" London.....	21.70
" Ottawa.....	12.00	" St. Thomas.....	21.70
" Prescott.....	11.85	" Niagara Falls.....	20.00
" Brockville.....	12.25	" Detroit.....	21.70
From Sault Ste. Marie.....		\$29.35	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
Steamer.....	" Boston.....	105

Boston, Mass.

ROUTE S 4

Rates as follows:

From Quebec.....	\$17.50	From Toronto.....	\$25.00
" Montreal.....	15.00	" London.....	28.20
" Ottawa.....	17.50	" St. Thomas.....	28.20
" Prescott.....	18.35	" Niagara Falls.....	26.50
" Brockville.....	18.75	" Detroit.....	28.20
From Sault Ste. Marie.....		\$35.85	

Canadian Pacific Ry.....	to Greenville.....	14
Bangor & Piscataquis Rd.....	" Oldtown.....	158
Maine Central Rd.....	" Portland.....	124
Boston & Maine Rd.....	" Boston.....	10

* Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.

‡ Rates prefixed ‡ are All Rail, limited to continuous passage.

Boston, Mass.

ROUTE S 5 Rates as follows:

From Montreal.....	\$12.00	From London.....	\$25.20
" Ottawa.....	11.50	" St. Thomas.....	25.20
" Prescott.....	15.35	" Niagara Falls.....	23.50
" Brockville.....	15.75	" Detroit.....	25.20
" Toronto.....	22.00	" Sault Ste. Marie.....	32.85

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Fabyans.....	124
Concord & Montreal Rd.....	" Bethlehem Junc.....	191
Profile & Franconia Notch Rd.....	" Profile House.....	83
Stage.....	" North Woodstock.....	212
Concord & Montreal Rd.....	" Nashua.....	191
Boston & Maine Rd.....	" Boston.....	3

Halifax, N.S.

ROUTE S 6 Rates as follows:

From Quebec.....	\$19.00	From Toronto.....	\$25.50
" Montreal.....	19.00	" London.....	28.70
" Ottawa.....	21.50	" St. Thomas.....	28.70
" Prescott.....	22.35	" Niagara Falls.....	27.00
" Brockville.....	22.75	" Detroit.....	28.70

From Sault Ste. Marie..... \$36.35

Canadian Pacific Ry.....	to St. John, N.B.....	14
Yarmouth Steamship Co.....	" Yarmouth.....	166
Western Counties Ry.....	" Annapolis.....	208
Windsor & Annapolis Ry.....	" Halifax.....	106

Halifax, N.S.

ROUTE S 7 Rates as follows:

From Quebec.....	\$16.50	From Toronto.....	\$23.00
" Montreal.....	16.50	" London.....	26.20
" Ottawa.....	20.00	" St. Thomas.....	26.20
" Prescott.....	19.85	" Niagara Falls.....	24.50
" Brockville.....	20.25	" Detroit.....	26.20

From Sault Ste. Marie..... \$33.85

Canadian Pacific Ry.....	to St. John, N.B.....	14
Intercolonial Ry.....	" Halifax.....	36

Halifax, N.S.

ROUTE S 8 Rates same as for Route S 7

Canadian Pacific Ry.....	to St. John, N.B.....	14
Bay of Fundy Steamship Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106

Halifax, N.S.

ROUTE S 9 Rates as follows:

From Quebec.....	\$18.50	From Toronto.....	\$23.00
" Montreal.....	16.00	" London.....	26.20
" Ottawa.....	19.50	" St. Thomas.....	26.20
" Prescott.....	19.35	" Niagara Falls.....	24.50
" Brockville.....	19.75	" Detroit.....	26.20

From Sault Ste. Marie..... \$33.85

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
International Steamship Co.....	" St. John, N.B.....	40
Bay of Fundy Steamship Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106

Halifax, N.S.

ROUTE S 10 Rates same as for Route S 9

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Portland.....	124
International Steamship Co.....	" St. John, N.B.....	40
Intercolonial Ry.....	" Halifax.....	36

Halifax, N.S.

ROUTE S 11 Rates as follows:

From Quebec.....	\$18.50	From Toronto.....	\$26.50
" Montreal.....	16.50	" London.....	29.70
" Ottawa.....	20.00	" St. Thomas.....	29.70
" Prescott.....	19.85	" Niagara Falls.....	28.00
" Brockville.....	20.25	" Detroit.....	29.70

From Sault Ste. Marie..... \$37.35

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine Rd.....	" Lunenburg.....	123
Maine Central Rd.....	" Vanceboro.....	124
Canadian Pacific Ry.....	" St. John, N.B.....	14
Intercolonial Ry.....	" Halifax.....	36

		New York			
ROUTE S 12				Rates as follows:	
From Quebec	.....	\$15.50	From Toronto	.....	\$23.00
" Montreal	.....	13.00	" London	.....	26.20
" Ottawa	.....	15.50	" St. Thomas	.....	26.20
" Prescott	.....	16.35	" Niagara Falls	.....	24.50
" Brockville	.....	16.75	" Detroit	.....	26.20
		From Sault Ste. Marie.....		\$33.85	
Canadian Pacific Ry.	..... to	Newport	.....	14	
Boston & Maine Rd.	..... to	Lunenburg	.....	123	
Maine Central Rd.	..... to	Portland	.....	124	
Boston & Maine Rd.	..... to	Boston	.....	10	
Old Colony Rd.	..... to	Fall River	.....	137	
Fall River Line	..... to	New York	.....	138	

		New York			
ROUTE S 13				Rates as follows:	
From Quebec	.....	\$14.00	From Toronto	.....	\$23.00
" Montreal	.....	13.00	" London	.....	26.20
" Ottawa	.....	15.50	" St. Thomas	.....	26.20
" Prescott	.....	16.35	" Niagara Falls	.....	24.50
" Brockville	.....	16.75	" Detroit	.....	26.20
		From Sault Ste. Marie.....		\$33.85	
Canadian Pacific Ry.	..... to	Newport	.....	14	
Boston & Maine Rd.	..... to	Wells River	.....	71	
Concord & Montreal Rd.	..... to	Nashua	.....	191	
Boston & Maine Rd.	..... to	Boston	.....	3	
Old Colony Rd.	..... to	Fall River	.....	137	
Fall River Line	..... to	New York	.....	138	

		New York			
ROUTE S 14				Rates as follows:	
From Quebec	.....	\$15.50	From Toronto	.....	\$22.50
" Montreal	.....	12.50	" London	.....	25.70
" Ottawa	.....	15.00	" St. Thomas	.....	25.70
" Prescott	.....	15.85	" Niagara Falls	.....	21.00
" Brockville	.....	16.25	" Detroit	.....	25.70
		From Sault Ste. Marie.....		\$33.35	
Canadian Pacific Ry.	..... to	Newport	.....	14	
Boston & Maine Rd.	..... to	Lunenburg	.....	123	
Maine Central Rd.	..... to	Portland	.....	124	
Steamer	..... to	Boston	.....	103	
Old Colony	..... to	Fall River	.....	137	
Fall River Line	..... to	New York	.....	138	

		New York			
ROUTE S 15				Rates as follows:	
From Quebec	.....	\$12.00	From Toronto	.....	\$20.00
" Montreal	.....	10.00	" London	.....	23.20
" Ottawa	.....	11.40	" St. Thomas	.....	23.20
" Prescott	.....	13.35	" Niagara Falls	.....	21.50
" Brockville	.....	13.75	" Detroit	.....	23.20
		From Sault Ste. Marie.....		\$30.85	
Canadian Pacific Ry.	..... to	Newport	.....	14	
Boston & Maine Rd.	..... to	White River Jc.	.....	123	
Central Vermont Rd.	..... to	Windsor	.....	134	
Vermont Valley Rd.	..... to	Brattleboro	.....	139	
Central Vermont Rd.	..... to	W. N' hfield and S. Vernon	.....	140	
Connecticut River Rd.	..... to	Springfield	.....	141	
New York, New Haven & Hartford Rd.	..... to	New York	.....	142	

		New York			
ROUTE S 16				Rates as follows:	
From Quebec	.....	\$23.75	From Brockville	.....	\$17.00
" Montreal	.....	20.75	" Toronto	.....	10.75
" Ottawa	.....	18.55	" London	.....	14.15
" Prescott	.....	17.40	" St. Thomas	.....	14.40
		From Sault Ste. Marie.....		\$21.50	
Canadian Pacific Ry.	..... to	Toronto	.....	14	
Niagara Navigation Co.	..... to	Lowiston	.....	42	
New York Central & Hudson River Rd.	..... to	New York	.....	107	

		New York			
ROUTE S 17		Rates as follows:			
From Quebec.....	\$28.80	From Toronto.....	\$35.95		
" Montreal.....	25.95	" London.....	39.15		
" Ottawa.....	28.45	" St. Thomas.....	39.15		
" Prescott.....	29.30	" Niagara Falls.....	37.45		
" Brockville.....	29.70	" Detroit.....	39.15		
		From Sault Ste. Marie.....\$16.80			
Canadian Pacific Ry.....		to Newport.....	14		
Boston & Maine Rd.....		" Lunenburg.....	123		
Maine Central Rd.....		" Fabyans.....	124		
Concord & Montreal Rd.....		" Base of Mt. Washington.....	6		
Mt. Washington Ry.....		" Summit.....	55		
Stazo.....		" Glen House.....	100		
Stage.....		" Glen Station.....	99		
Maine Central Rd.....		" Fabyans.....	124		
Concord & Montreal Rd.....		" Wells River.....	191		
Boston & Maine Rd.....		" White River Jc.....	123		
Central Vermont Rd.....		" Windsor.....	131		
Vermont Valley Rd.....		" Brattleboro.....	139		
Central Vermont Rd.....		" W. N'field and S. Vernon.....	140		
Connecticut River Rd.....		" Springfield.....	141		
New York, New Haven & Hartford Rd.....		" New York.....	142		

		New York			
ROUTE S 18		Rates as follows:			
From Quebec.....	\$23.55	From Toronto.....	\$30.70		
" Montreal.....	20.70	" London.....	33.90		
" Ottawa.....	23.20	" St. Thomas.....	33.90		
" Prescott.....	24.05	" Niagara Falls.....	32.20		
" Brockville.....	24.45	" Detroit.....	33.90		
		From Sault Ste. Marie.....\$41.55			
Canadian Pacific Ry.....		to Newport.....	14		
Boston & Maine Rd.....		" Lunenburg.....	123		
Maine Central Rd.....		" Fabyans.....	124		
Concord & Montreal Rd.....		" Base of Mt. Washington.....	6		
Mt. Washington Ry.....		" Summit.....	55		
Mt. Washington Ry.....		" Base of Mt. Washington.....	55		
Concord & Montreal Rd.....		" Fabyans.....	6		
Maine Central Rd.....		" Crawford.....	124		
Maine Central Rd.....		" Fabyans.....	121		
Concord & Montreal Rd.....		" Wells River.....	191		
Boston & Maine Rd.....		" White River Jc.....	123		
Central Vermont Rd.....		" Windsor.....	131		
Vermont Valley Rd.....		" Brattleboro.....	139		
Central Vermont Rd.....		" W. N'field and S. Vernon.....	140		
Connecticut River Rd.....		" Springfield.....	141		
New York, New Haven & Hartford Rd.....		" New York.....	142		

		New York			
ROUTE S 19		Rates as follows:			
From Montreal.....	\$16.00	From London.....	\$29.20		
" Ottawa.....	18.50	" St. Thomas.....	29.20		
" Prescott.....	19.35	" Niagara Falls.....	27.25		
" Brockville.....	19.75	" Detroit.....	29.20		
" Toronto.....	26.00	" Sault Ste. Marie.....	36.85		
Canadian Pacific Ry.....		to Newport.....	14		
Boston & Maine Rd.....		" Lunenburg.....	123		
Maine Central Rd.....		" Fabyans.....	124		
Concord & Montreal Rd.....		" Bethlehem Junc.....	191		
Profile & Franconia Notch Rd.....		" Profile House.....	83		
Stage.....		" North Woodstock.....	212		
Concord & Montreal Rd.....		" Nashua.....	191		
Boston & Maine Rd.....		" Boston.....	3		
Old Colony Rd.....		" Fall River.....	137		
Fall River Line.....		" New York.....	138		

		Portland, Me.			
ROUTE S 20		Rates as follows:			
From Quebec.....	\$10.50	From Toronto.....	*\$17.50	‡\$15.00	
" Montreal.....	7.50	" London.....	20.70	‡ 17.00	
" Ottawa.....	11.00	" St. Thomas.....	20.70	‡ 17.00	
" Prescott.....	10.85	" Niagara Falls.....	19.00	‡ 16.50	
" Brockville.....	11.25	" Detroit.....	20.70	‡ 17.00	
		From Sault Ste. Marie.....* \$28.35. ‡\$25.00			
Canadian Pacific Ry.....		to Newport.....	14		
Boston & Maine Rd.....		" Lunenburg.....	123		
Maine Central Rd.....		" Portland.....	121		

* Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.
 † Rates prefixed † are All Rail, limited to continuous passage.

		Portland, Me.			
ROUTE S 21					
From Quebec	..... \$15.00	From Toronto	..... \$22.00	Rates as follows:	
" Montreal	..... 12.00	" London	..... 25.20		
" Ottawa	..... 14.50	" St. Thomas	..... 25.20		
" Prescott	..... 15.35	" Niagara Falls	..... 23.50		
" Brockville	..... 15.75	" Detroit	..... 25.20		
From Sault Ste. Marie		.....		\$32.85	
Canadian Pacific Ry.	..... to Greenville			14	
Bangor & Piscataquis Rd.	..... " Oldtown			158	
Maine Central Rd.	..... " Portland			124	
		St. Andrews, N. B.			
ROUTE S 22					
From Quebec	..... \$13.50	From Toronto	..... \$20.00	Rates as follows:	
" Montreal	..... 13.50	" London	..... 23.20	; 22.35	
" Ottawa	..... 17.00	" St. Thomas	..... 23.20	; 22.10	
" Prescott	..... 16.85	" Niagara Falls	..... 21.50	; 20.05	
" Brockville	..... 17.25	" Detroit	..... 23.20		
From Sault Ste. Marie		.....		\$30.85	
Canadian Pacific Ry.	..... to St. Andrews			11	
		St. John, N. B.			
ROUTE S 23					
From Quebec	..... \$15.00	From Toronto	..... \$21.50	Rates as follows:	
" Montreal	..... 15.00	" London	..... 24.70		
" Ottawa	..... 17.50	" St. Thomas	..... 24.70		
" Prescott	..... 18.35	" Niagara Falls	..... 23.00		
" Brockville	..... 18.75	" Detroit	..... 24.70		
From Sault Ste. Marie		.....		\$33.50	
Canadian Pacific Ry.	..... to St. Andrews			11	
Frontier Steamboat Co.	..... " Eastport			163	
International Steamsh' Co.	..... " St. John, N.B.			125	
		St. John, N. B.			
ROUTE S 24					
From Quebec	..... \$13.50	From Toronto	..... \$20.05	Rates as follows:	
" Montreal	..... 13.50	" London	..... 22.35	; 22.00	
" Ottawa	..... 17.00	" St. Thomas	..... 22.10	; 25.20	
" Prescott	..... 16.85	" Niagara Falls	..... 20.05	; 23.50	
" Brockville	..... 17.25	" Detroit	..... 25.20		
From Sault Ste. Marie		.....		\$32.85	
Canadian Pacific Ry.	..... to St. John, N.B.			11	
		St. John, N.B.			
ROUTE S 25					
From Quebec	..... \$14.00	From Toronto	..... \$21.50	Rates as follows:	
" Montreal	..... 11.50	" London	..... 24.70		
" Ottawa	..... 15.00	" St. Thomas	..... 24.70		
" Prescott	..... 14.85	" Niagara Falls	..... 23.00		
" Brockville	..... 15.25	" Detroit	..... 24.70		
From Sault Ste. Marie		.....		\$32.35	
Canadian Pacific Ry.	..... to Newport			14	
Boston & Maine Rd.	..... " Lunenburg			123	
Maine Central Rd.	..... " Portland			124	
International Steamship Co.	..... " St. John, N.B.			40	
		St. John, N.B.			
ROUTE S 26					
From Quebec	..... \$15.50	From Toronto	..... \$23.50	Rates as follows:	
" Montreal	..... 13.50	" London	..... 26.70		
" Ottawa	..... 17.00	" St. Thomas	..... 26.70		
" Prescott	..... 16.85	" Niagara Falls	..... 25.00		
" Brockville	..... 17.25	" Detroit	..... 26.70		
From Sault Ste. Marie		.....		\$34.35	
Canadian Pacific Ry.	..... to Newport			14	
Boston & Maine Rd.	..... " Wells River			71	
Concord & Montreal Rd.	..... " Nashua			131	
Boston & Maine Rd.	..... " Boston			3	
International Steamship Co.	..... " St. John, N.B.			39	
		St. John, N.B.			
ROUTE S 27					
From Quebec	..... \$16.00	From Toronto	..... \$20.05	Rates as follows:	
" Montreal	..... 13.50	" London	..... 22.35	; \$22.00	
" Ottawa	..... 17.00	" St. Thomas	..... 22.10	; 26.70	
" Prescott	..... 16.85	" Niag. Fls.	..... 20.05	; 25.00	
" Brockville	..... 17.25	" Detroit	..... 26.70		
From Sault Ste. Marie		.....		\$32.85	
Canadian Pacific Ry.	..... to Newport			14	
Boston & Maine Rd.	..... " Lunenburg			123	
Maine Central Rd.	..... " Lunenburg			124	
Canadian Pacific Ry.	..... " St. John, N.B.			14	

! Rates prefixed † are All Rail, limited to continuous passage.

‡ Rates prefixed ‡ are limited to continuous passage east of Montreal.

* Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.

— TO —

WHITE MOUNTAINS

AND SEASIDE RESORTS

— VIA —

NEWPORT AND THE WHITE MOUNTAINS

TO		From Quebec.	From Montreal.	From Ottawa.
Lancaster,	N.H.	\$8.65	\$5.65	\$9.15
Whitfield,	N.H.	8.65	5.65	9.15
Jefferson,	N.H.	8.65	5.65	9.15
Littleton	N.H.	9.00	6.00	9.50
Bethlehem Junction,	N.H.	9.00	6.00	9.50
Maplewood,	N.H.	9.35	6.35	9.85
Bethlehem,	N.H.	9.50	6.50	10.00
Profile House,	N.H.	10.50	7.50	11.00
Twin Mountain House,	N.H.	9.00	6.00	9.50
Fabyan's,	N.H.	9.00	6.00	9.50
Mt. Washington Summit,	N.H.	13.00	10.00	13.50
Crawford,	N.H.	9.30	6.30	9.80
Glen Station,	N.H.	10.50	7.50	11.00
North Conway,	N.H.	10.50	7.50	11.00
Portland,	Me.	10.50	7.50	11.00
Old Orchard,	Me.	10.85	7.85	11.35
Bar Harbor,	Me.	15.50	13.50	17.00

Side Trips

TO BE USED IN CONNECTION WITH

EASTERN TOURS

ENUMERATED HEREIN.

Bethlehem Junction to Bethlehem and Return		
ROUTE S T 1	Rate \$1.00	
Profile & Franconia Notch Rd.....	to Bethlehem.....	82
	Return same route.	R
Bethlehem Junction to Profile House and Return		
ROUTE S T 2	Rate \$3.00	
Profile & Franconia Notch Rd.....	to Profile House	83
	Return same route.	R
Boston to Cottage City, Mass., and Return		
ROUTE S T 3	Rate \$3.00	
Old Colony Rd.....	to New Bedford	193
New Bedford, Martha's Vineyard & Nantucket		
Steamboat Co.....	" Cottage City.....	196
	Return same route.	R
Boston to Narragansett Pier, E. I., and Return		
ROUTE S T 4	Rate \$3.25	
Old Colony Rd.....	to Providence	193
New York, Providence & Boston Rd.....	" Kingston	191
Narragansett Pier Rd.....	" Narragansett Pier	195
	Return same route.	R
Boston to Newport, E. I., and Return		
ROUTE S T 5	Rate \$2.50	
Old Colony Rd.....	to Newport.....	193
	Return same route.	R
Fabyan's to Summit Mt. Washington and Return		
ROUTE S T 6	Rate \$6.00	
Concord & Montreal Rd.....	to Base of Mt. Washington ..	6
Mount Washington Ry.....	" Summit	55
	Return same route.	R
Fabyan's to Summit Mt. Washington and Return		
ROUTE S T 7	Rate \$11.25	
Concord & Montreal Rd.....	to Base of Mt. Washington ..	6
Mount Washington Ry.....	" Summit	55
Stage	" Glen House	100
Stage	" Glen Station.....	99
Maine Central Rd.....	" Fabyan's	75
Fredericton Junction to Fredericton and Return		
ROUTE S T 8	Rate \$1.05	
Canadian Pacific Ry.....	to Fredericton	14
	Return same route.	R
Greenville to Mt. Kineo House and Return		
ROUTE S T 9	Rate \$1.50	
Steamer	to Mt. Kineo House	165
	Return same route.	R
Lennoxville or Sherbrooke to Greenville and Return		
(Moosehead Lake)		
ROUTE S T 10	Rate \$7.40	
Canadian Pacific Ry.....	to Greenville	14
	Return same route.	R
Lennoxville or Sherbrooke to Lake Megantic and Return		
ROUTE S T 11	Rate \$3.00	
Canadian Pacific Ry.....	to Lake Megantic	14
	Return same route.	R
McAdam Junction to Woodstock, N. B., and Return		
ROUTE S T 12	Rate \$2.50	
Canadian Pacific Ry.....	to Woodstock, N. B.	11
	Return same route.	R
McAdam Junction to St. Andrews and Return		
ROUTE S T 13	Rate \$2.00	
Canadian Pacific Ry.....	to St. Andrews.....	14
	Return same route.	R

Magog to Newport, Vt., and Return		Rate	\$1.50
ROUTE S T 14	Steamer	to Newport	164
		Return same route.	R
Newport, Vt., to Magog and Return		Rate	\$1.50
ROUTE S T 15	Steamer	to Magog	103
		Return same route.	R
Newport, Vt., to Sail on Lake Memphremagog		Rate	\$1.00
ROUTE S T 16	Steamer	Sail on Lake Memphremagog	171
Portland, Me., to Old Orchard Beach and Return		Rate	50 Cents
ROUTE S T 17	Boston & Maine Rd	to Old Orchard Beach	11
		Return same route.	R
Portland to Biddeford, Me., and Return		Rate	75 Cents
ROUTE S T 18	Boston & Maine Rd	to Biddeford	123
		Return same route.	R
Portland to Kennebunk Port, Me., and Return		Rate	\$1.90
ROUTE S T 19	Boston & Maine Rd	to Kennebunk Port	123
		Return same route.	R
Portsmouth, N.H., to Isle of Shoals and Return		Rate	\$1.00
ROUTE S T 20	Steamer	to Isle of Shoals	193
		Return same route.	R
Portsmouth, N.H., to North Hampton, N.H., and Return		Rate	55 Cents
ROUTE S T 21	Boston & Maine Rd	to North Hampton	123
		Return same route.	R
Portsmouth, N.H., to Rye Beach, N.H., and Return		Rate	\$1.55
ROUTE S T 22	Boston & Maine Rd	to North Hampton	121
	Stage	" Rye Beach	192
		Return same route.	R
Quebec to Ha Ha Bay, Chicoutimi, and Return		R W	
ROUTE S T 23		Rate	\$8.75
	Richelleu & Ontario Navigation Co.	to Ha Ha Bay, etc.	90
	Richelleu & Ontario Navigation Co.	" Riviere du Loup	91
	Intercolonial Ry	" Levis	35
	Ferry	" Quebec	33
Quebec to Ha Ha Bay, Chicoutimi, and Return		Rate	\$8.00
ROUTE S T 24	Richelleu & Ontario Navigation Co.	to Ha Ha Bay, etc.	90
		Return same route.	R
Quebec to Lake St. John and Return		Rate	\$7.50
ROUTE S T 25	Quebec & Lake St. John Ry.	to Lake St. John	117
		Return same route.	R
Quebec to Ste. Anne de Beaupre and Return		Rate	85 Cents
ROUTE S T 26	Quebec, Montmorency & Charlevoix Ry.	to Ste. Anne de Beaupre	205
		Return same route.	R
St. Andrews, N.B., to St. Stephen, N.B., and Return		Rate	\$1.00
ROUTE S T 27	Frontier Steamboat Co.	to St. Stephen	173
		Return same route.	R
St. Andrews, N.B., to Eastport, Me., and Return		Rate	\$1.00
ROUTE S T 28	Frontier Steamboat Co.	to Eastport	163
		Return same route.	R
St. Andrews, N.B., to Campobello and Return		Rate	\$1.50
ROUTE S T 29	Frontier Steamboat Co.	to Eastport	163
	Campobello Steamboat Co.	" Campobello	172
		Return same route.	R
St. John, N.B., to Fredericton and Return		R W	
ROUTE S T 30		Rate	\$2.50
	Canadian Pacific Ry.	to Fredericton	11
	Star Line Steamers	" St. John, N.B.	171
From Weir's, Round Lake Winneposaukee		Rate	50 Cents
ROUTE S T 31	Steamer	Sail Round Lake	118

RAILWAY AND STEAMSHIP TIME TABLE

AND CONNECTIONS

Eastern Tours

(SUBJECT TO CHANGE)

FROM MONTREAL:

Canadian Pacific Railway,
Windsor Street Station

For Halifax, St. John, N.B., St. Andrews, etc. 7.45 p.m. daily except Saturdays.

For White Mountains, Portland and Seaside. dep. 9.00 a.m. week days, 8.15 p.m. daily.

For Boston dep. 9.00 a.m. week days and 8.15 p.m. daily

From Dalhousie Square Station

For Quebec See Time Table Folder

Black Diamond Steamship Line

For Charlottetown, P.E.I., Sydney and North Sydney, C.B., and St. John's, Newfoundland. dep. early morning of May 10th. and about every ten days thereafter. Passengers should board steamer night prior to sailing.

Richellen & Ontario Navigation Co.

For Quebec and the Lower St. Lawrence. dep. 7.00 p.m. week days

FROM QUEBEC:

Intercolonial Railway (from Lévis)

For Cacouna and Maritime Provinces. See Time Table Folder

Quebec Central Railway (from Lévis)

For Boston and White Mountains and New York. See Time Table Folder

Quebec & Lake St. John Railway

For Lake St. John dep. 8.10 a.m. week days

Quebec Steamship Company

For Gulf of St. Lawrence Ports. dep. 2.00 p.m. Tuesdays, June 9th and 23rd, July 7th and 21st, August 4th and 18th, September 1st, 15th and 29th, October 13th and 27th.

Richellen & Ontario Navigation Company

For Saguenay River, etc. dep. 7.30 a.m. Tues. and Fri. during the whole season and 7.30 a.m. Tues., Wed., Fri., and Sat., from June 23rd to September 15th.

FROM MAGOG:

Steamer for Newport dep. 4.00 p.m. week days; arr. 7.00 p.m. After June 30th steamer leaves on Monday at 8.00 a.m.; arr. 10.40 a.m. Other days as above.

FROM NEWPORT:

Steamer for Magog. dep. 1.05 p.m. week days; arr. 3.55 p.m. After June 30th steamer leaves on Mondays at 12.45 p.m.; arr. 3.45 p.m. Other days as above.

FROM BOSTON:

Portland Steam Packet Company

For Portland from India Wharf. dep. 7.00 p.m. week days, daily; 15th June to 15th September.

International Steamship Company, 22nd June to 12th September

For Eastport and St. John, N.B., from Commercial Wharf

Dep. 5.00 p.m. Mon., Tues., Thurs. and Fri.

For Annapolis. dep. 8.00 a.m. Mon. and Thurs.

Yarmouth Steamship Company

For Yarmouth from Lewis' Wharf. dep. 11.00 a.m. Mon., Tues., Thurs. and Fri. Returning leave Yarmouth Tues., Wed., Fri. and Sat., p.m.

Canada Atlantic Steamship Line

For Halifax from North side Lewis' Wharf. dep. 12 noon Sat.

Boston, Halifax & Prince Edward Island Steamship Line
 For Halifax, N.S., from South side Lewis' Wharf.....dep. 12 noon Sat.
Old Colony R. R. & Fall River Line (rail route)
 For New York.....dep. 6.00 p.m. and 7.00 p.m. week days; Sundays
 7.00 p.m.

Old Colony R. R. & Shore Line
 For New York.....dep. 10 a.m., 1 p.m., 5 p.m. and 12 midnight.

FROM PORTLAND:

International Steamship Company, 22nd June to 12th September
 For Eastport and St. John, N.B., from Railroad Wharf.....dep. 5.00 p.m.,
 Wed. and Sat.

Portland Steam Packet Company
 For Boston, from Franklin Wharfdep. 7.00 p.m. week days; daily
 15th June to 15th September.

Portland, Mt. Desert & Machias Steamboat Company
 For Mt. Desert.....dep. 11.00 p.m. Tues. and Fri.

FROM GREENVILLE:

Steamer for Mt. Kineo House.....daily

FROM EASTPORT:

International Steamship Company, 22nd June to 12th September
 For Portland.....Noon Tues. and Fri.
 For Boston.....dep. noon, week days

FROM ST. ANDREWS, N. B.:

Frontier S. B. Company
 For Eastport, Me., Campobello, N.B., etc....dep. 8.00 a.m. Tues., Thurs.
 and Sat., and 9.30 a.m. Mon., Wed. and Fri.

FROM ST. JOHN:

Canadian Pacific Railway
 For Montreal and the West.....dep. 10.15 p.m. daily except Sat.

Bay of Fundy Steamship Company (Ltd.)
 For Amnapolis and Digby.....June 1st to 22nd, dep. 6.50 a.m., Mon.,
 Tues., Wed., and Fri. June 22nd to Sept. 10th, dep. 6.50 a.m.
 daily except Sun., returning same days, due at 7.00 p.m.

International Steamship Company
 For Eastport.....dep. 7.25 a.m. week days
 For Portland.....dep. 7.25 a.m. Tues. and Fri.
 For Boston.....dep. 7.25 a.m., Mon., Wed., Thurs. and Sat.

Yarmouth Steamship Company
 For Yarmouth.....dep. 7.00 p.m. Tues. and Fri.
 Returning leave Yarmouth Mon. and Thur. 4.0 p.m.

FROM POINT DU CHENE:

P. E. I. Nav. Co.
 For Summerside.....dep. on arrival of I. C. R. train week days.
 Connection made with C. P. Ry. "Short Line" train to Halifax

FROM PICTOU:

P. E. I. Nav. Co.
 For Charlottetown.....dep. on arrival of I.C.R. train week days.
 Connection made with C. P. Ry. "Short Line" train to Halifax.

FROM DALHOUSIE:

Steamer Admiral for Baie de Chaleur Ports.....dep. 5.00 a.m. Wed. and Sat.

FROM HALIFAX:

Canadian Pacific Express, via Intercolonial Railway
 For Montreal and the West, via St. John and "Short Line".....dep.
 1.30 p.m. daily except Sun. Saturday's train remains over at St.
 John, N.B., till Sunday night.

Canada Atlantic Steamship Line
 For Boston.....dep. 8.00 a.m. Wed.

Boston, Halifax and Prince Edward Steamship Line
 For Boston.....dep. 10.00 a.m. Wed.

FROM PORT MULGRAVE AND POINT TUPPER:

Bras D'Or Steamers
 For Sydney, C.B., and intermediate ports.....dep. daily on arrival of
 I. C. R. train. Connection made with C.P. Ry. "Short Line" train to
 Halifax.

For time of River St. Lawrence Steamers, etc., and route and time of
 departure from Niagara Falls and Detroit, see Railway and Steamship Con-
 nections herein for Miscellaneous Tours.

**For additional details and any change which may be made during
 season, see current Time Table Folders.**

Western Tours

I.

TO THE NORTH-WEST VIA THE CANADIAN PACIFIC TRANSCONTINENTAL AND TRIBUTARY LINES.

Through shady, echoing forest halls
Where countless plunging torrents roar,
Along the Titan-builed walls
Of broad Superior's northern shore;
O'er leagues of plain, through seas of grass,
Then, 'mid grim mountains hugely grand,
By gorge and glacier, peak and pass
To fairest scenes of "Sunset Land."



WESTERN Tours extend across the continent by five routes. One is the Transcontinental line of the Canadian Pacific Railway from Montreal, north of Lake Superior to the Pacific coast at Vancouver; the second is by steamers from Owen Sound, Ontario, across lakes Huron and Superior to Port Arthur, and thence by rail; the third, by the way of Sault Ste. Marie and St. Paul; the fourth is by rail through Sudbury Junction to Sault Ste. Marie, thence by steamer across Lake Superior to Port Arthur, where the Transcontinental line is reached; and the fifth leaves the Canadian Pacific system at Detroit, and proceeds by the way of Chicago and St.

Paul to Gretna and Winnipeg, thence by the Canadian Pacific to Vancouver.

In addition to these main-line tours, many divergencies are provided for in the vicinity of the Great Lakes, as well as several extensive journeys by water, northward and southward along the Pacific coast, thus opening to the tourist a most interesting and instructive choice of alternate or branch-line trips by both railway and steamer, reaching all the pleasure resorts and fishing localities of lakes Superior and Huron; the best sporting regions in the Rockies and British Columbia; the ports on Puget Sound; Portland, Ore., the Mt. Shasta region, San Francisco and Alaska. In all cases provision is made for a return trip under one ticket, either by the same route, or by one of the alternate routes to be mentioned hereafter.

A. THE C. P. R. TRANSCONTINENTAL ROUTE.*—The line of the Canadian Pacific Railway reaches across the continent from the tide-

*The tourist should provide himself, before starting, with a "Time Table with Notes," which can be obtained, free, from the Company's agent. This pamphlet contains a brief description of features of special interest along the road, and furnishes a valuable guide and index to the whole route.

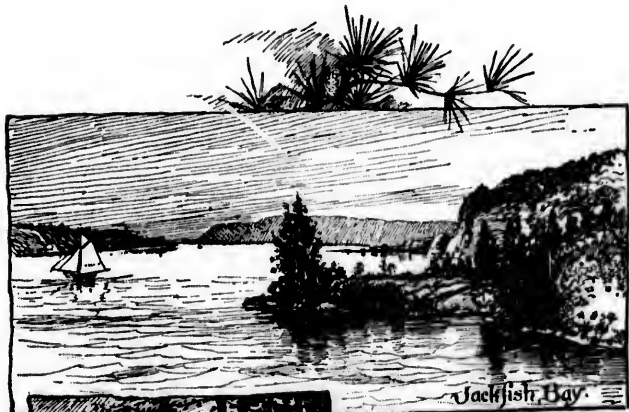
water of the Atlantic to that of the Pacific; for the purposes of the tourist we will begin this trip at Montreal. Upon leaving Montreal westward bound, the quaint French suburbs, dating back to the earliest settlement of the country, are first seen. Fifty miles bring one to the banks of the Ottawa river, along whose rich valley many fine farms and the more modern English villages give a cultivated and civilized air to the charming scenery, in strong contrast with the almost primitive wildness along the upper part of the same valley. The river is closely followed beyond Calumet until Hull, opposite Ottawa, is reached, when it is crossed by the railway upon a bridge which permits the passenger to see the noble Chaudiere falls and the extensive booms, rafts and lumber mills that indicate the principal industry of the locality.

Ottawa is the capital of the Dominion, and is most picturesquely situated at the point where the Rideau river falls in a fine cataract into the larger stream. The many imposing structures of the city, including the Parliament buildings, the Library, Museum of Natural History and Rideau House (where the Governor-General resides) are a constant attraction to visitors.

Leaving Ottawa, the train moves on up the river, through an agricultural and lumbering region, past many prosperous centres. At short intervals, streams and small lakes promise splendid sport to the angler and entice him to alight before his destination is reached. The country becomes more broken and rocky as we progress towards Lake Nipissing. There is less agriculture, more woodland and greater attractions for artists and sportsmen. The valleys and borders of the many lakes are tillable and fertile, but farmers are few. Lake Nipissing is reached at North Bay, where the railway from Toronto and the Muskoka lake-country joins the Canadian Pacific. Here passengers from southern Ontario join the Transcontinental route. Lake Nipissing is noted for its fishing (in great variety) and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Glimpses of rolling hills, spaces of lake surface, dashing trout streams, cataracts, rocky crags, meadows and marshes haunted by wild-fowl, are caught through the almost universal forest as the train speeds along its northern shore. The railway winds among forested hills for some distance westward of Nipissing, then crosses to another stream, which leads it down to Lake Superior, first seen at Heron Bay station, early on the second morning after leaving Montreal.

Lake Superior now remains in view, with only occasional intermissions, until Port Arthur is reached, towards which the train makes its way amid rocky hills and tremendous cliffs, forming pictures delightful to the eye; but in the construction of the railway these hills tried the patience and tested the utmost skill of the engineer. Jackfish bay is one of the most attractive points, and carrying the line at an elevation which permits a wide and most inspiring outlook. Between this point and Nipigon the line crosses a number of the finest trout rivers in Canada.

Into Nipigon bay flows the Nipigon river, which has long been famous for its trout fishing. This river is nearly forty miles in length and drains Lake Nipigon. It is a powerful stream and broken by a succession of cataracts and whirlpools, making canoeing upon it most exciting. Trout and whitefish are exceedingly numerous there, and good camping places abound. At Nipigon station there is a neat little hotel offering very fair accommodation for a limited number of



visitors, but as a general thing those in quest of sport with the big trout go up the river, camping here and there by the way. Indian guides, canoes, camp supplies and all the necessary outfit for a fishing trip may be hired or purchased at reasonable rates. No civilization interferes with the wildness and romance of the district, and for a camping and angling excursion the Nepigon offers one of the greatest attractions in the district.



Port Arthur, the terminus of the eastern division of the Canadian Pacific, has a population of about 5,500. It was formerly known as Prince Arthur's Landing, and is half a dozen miles east of the mouth of the Kaministiquia river and of Fort William, the oldest trading post on Lake Superior, where now the railway has extensive port-facilities and repairing shops.

Port Arthur is located on Thunder bay, and was settled about 1807. The town is prettily situated overlooking the bay, which is a fine open harbor; and has in view the dark cliffs of Thunder cape, Isle Royale and Pie island. Since the opening of the Lake Superior section of the railway, the town has assumed particular importance as the connecting point between the railway system of the Northwest and the inland water-route of Canada *via* the Great Lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are suited to yachting and picnic excursions. Minerals abound in the neighborhood, and valuable mines are worked. Port Arthur has an excellent hotel overlooking the harbor.

To Port Arthur and Fort William come the steamers of the Canadian Pacific line from Owen Sound and Sault Ste. Marie, while most of the other Lake Superior boats call in passing. This furnishes alternate routes between the east and these ports during the season of navigation, and one that is justly very popular.

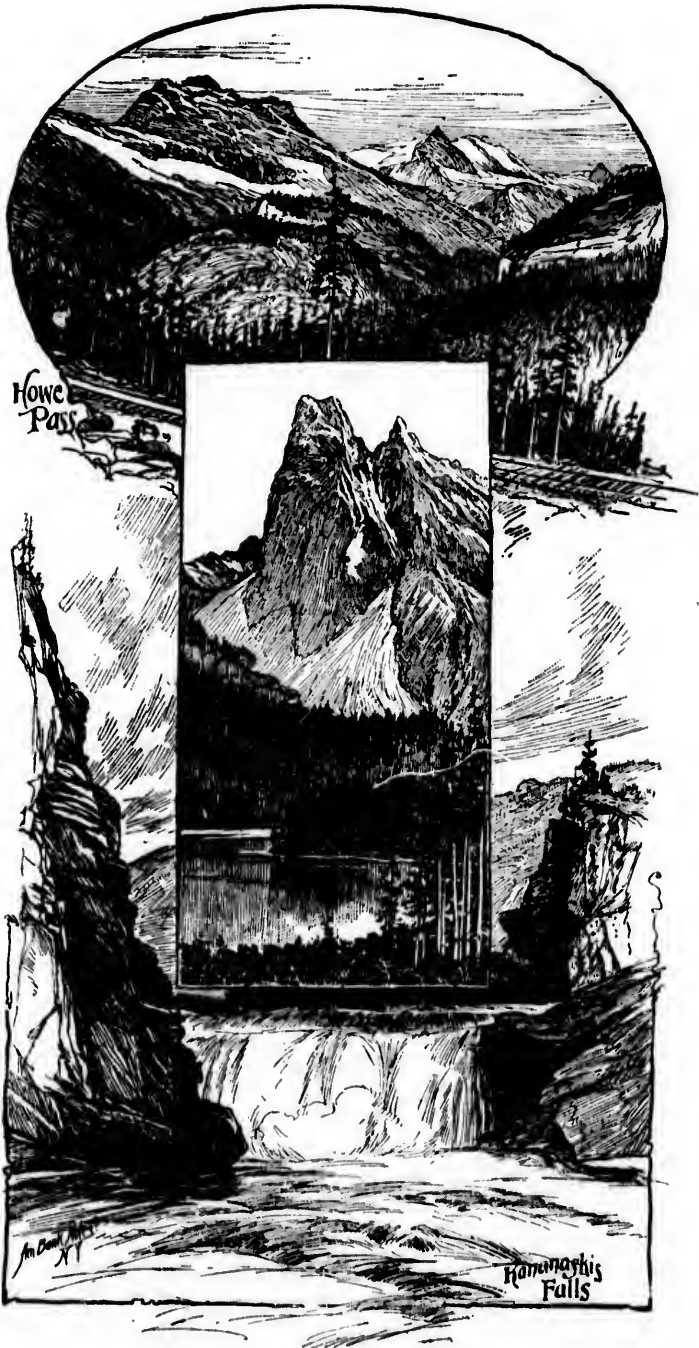
Fort William has also monster elevators, docks, etc., and like Port Arthur, is growing rapidly. Ere many years these two places will unite and form a noble city on the picturesque north shore of the great fresh water sea.

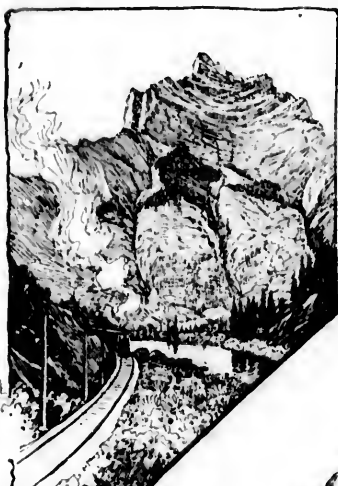
From Fort William to Winnipeg the railway crosses an interesting region of rocky woods, lakes and rivers, valuable for its mines and timber, through whose intricacies fur-traders have guided their canoes for two hundred and fifty years. The primitive wilderness is rapidly giving way to the march of improvement, and at numerous points, lumber and milling industries are being actively carried on. At Keewatin, near Rat Portage, an immense flour mill has been erected and is the nucleus of a thriving village.

Winnipeg is a Chicago so far as 30,000 ambitious people are able to make it. Fifteen years ago it was merely the fur-trading post of Fort Garry, hundreds of miles from anywhere. To-day it is the focus of eight radiating railways, and is striding on with amazing progress.

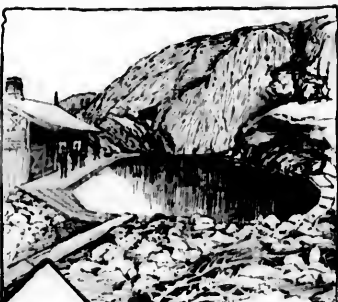
Westward from Winnipeg spreads a thousand miles of open and productive plains—the wheat-prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures. During the first day thriving towns and villages are passed, farm-houses are always in sight, and the "flowering mead" is checkered with ebony patches of upturned sod, or the emerald and gold of grain. Later the villages diminish and the farms become fewer, at least near the road, which has now ascended to a higher though by no means a sterile region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but wildfowl throng about the many lakes, and antelopes raise their heads as the train rolls into view, and then hurry away.

Before you are weary of the plains a spectacle of intense interest captivates your attention—the snowy peaks of the world-renowned Rockies, curving in a vast semi-circle around the western horizon;





Cascade Mountain
Banff



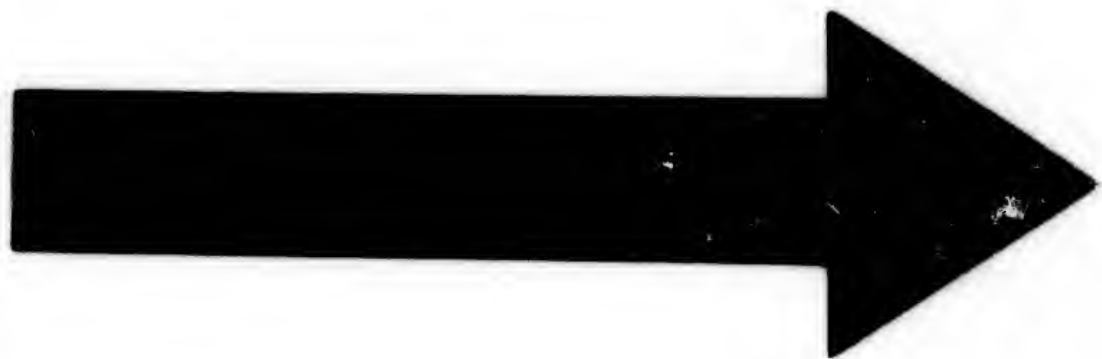
The Pool,
Hot Springs
Banff

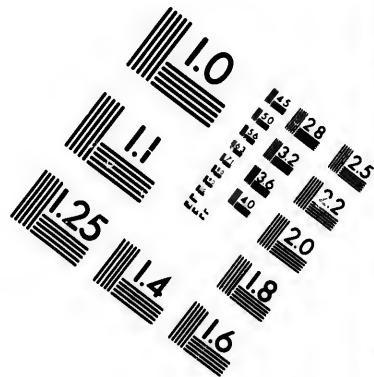
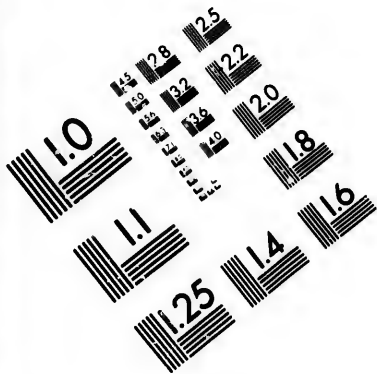


BANFF VALLEY

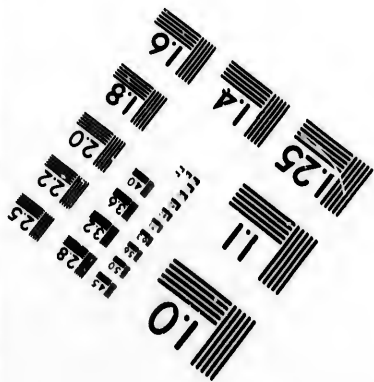
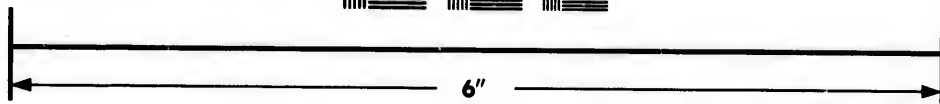
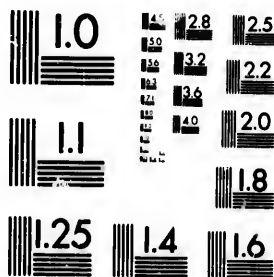


BIRDS EYE VIEW OF BANFF FROM TUNNEL MTS.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N. Y. 14580
(716) 872-4903

15
16
18
19
20
22
25

10

and at Calgary, the populous headquarters of the grazing industries, whose cattle and sheep ranches extend over hundreds of square miles along the foot-hills, you are within sight of the base of the great front-range, which towers in an apparently impregnable wall of blue and white.

And now all that has gone before dwindles into insignificance. Three ranges of prodigious mountains are to be crossed before the interior of British Columbia is reached; and when you have descended the last western slopes there remain 300 miles of scenery so fine, along the canyons of the Fraser river, that many persons consider it best of all.

"Do not try to take all of this in one unbroken trip" is the advice given to the tourist by one who has been across the Rockies many times and knows the giants well. "It is too much. The eye loses power of discrimination—is stunned—the soul surfeited—so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one too rapidly for profit. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine pathways they have hewn, and you behold the very source of their currents in some crystal lake or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciest of summer clouds a mile and a quarter higher than your place. Again, with audacity of engineering, the railway surmounts a portion of this distance, and you can look down to where tall forest trees are small as match-sticks. Upward, apparently close at hand, are the naked ledges lifted above the last fringe of vegetation, wide spaces of never-wasting snow and the wrinkled backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, find yourself enshrouded in the shadow of a forest beside which the eastern woods are as underbrush. The massiveness and breadth of the mountains in one part will astonish you; their splintered and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Castle Mountain, Mount Stephen or Sir Donald, will print itself upon your memory."

It would be well, then, for the tourist to stop off at two or three points at least, and take time to *understand* the mountains. Pleasant hotels have been built by the railway company at suitable points, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored or sport with rifle and rod enjoyed.

The first and most prominent of the stopping places to be recommended is BANFF.

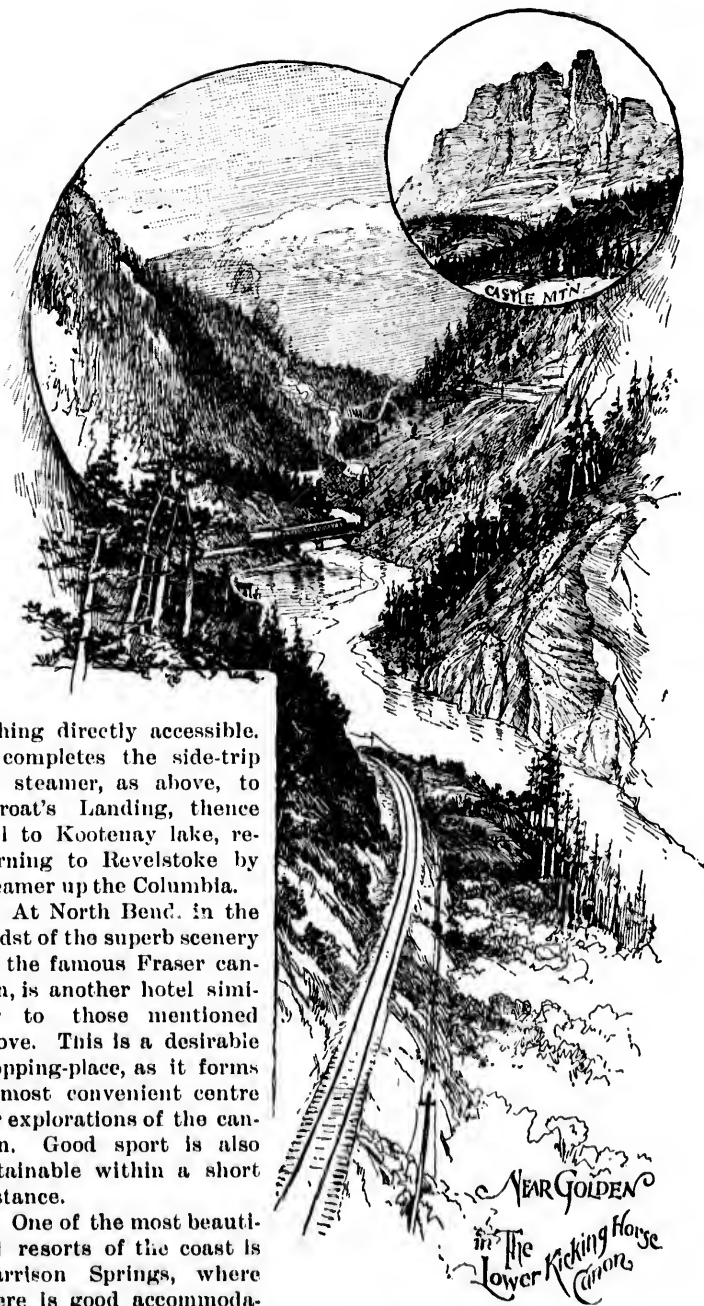
Banff is the station for the Canadian National Park, in the Bow River valley, among the eastern foot-hills of the Rocky Mountains. There are copious and wonderful hot mineral springs there and a palatial hotel owned and operated by the railway company.

This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has made easily accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep and goats. The general altitude of the valley is about 4,500 feet. Roads have been built in every direction, one going seven miles northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known land-mark, since it is visible far out upon the plains. The fishing here is unrivalled and the scenery grand. A small inn on the bank of the lake affords a convenient headquarters for sportsmen, and source of supply for camping parties. A small steamer plies upon the Bow river and Vermillion lakes, giving access to the best points and a fine view of the surroundings. Excellent canoes and skiffs are also kept for hire and will be found very useful to sportsmen who prefer the tamer sport of duck-shooting to the pursuit of sheep, goat and bear. Rare good mountain-trout fishing can be had on the Bow and Cascade rivers within a short walk of the hotel, the fish taking the fly greedily. A large number of well-broken driving and saddle horses are kept for tourists' use, and there is perhaps no more enjoyable way of spending a morning than in a breezy gallop over the lower levels, or rolling along the well-kept roads in a carriage, or better yet, climbing the steeps and studying the marvellous beauty of the park on the back of a sturdy, sure-footed cayuse, as the native ponies are called.

A second halting-place is furnished by the Company's hotel at Field, at the western exit of the Kicking Horse Pass. This hotel is right at the base of Mt. Stephen, and is surrounded by the loftiest peaks of the Rockies. For mountaineering excursions, the shooting of big game or sketching expeditions it has a most advantageous situation.

The Glacier Hotel, near the summit of the Selkirks, is another place of rest and recreation which the tourist should not omit. It is placed high up among forested mountains near the source of the Illicillwaet, and within twenty minutes walk of the Great Glacier of the Selkirks. This marvel of ice is reached by an excellent path, and it is an easy matter to ascend the rocky walls and moraines that hem it in or to climb upon the glacier itself. Other paths and roads lead to chosen points of view upon other mountains. The hotel is a Swiss chalet, in the midst of ornamental grounds, and is kept in a first-class way. So popular has this spot become that a second and larger hotel has been erected, which is now completed and ready for occupation. No locality will better repay exploration than this, and it offers special inducements to the sportsman, for the white mountain goats and grizzly and black bears are numerous upon the surrounding mountains.

From Revelstoke a delightful side-trip may be made by steamer on the Columbia river, which is navigable southward to the international boundary. A short distance below Revelstoke the Columbia expands into the beautiful Arrow lakes, which are surrounded by a grandly picturesque country, which also offers excellent sport. This trip by water will also enable the angler to reach the Lower Kootenay river, unrivalled for fly-fishing by any known water in British Columbia, the fish being mountain trout. A branch line of railway extending from Sproat's Landing to Nelson on the Kootenay lake, renders the best



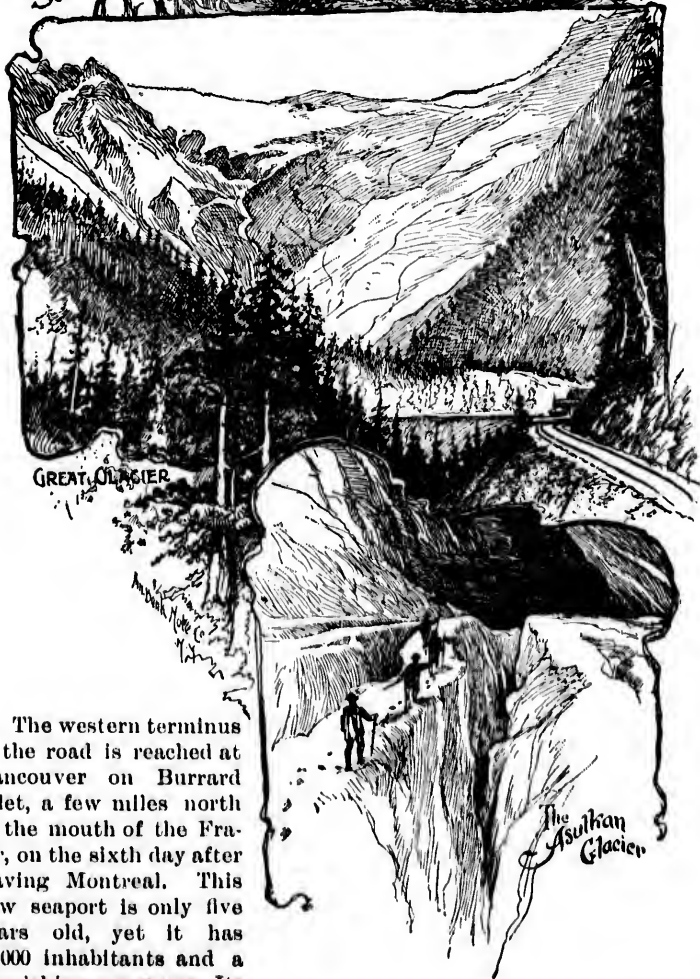
fishing directly accessible. It completes the side-trip by steamer, as above, to Sproat's Landing, thence rail to Kootenay lake, returning to Revelstoke by steamer up the Columbia.

At North Bend, in the midst of the superb scenery of the famous Fraser canyon, is another hotel similar to those mentioned above. This is a desirable stopping-place, as it forms a most convenient centre for explorations of the canyon. Good sport is also obtainable within a short distance.

One of the most beautiful resorts of the coast is Harrison Springs, where there is good accommodation for visitors. Hot sulphur springs, something similar to those of Ban T. and a variety of pleasing scenery, form the main attractions. Mountain trout fishing is here very good. Harrison Springs is reached either via stage (6 miles) from Agazziz station, or by steam launch from Harrison station.



Heart of the Selkirk



GREAT GLACIER

The Asulkan Glacier

The western terminus of the road is reached at Vancouver on Burrard Inlet, a few miles north of the mouth of the Fraser, on the sixth day after leaving Montreal. This new seaport is only five years old, yet it has 15,000 inhabitants and a flourishing commerce. Its

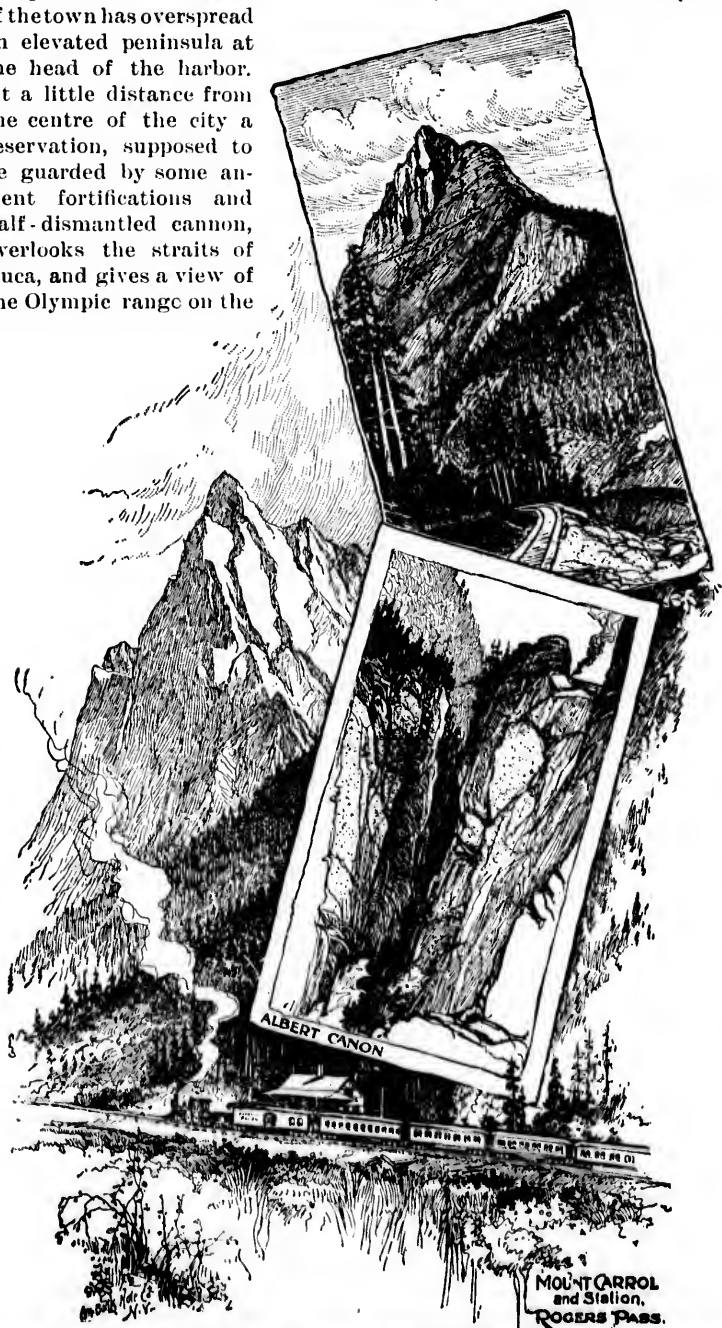
situation is unrivalled, as regards picturesque surroundings, natural drainage, harbor facilities and commercial advantages, and a great variety of sport is obtainable in the neighborhood. Upon a hill commanding the best and widest view the company has erected a palatial hotel, which is conducted in a style that will find favor with the most fastidious critic. From its broad balconies a magnificent prospect is revealed. Far to the southeast rises the mighty snow-capped cone of Mount Butler; to the north, rising directly from the sea, are the imposing giants of the Cascade range: westward, beyond English



Bay and the Straits of Georgia, huge purple masses mark the mountains of Vancouver Island, and to the southwest, across the broad fertile delta of the Fraser river, tower the serrated peaks of the Olympian range, the whole forming a panorama of scenic loveliness unsurpassed in the world.

From Vancouver a daily steamer of the Canadian Pacific Navigation Company enables the traveller to cross through the archipelagos of the straits of Georgia and Fuea to Victoria, on Vancouver Island, the capital of the province of British Columbia. This beautiful city has

a population of 15,000, and is most charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beautiful park. A native Indian village occupies the other bank of the channel, while the business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city a reservation, supposed to be guarded by some ancient fortifications and half-dismantled cannon, overlooks the straits of Fuca, and gives a view of the Olympic range on the



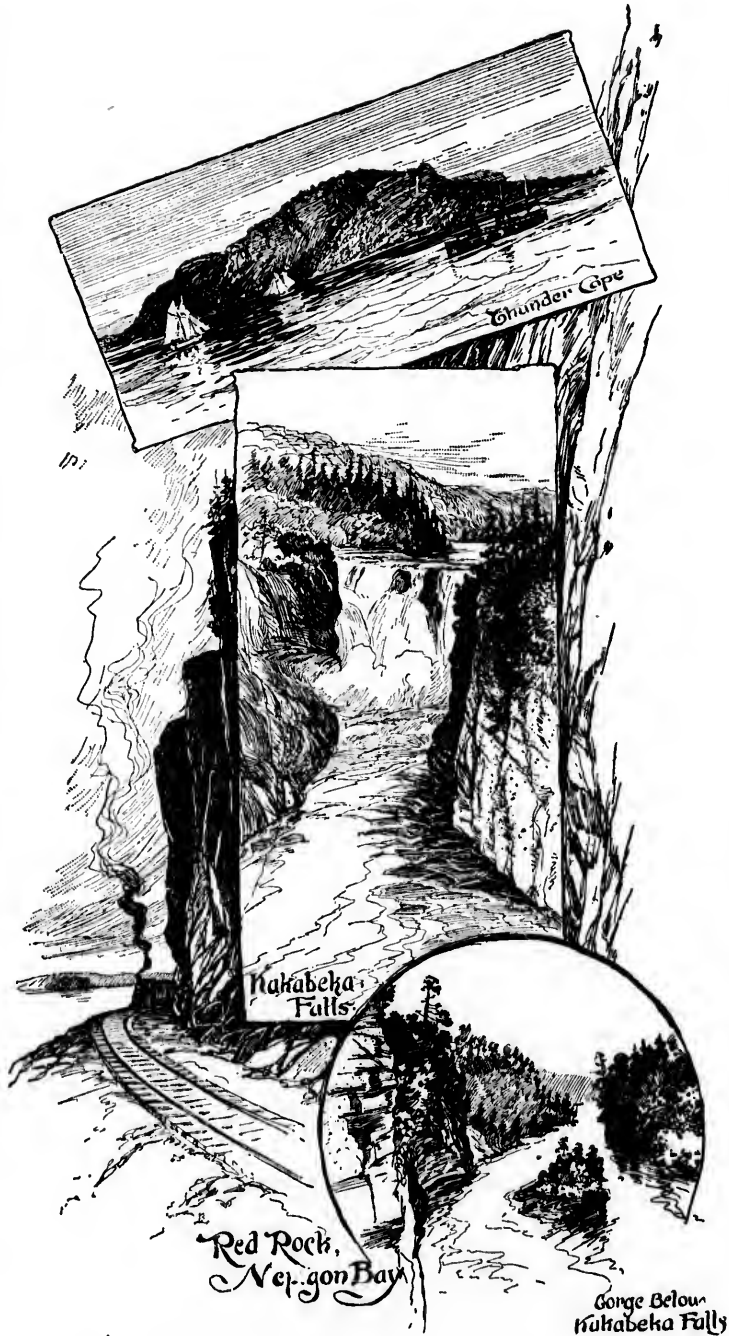


southern shore of the strait and of the great Cascade range, in Oregon. This is the city's park, and a remarkably pleasant spot it is.

Victoria is one of the most important ports of entry north of San Francisco, and does a large business with the interior of the island and with the mainland. It is connected by railway with Nanaimo coal region, northward; and with Esquimalt, three miles distant, which is the rendezvous of the British navy in the North Pacific, and a very interesting place. Lines of steamers give regular communication between Victoria and every port on the Pacific coast from San Francisco to Sitka.

B. THE GREAT LAKES ROUTE.—OWEN SOUND TO PORT ARTHUR, FORT WILLIAM, AND PLEASURE RESORTS ON THE UPPER LAKES.—These tours by steamers on Lakes Huron and Superior may begin with a railway journey from Montreal by the way of Ottawa and Carleton Junction, or by the direct line through Smith's Falls to Toronto. Thence a branch railway is followed northward over the Caledon grades and through the rich farming country of central Ontario to Owen Sound, a port at the southern extremity of Georgian bay, overlooking a beautiful combination of land and water. At Owen Sound the traveller embarks upon one of the Clyde-built steamers of the Canadian Pacific Steamship Line, magnificent vessels of 2,000 tons burden, with elegantly appointed and comfortable upper-cabin state-rooms illuminated throughout by electric light and reminding one of the floating palaces of the Atlantic by the magnificence of their appointments, and voyages past the forested headlands of Georgian bay, and along the southern shore of the great Manitoulin and other islands, to St. Mary's river, by which the overflow from Lake Superior is conducted into the lower lakes. This river is a narrow and winding stream beset with forested hills and interrupted by islands that lend a pleasing variety to the scenery. At the rapids, named Sault Ste. Marie by the French mariners almost three centuries ago, magnificent locks have been constructed on the American side, by means of which the steamer is lifted to the level of Lake Superior, and on the Canadian side the Canadian Government is also constructing large locks for the same purpose. To give an idea of the importance of these canals it will only be necessary to say that a far greater aggregate of tonnage is locked through the "Soo" canal during the season of navigation than passes through the Suez Canal in an entire year. The towns of Sault Ste. Marie have grown up at this point, where three great railways now converge, the Sault Ste. Marie Branch of the Canadian Pacific crosses the rapids by the great International steel bridge. These railways have given a sudden impetus to the towns on both sides of the river, and they are rapidly becoming most important commercial centres and popular summer resorts. On the Canadian side are several large hotels, and a few seasons should see this one of the most frequented of the lake points. While the steamer is passing through the locks passengers have an opportunity of going ashore, getting a glimpse of the busy town, inspecting the locks, the new water-power canal works, and visiting the fine rapids which form a magnificent picture and a famous white-fishing ground between the Canadian and American towns. Running the rapids in an Indian canoe is an exciting adventure, indulged in by many visitors.

The tour from Owen Sound to S.S. Marie can be varied by taking the steamer which leaves Owen Sound every Tuesday, Thursday and Saturday, and follows the inland channel among the ten thousand islands



north of Manitoulin island, calling at way-ports both on the mainland and Manitoulin and St. Joseph islands, the new hotel resorts, and consuming about two days in a delightful voyage, considered by many to be more attractive than the trip down the River St. Lawrence.

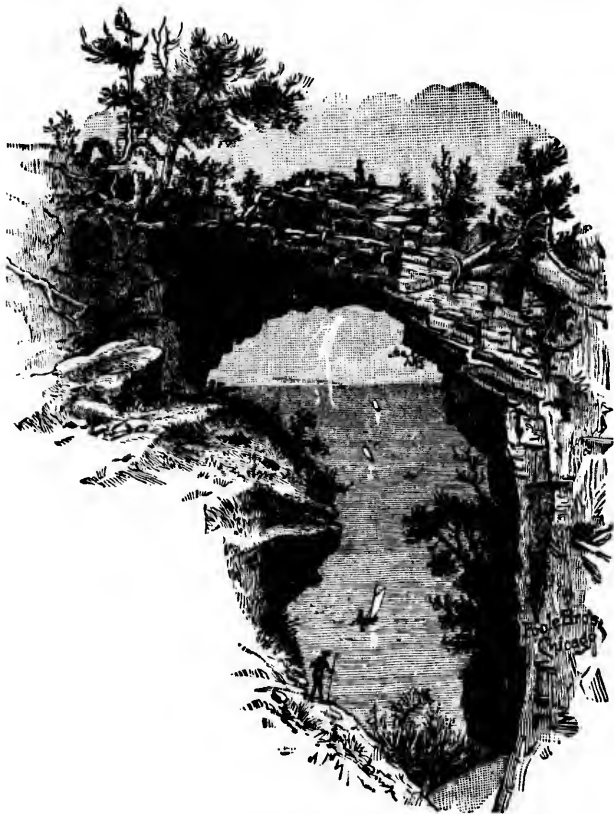
A shorter, but very pleasant trip, may also be taken by steamer from Owen Sound to Parry Sound, revealing a portion of the charming scenery of Georgian Bay.

From Sault Ste. Marie a side-trip may be made by steamboat to Mackinac island, Mich., and return. Leaving "The Soo" in the morning, the steamer retraces the former course to the mouth of St. Mary's river—sixty miles of constant delight as the boat winds with the crooked stream in and out among the hills and forested islets. Drummond island, at the mouth of the river, is passed upon the left by way of the Detour strait, after which the steamer turns westward along the northern shore of Lake Huron, passing the curious Chenaux islets, beloved of fishermen and campers, and reaching Mackinac about three in the afternoon.

The praises of Mackinac have been written by many able pens, ever since it first became a trading post, fort and mission station in the old, old days of Jesuit and fur-trading adventure, when these lakes were first explored by the emissaries of Champlain, and all its wonderful attractions are now rendered easily accessible by the delightful July and August excursions *via* the Canadian Pacific Railway's handsome lake steamers. The island stands at the western extremity of Mackinaw straits by which Lakes Michigan and Huron interchange their waters. It contains about three and a half square miles, more than half of which is reserved as a national park and military reservation, occupied by a garrison of U.S. troops. To the Hurons it was the "island of giant fairies" and the home of the numerous legends which Longfellow has woven into his poem *Hiawatha*. Schoolcraft, the historian of the aborigines, had his home here, and in his *Journal*, written in 1820, will be found a large amount of information concerning the locality. "On the edge of a precipice of white limestone, 155 feet high, just back of the town, is the fort, which, in picturesque beauty of location, has no rival among all the fortresses of the United States; and the world affords no grander sight than a sunrise or sunset from the fort, the great globe of crimson and gold seeming at its rising to burst up from the bosom of Michigan Lake, casting a million prismatic tints of glorious light on wave and sky. Arch Rock is one of the wildest, weirdest, sublimest freaks of nature's handiwork in sculpture. The chisel prints of untold ages of whirling waters are all over it. It projects from the face of a cliff 200 feet high, a gigantic bay-window of stone, supported by a mighty arch 149 feet high at its summit. The rim or wall of the bay-window is about three feet wide, and it bulges out some twenty feet from the cliff, overhanging the blue-green water of the lake a dizzy depth below. The view from the summit of the arch takes in a glorious sweep of fifty miles. Across a narrow strait Bois Blanc Island looms up with its lighthouses, and forests of white birch, while twelve miles off to the north-east can be seen the upper part of the Chenaux islands, an enchanting archipelago of some seventy-five or eighty islands, varying from two miles in length to mere green specks a few hundred feet across, dotting the crystal waters which rush by, fifteen fathoms deep at the shore, and swarming with whitefish, bass, pickerel, gamey maskinonge and lake trout."

From Sault Ste. Marie, all the other pleasure resorts, fishing stations and lumber ports, in northern Michigan and Wisconsin, can easily be reached by rail or steamer; while the steamers sailing to Chicago and to the various cities and landing places along the shores of Lake Michigan, either stop at Mackinac or at a closely neighboring port. The route by rail from Sault Ste. Marie to St. Paul and Minneapolis is described in the next section. To Marquette, Ashland and Duluth tickets are issued either by steamer running along the south shore of Lake Superior, or by the Duluth, South Shore & Atlantic Ry.

Leaving Sault Ste. Marie at 11.00 a.m. for Port Arthur and Fort William, the Canadian Pacific steamship takes its course directly



ARCH ROCK, MACKINAC ISLAND

across the widest part of Lake Superior, and early next morning comes within sight of the rocky bluffs of Isle Royal, and the tremendous purple promontory of Thunder Cape. This turreted headland shelters the large indentation of Thunder Bay and affords a grand harbor, which has been taken advantage of to form the principal ports upon the north shore of the lake—Port Arthur and Fort William. The latter town shows every evidence of a rapid, but healthy growth. During the past year a noticeable advance in the value of real estate took place; the number of places of business increased materially, and, while free from the dangerous “boom” element, the town is unmistakably advan-

cing swiftly. Here the tourist enjoys an interval of some hours between the arrival of the steamer and the departure of the west-bound Transcontinental train; and if he cares to stop over he can find excellent trout fishing and much other sport and out-door amusement in the neighborhood; or he can go by rail to Nepigon, 65 miles east, and adjacent trout-rivers—to which fishing-resorts this lake-tour forms an excellent means of access.

C. "THE SOO" ROUTE.—A new, direct, and at the same time very interesting all rail route is by way of Sault Ste. Marie to St. Paul, Minneapolis, and the Northwest generally. This route is by the main line of the Canadian Pacific westward to Sudbury, thence by their Sault Ste. Marie branch, passengers from Western Ontario reaching Sudbury by way of Toronto and North Bay. Sudbury is 60 miles west of Lake Nipissing and in the midst of rocky hills abounding in copper, nickel and gold. The Sault Ste. Marie branch of the Canadian Pacific Railway here diverges and takes a south-westerly course through a broken and forested country, drained by many swift streams in which trout are plentiful, and passes for a hundred miles along the northern shore of Lake Huron, where the scenery is wild and picturesque in the extreme.

The St. Mary's river is crossed just above the *Sault* (or rapids) by a fine steel bridge, 3,000 feet in length, which connects the Canadian and American towns. This locality has already been described, as well as the means of reaching points of interest in its neighborhood.

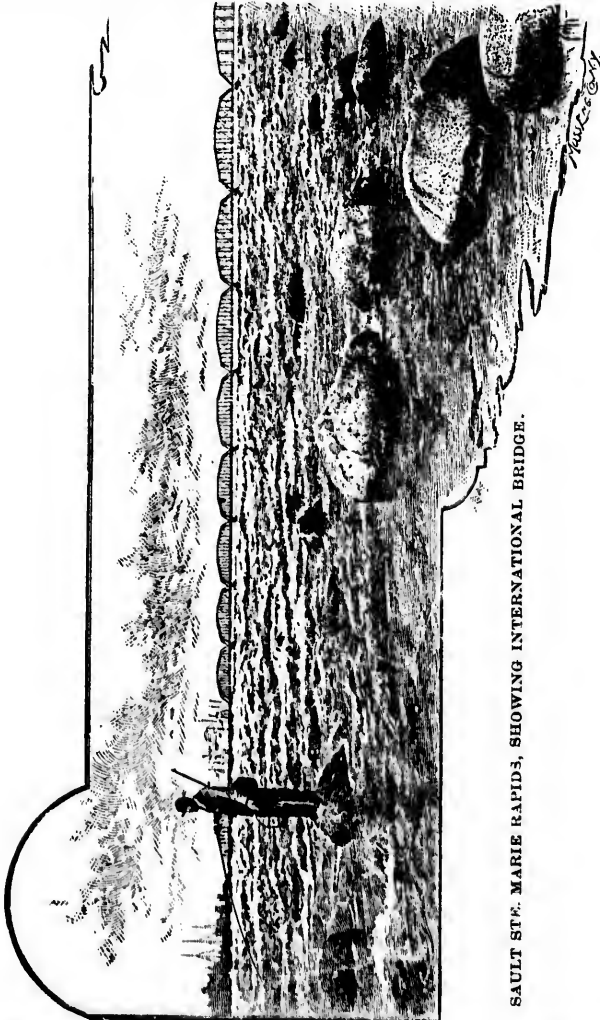
From here a choice of two routes is offered. One is by the new Minneapolis, St. Paul & Sault Ste. Marie Ry., westward through the northern peninsula of Michigan, long celebrated for its lumbering and mining industries, and as an exceptionally good locality for deer, grouse and fish. The immensity of its forests and the rough beauty of its scenery, and the number of rarely visited waters, make it the beautiful of a shooting ground for those who care to overcome a certain amount of hard work in connection with their sport.

After skirting the northern shore of Lake Michigan and passing Manistique, Gladstone, Pembine, etc., near all of which good sport can be had with grouse, squirrels, and trout, the line crosses the State of Wisconsin through a country varied with dense forest, rolling prairies, large farms and park-like expanses, offering an ever-changing prospect.

The marvels of the "Dalle County" of Wisconsin are well known, and it must be remembered that portion of the State is not by any means the only beautiful one. Sportsmen and fishermen can hardly go amiss along this line. Every running stream, and they are surprisingly numerous, is stocked with trout; in the lakes are plenty of bass and lunge; deer are abundant everywhere; bears are common at many points; ruffed grouse and chickens abound in the thickets and on the prairies, and black and grey squirrels are plentiful in the woods. The stations of Rhinelander, Prentice, Cameron and Turtle Lake are all good points, as are many of the smaller stations between them. Fifty-two miles east of the twin cities of St. Paul and Minneapolis is the St. Croix river with its beautiful dalles and falls; the station is St. Croix Falls, and this spot will well repay a close scrutiny. Sport in the vicinity is also excellent.

The second route is via the Duluth, South Shore & Atlantic Ry., which extends from Sault Ste. Marie to the flourishing city of Duluth, situated at the head of navigation of the great lakes, and forming a distributing point of gigantic importance for the agricultural and other

products of the Northwest. This attractive line follows closely the romantic south shore of Lake Superior, through the wild scenery of the mining region of the northern peninsula of Michigan by way of Marquette, etc., and thence across a portion of the State of Wisconsin to West Superior and Duluth. The forests and waters contiguous to this line are noted for their great variety of game and fish, a specially good point for anglers being beautiful Lake Gogebic.



SAULT STE. MARIE RAPIDS, SHOWING INTERNATIONAL BRIDGE.

At Duluth tourists will see the magnificent harbor, mammoth elevators and docks and shipping facilities for the handling of enormous quantities of grain, and also countless evidences of the bustling life and important enterprises of the lake city. From Duluth the journey to St. Paul and Minneapolis is completed by way of the Great Northern Ry.

The now nearly united cities of St. Paul and Minneapolis are situated at the head of navigation on the Mississippi river, and are

the chief cities of Minnesota and the Northwestern States. The immense flour and lumber mills of Minneapolis are known all over the world, and there many other things to interest the tourist. The scenery is not surpassed by anything in that portion of the States, and, among other attractions, the lovely Lake Minnetonka and the Falls of Minnehaha are close at hand.

Northward from St. Paul and Minneapolis the route follows the line of the Great Northern Ry. down the valley of the Red River. Manitoba is entered at Gretna, on the left bank of the river, and the stream is closely followed to Winnipeg. Tickets to Pacific coast points, to Banff and to Winnipeg, are issued by this route.

D. "THE SOO" LAKE ROUTE.—In this case the trip is via the Transcontinental line from Montreal to Sudbury, thence southwesterly, for several miles along the shore of the Spanish river, and onward through a wild region to the North Channel, north of Grand Manitoulin island on Lake Huron, to Algoma Mills, where lake steamers call on their way to different ports on Grand Manitoulin and Cockburn islands. Continuing on the route follows the lake shore, crossing several streams, and passing the once famous Wellington and Bruce mines, where formerly were extensive copper mining operations, and thence through Garden River to Sault Ste. Marie, from which point the trip is completed by Canadian Pacific Railway steamer directly across the widest part of Lake Superior to Port Arthur and Fort William, as already referred to in route B. Here the Transcontinental line for Winnipeg and across the Northwest Territories to the Pacific coast is again followed.

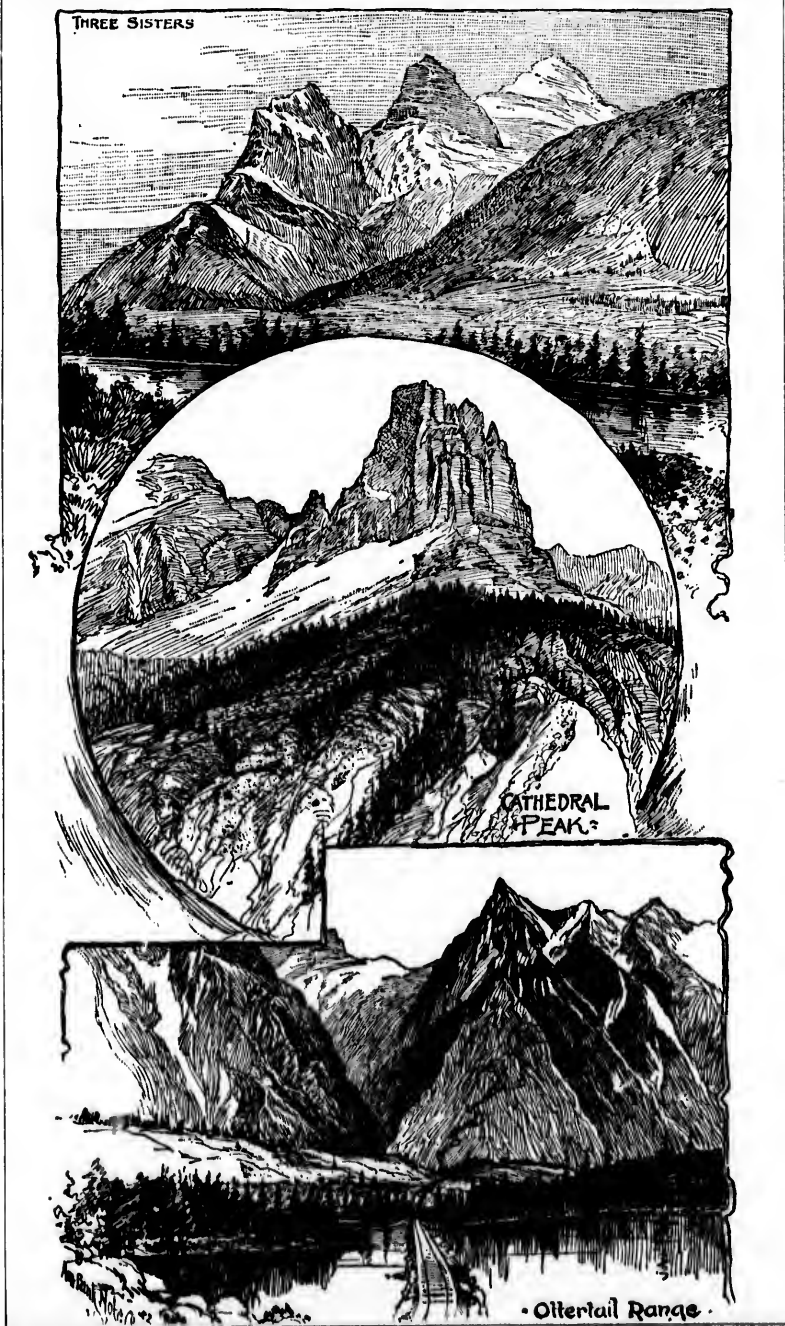
E. THE ROUTE VIA CHICAGO.—A fifth choice of routes to the Northwest is offered in the form of a ticket reading to Winnipeg or beyond, by way of Chicago. By this route tourists travel on the Canadian Pacific Railway from Montreal via Ottawa, or by the direct line to Toronto, and thence through the famous farming lands of Western Ontario, by way of London to Detroit. The western counties of Ontario have been styled the garden of the province, and are also celebrated as shooting grounds. Wild turkeys, quail, grouse, etc., are plentiful in the forests and covers, and about Lakes Erie and St. Clair water-fowl of many varieties furnish excellent sport, the marshes of these lakes being unrivalled.

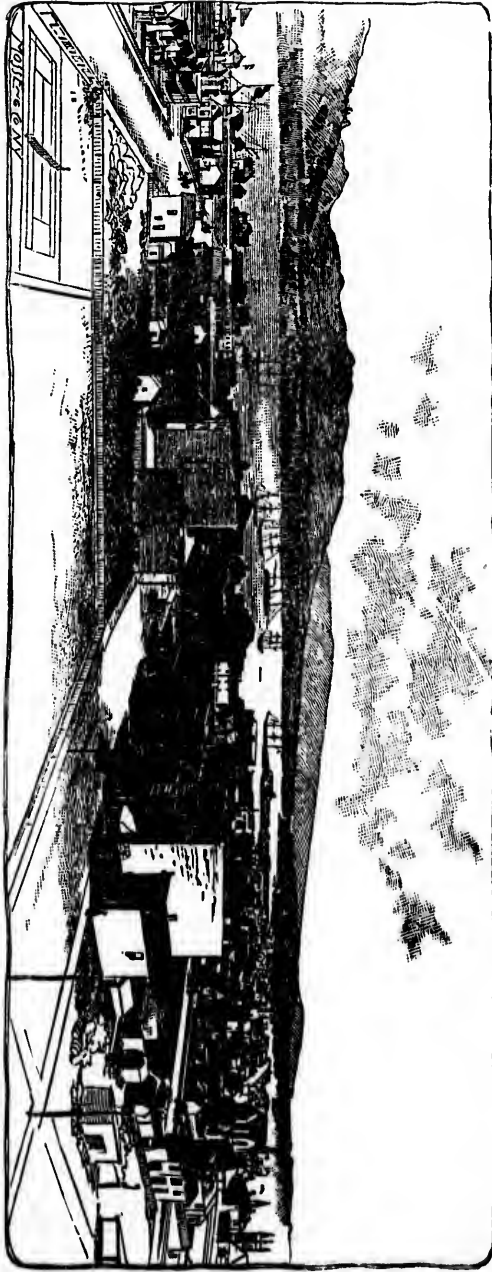
From Walkerville Junction a side-trip can be made via the Lake Erie, Essex & Detroit River Ry. to the attractive new summer resort at Kingsville, where the handsome "Mettawas" hotel affords first-class accommodation for a large number of guests.

The Canadian Pacific Railway Company's large new steel ferry (the most powerful steamer on the lakes) takes the train across the Detroit river from Windsor, Ont., to the "City of the Straits," and here, at Detroit, the Canadian Pacific system is left and that of the Wabash entered upon. This carries the tourist across portions of the States of Michigan and Ohio, thence entirely across the State of Indiana, and finally to the centre of western enterprise, the great City of Chicago in the State of Illinois. There is a daily vestibule train service both ways between Montreal and Chicago, and tourists will find every luxury known to modern railroading embodied in the trains of this popular route.

From Chicago there is a choice of six rail routes to St. Paul, each affording an excellent opportunity for inspecting the prairie farms, which have made the States of Wisconsin and Minnesota rich and

powerful commonwealths within the last quarter of a century ; while some of the lines, passing for considerable distances along the banks of the Mississippi river or some of its larger tributaries, reveal a succession of most charming pictures. Beyond St. Paul and Minneapolis the route to Winnipeg is via Great Northern Ry. as described in route C.





CITY OF VANCOUVER, B.C.

hile
nks
uc-
blis
e C.

II.

TOURS ON THE PACIFIC COAST.

From Vancouver steamers ply daily to Victoria, excepting Monday, on which day Victoria is reached via New Westminster; to Port Townsend, Seattle, Tacoma and Puget Sound ports, direct on Mondays and Thursdays; and to Nanaimo on Mondays, Thursdays and Fridays, while the new Canadian Pacific steamships afford a strictly first-class service to Japan and China.

From Victoria steamers depart about every five days for San Francisco, and every week day for Puget Sound ports, and steamers from both Vancouver and Victoria to Puget Sound make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California.

Tourist-tickets are arranged to reach and return from nearly all these points, while a long list of tours includes a greater or less portion of the Pacific coast in course of returning eastward by some of the American lines of railway referred to hereafter.

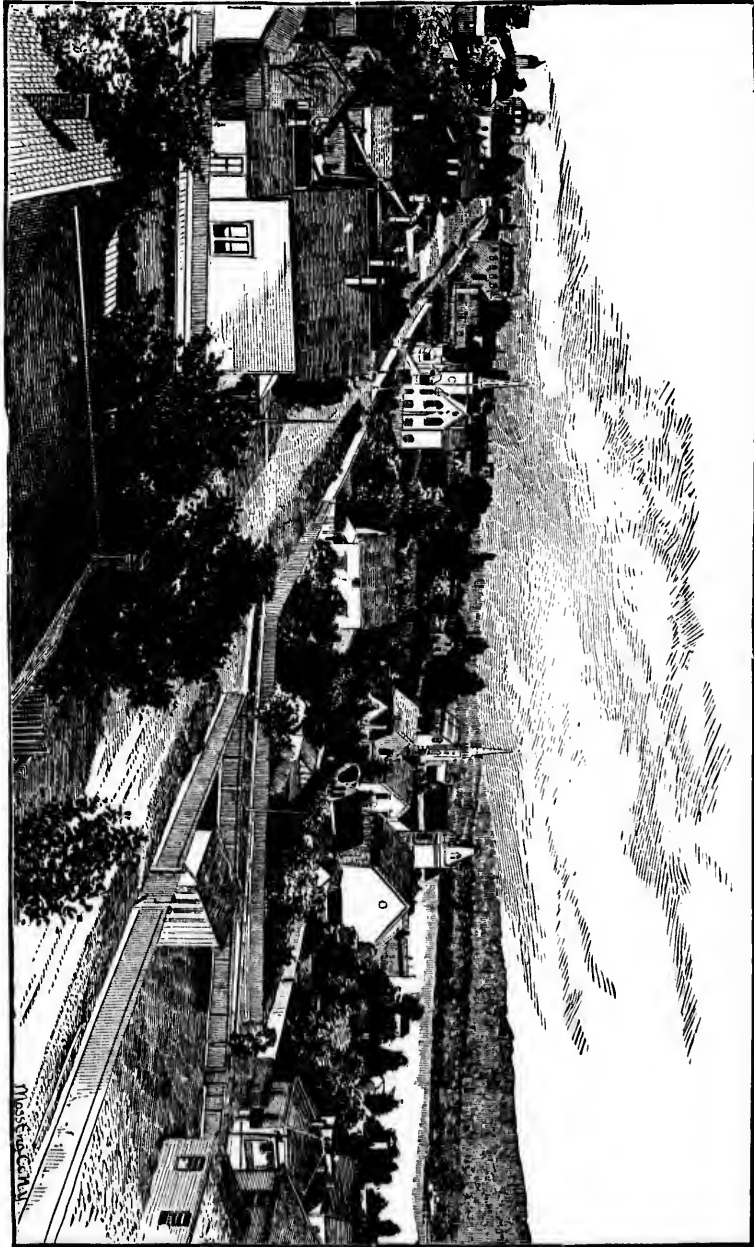
A. THE TOUR TO ALASKA.—The tour to Alaska is made from Victoria, in comfortable steamers especially fitted for this trip, and occupies from two to three weeks. The voyage is altogether in the quiet waters of sheltered bays and straits, protected from the gales and great waves of the outer Pacific by the barrier of islands that everywhere form a skirmish line in advance of the mainland of the north Pacific coast. So extensively were these tours patronized last season, that much greater facilities will be provided for this year. A number of large excursion parties went over this route during 1890, and were so impressed with the countless features of interest and so emphatic in their praise of what was seen, that it is quite within the mark to say that the number of tourists in this direction will be at least doubled during the coming season. Already several hundred people have desired to "do" the Alaska tour, and large parties have been arranged to start at convenient dates. Others will follow, and, of course, accommodation will be of the best.

From Victoria the steamer passes around into the gulf and thence northward, past the great headlands that separate the fjords reaching far inland towards the Cascade mountains, until it reaches the narrow channels that separate the Island of Vancouver from the mainland shore. Here lofty hills approach closely to the water's edge, and the steamer pursues its way through devious channels, whose banks of living green are within gunshot on either hand. These shores are the dwelling place of Indians whose curious houses are to be seen along the beach, and whose finely carved canoes come out to meet the steamer as she passes, or are encountered on their fishing or trading excursions. Metakatla is one of the first stopping places.

Crossing bays and sounds, threading its way through channels sometimes so narrow that the yard-arms of the vessel almost touch the cliffs on one side or the other, and yet deep and safe, the voyageur is carried out of British Columbian waters into those of Alaska. Gradually a more sombre and imposing style of scenery supersedes

the softer pictures of the lower coast. Rude and lofty mountains, their tops covered with snow, bound the view at the end of every inlet. White masses of decaying ice will be met floating in the

NEW WESTMINSTER, B. C.



water, and presently glaciers are seen pushing downward from the great gulches that separate the mountains until they dip into the very surf at the head of some deep indentation. The farthest point

of this wonderful voyage is reached in Icy Bay, where a collection of glaciers, filling the hollows of a group of mountains, concentrates into one vast body of ice, presenting a sea-wall miles in length, whence gigantic masses are continually splitting off to float away as icebergs and melt in the warm water outside. Descriptive language has been almost exhausted in the attempt to portray to those who have not seen it the novelty and sublimity of this far northern bay. Probably there is no part of the world now accessible to tourists which would yield so much satisfaction for the expenditure of time and money required, as the journey through these archipelagoes and into this home of the glaciers.

On the return voyage Sitka is visited and an entirely new series of islands and channels is seen, as the steamer makes its way from this to that stopping place until Vancouver is again in sight. Many Indian villages, mining settlements and fishing stations are visited, or either the outward or homeward voyage, giving abundant opportunity for fishing, shooting or collecting Indian curiosities.

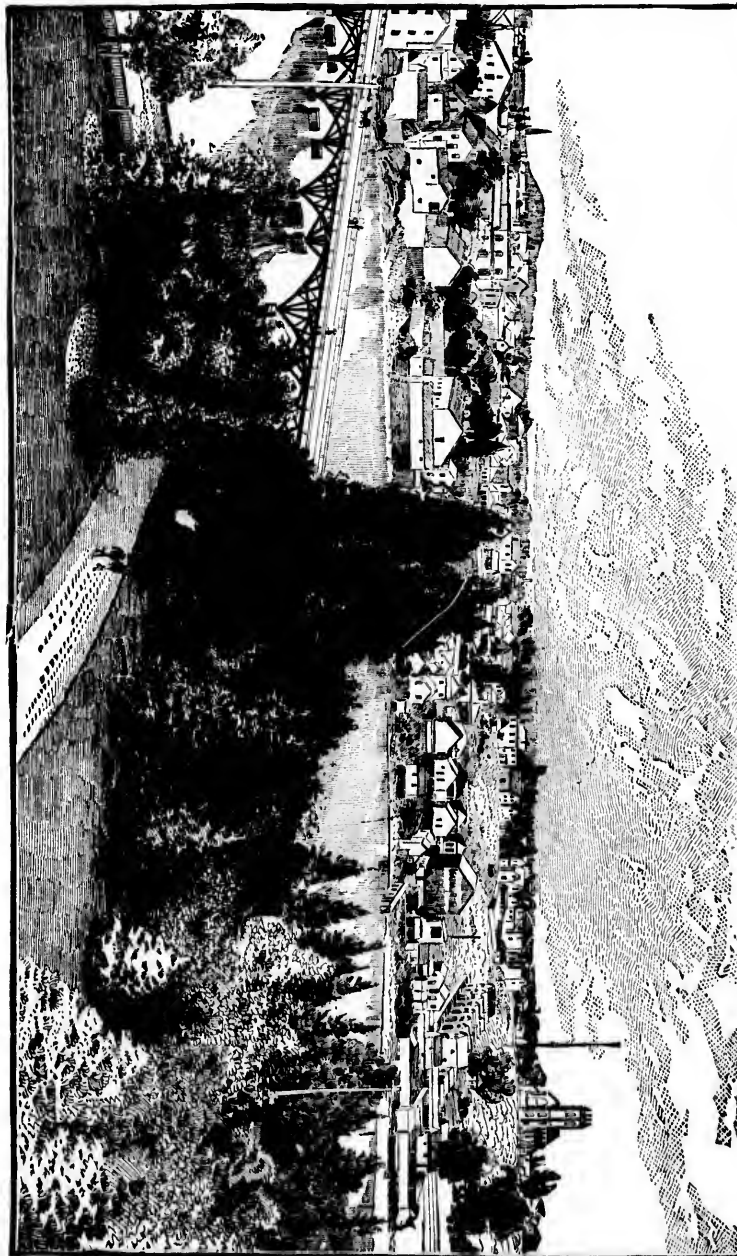
B. TO TACOMA, WASHINGTON AND PORTLAND, ORE.—This tour is by steamer from Vancouver or Victoria, up Puget sound to Tacoma and by rail from Tacoma to Portland.

The boats on Puget sound are fast and elegant steamers, which traverse all parts of this remarkable interior sea, giving varied and most interesting views of the lofty coast range of mountains, with Baker in the north and Mount Tacoma in the south, rising 14,000 feet above the water so near at hand that their full height is perceived, and on calm days is brilliantly reflected in the surface of the bay. Port Townsend, the first stopping place, is on the peninsula between Puget sound and the ocean, and nearly at the base of the Olympic mountains. It has a sheltered harbor, a delightful situation and is the U.S. customs port of entry for the district. Seattle, on the eastern shore of the sound, is the largest town in Washington State, and has in its neighborhood extensive coal mines, and boundless forests, yielding that gigantic Douglas fir with which the traveller has become so familiar in British Columbia. A railroad passes from Seattle over the Cascade mountains into the upper valley of the Columbia, and a second is in process of construction northward. Tacoma is a rapidly growing town at the extremity of the sound where the main line of the Northern Pacific terminates. It is supported by extensively cultivated valleys, in which the raising of hops is a very important feature, and surrounded by forests that produce vast quantities of lumber; the fisheries of Tacoma and other ports on Puget sound are also important.

From Tacoma the main line of the Northern Pacific extends southward to Kalama, on the Columbia river, where the train is ferried across that noble watercourse. This journey is a very interesting one; and the ferriage over the Columbia, and subsequent run along its banks into Portland, are particularly delightful. Mount St. Helens, Mt. Hood and many other snowy heights are constantly in view. To Olympia, the capital of Washington State, access can be had by rail or steamer from Tacoma.

C. TO SAN FRANCISCO OVERLAND—"THE SHASTA ROUTE." This route between Vancouver and San Francisco, opened in 1887, now furnishes a most interesting and comfortable method of travel between Puget sound and California. The passage by steamer and railway from Victoria or Vancouver to Portland, Oregon, has just been described.

Portland is the largest city in Oregon, and has more of an Eastern appearance than any other on the Pacific coast. Its business is very large, and it is surrounded by an extensive agricultural country,



VICTORIA, B.C.

while the lumbering, mining and fishing interests of the whole lower Columbia valley are tributary to its prosperity. It is the real western terminus of both the Northern and Union Pacific railways, and has

several local roads and lines of steamers. Within sight are Mt. Hood and other giants of the splendid Cascade range; and the vicinity offers much that is entertaining and easily accessible.

The overland or "Shasta" route from Portland to San Francisco, 730 miles, is by the Southern Pacific system. The station is in East Portland across the Willamette river from Portland. This river is followed nearly to its source. The valley is broad and highly productive of wheat, fruit and other crops. Salem, the capital of Oregon, and Albany, are the principal stations. Westward lie the rude forest-grown hills of the Coast range, but eastward the Cascades rise far above the forest line in a snow-capped sierra of volcanic cones, of which the highest are Mts. Hood and Jefferson, the Three Sisters and Mts. Scott and Pitt. As the valley is almost at sea-level, these mountains appear to be higher than they really are, while their symmetry and exceeding snowiness make the long range an object of extraordinary beauty. Toward the boundary of California a rougher country, among the Calapooia and Rogue River mountains, is traversed. These rough hills abound in crags and canyons, and are over-grown with luxuriant vegetation, giving them great beauty, while their warm valleys are utilized by farms and orchards, concentrating here and there into a line of thriving towns, such as Roseburg, Ashland and Montague.

The most conspicuous feature of the whole trip is now approached, in Northern California—Mt. Shasta. This is the loftiest summit between Mt. Whitney, in the southern part of the state, and Mt. Tacoma on Puget sound; and one of the highest on the continent, its main peak standing 14,442 feet above the sea. The railway passes close to its base, and the cone is in sight for several hours under varying but always beautiful aspects. Sisson's, where breakfast is eaten, and the whole length of Strawberry Valley give particularly fine views of the whole Shasta cluster of peaks; "and whether it be in the steel-gray dawn of morning, when the sun tips the peaks with gold, or in the broad glare of the noonday light, or the warm flush of the fading twilight, here is the point to study Shasta." Shasta is a quiescent volcano, now covered deeply with glaciers and snowfields. It has often been climbed, even by ladies, and guides and appliances for doing so are to be had. July, August and September form the proper season for an ascent; and with suitable precautions the danger is small. There are plenty of most desirable stopping places near Shasta, where sport and every sort of out-door recreation can be enjoyed.

The remainder of the journey is down the picturesque and populous valley of the Sacramento river to Sacramento, the capital of the state, in the heart of its old gold-mining and present wheat-growing valleys; and thence to Oakland, where a ferry boat transports the tourist to San Francisco.

D. TO SAN FRANCISCO BY SEA.—This tour is from Vancouver to Victoria, and thence by a steamer of the Pacific Coast Steamship Company is southward on the broad Pacific direct to San Francisco. Three and a half days are required for the passage. The coast is in sight for a good part of the way; but the lofty broken rocks of Cape Flattery, on the southern side of the entrance to the Straits of Fuca, and the Golden Gate are the only features likely to be seen with any distinctness.

III.

ALTERNATE ROUTES RETURNING FROM THE PACIFIC COAST.

An examination of the List of Western Tours printed herewith shows that tickets are issued by the Canadian Pacific Railway good to return by almost every conceivable route. If the Northern Pacific be chosen from Tacoma or Portland, the passenger gets a view of the Columbia valley and has an opportunity to visit Yellowstone Park by stopping off at Livingston, Montana. Returning from Portland by the Union Pacific he crosses the weird deserts of Idaho, and sees the volcanic canyons of the Snake River country, and the plains of Wyoming and Nebraska.

From San Francisco the return may be by the Shasta route and the Canadian Pacific; or the Shasta route and Northern or Union Pacific from Portland; or by the old "Old Central Union" (Southern Pacific route, via Sacramento, Ogden and Omaha. Or he may take the Southern Pacific to Ogden, and then the Denver & Rio Grande to Denver. This is an especially attractive line. It passes through Salt Lake City, across the Wahsatch Mountains; gives a glimpse of the Mormon villages and the curious scenery of the dry Green River basin; and then crosses the Rockies through a series of astonishingly lofty passes and amazingly deep river-gorges, quite different from anything to be seen on any other railway in the United States. From Denver, he may choose one of four routes to the Missouri river.

Through southern California a variety of routes is offered for selection. One, by the Southern Pacific, takes him to Los Angeles, and then across Arizona through the old Mexican settlements and modern mining towns to El Paso in Texas, and so on to Galveston and New Orleans, or to Fort Worth and St. Louis; or he may leave the Southern Pacific at Deming, N.M., and ride over Raton Pass and through Kansas in the cars of the Atchison, Topeka & Santa Fe to Kansas City, or (from Halstead) by the St. Louis & San Francisco to St. Louis. Lastly, he may go by the Southern Pacific from San Francisco to Los Angeles, or Mojave, in southern California, and then by the Atlantic & Pacific, through the strange Indian pueblos and the canyons of northern Arizona, and New Mexico to Albuquerque, where this road joins the A.T. & S.F.'s system.

SPECIAL INFORMATION

IN CONNECTION WITH

Western Tours

Tourists ticketed from points not on the line of the Canadian Pacific Railway must begin their journey on that line at either of the following junction points, viz. : Quebec, Montreal, Newport, Vt., St. Johns, Que., St. John, N. B., Prescott, Brockville, Toronto, St. Thomas, Detroit, North Bay, Sault Ste. Marie, Port Arthur, Fort William or Gretna.

The Time Limit on Tourist Tickets to Vancouver, B.C., Victoria, B.C., Seattle, Wash., Tacoma, Wash., Portland, Ore., and San Francisco, Cal., is six months from the date of purchase, the going journey as far as Vancouver to be made within 60 days from date of purchase. Tourist Return Tickets to Banff Hot Springs are good for six months from date of issue.

The route of Western Tours going or coming *by rail* between Port Arthur, Fort William or Sault Ste. Marie and points in Western Ontario west of Sharbot Lake and Kingston, will be via the Ontario Route, *i. e.*, via the Grand Trunk Railway, between Toronto and North Bay, thence Canadian Pacific Railway; from east of Sharbot Lake and Kingston the route will be All Rail Canadian Pacific Railway via Carleton Junction. **Pacific Coast Tours** reading from east of Sharbot Lake and Kingston will be made to read either via Rail Route (Carleton Junc.) or via Ontario Route, as passengers may select.

The route of Western Tours **from Boston** will be by the Montreal & Boston Air Line to Montreal, thence Canadian Pacific Railway; from **St. John, N.B.**, by the Canadian Pacific Railway Short Line through Maine.

Rates quoted for Tours returning from Vancouver, Victoria, Seattle, Tacoma and Portland, Ore., through Gretna, St. Paul and Chicago, will, when desired at time of purchase, be made applicable on Tours returning via Tacoma or Portland and the Northern Pacific Railway to St. Paul, or via Portland and the Union Pacific Railway to Council Bluffs or Kansas City.

Rates quoted for Tours to San Francisco, Cal., returning through St. Paul, will, on request at time of purchase, be made to read back by United States Routes, via Omaha, Kansas City or St. Louis, etc., without additional charge.

Tours reading between St. Paul and the east via Chicago, will, when requested at time of purchase, be made applicable by the Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line) to Sault

Ste. Marie, thence Canadian Pacific Railway, or thence via Canadian Pacific Steamship Line to Owen Sound, and Canadian Pacific Railway.

Rates quoted herein for Western Tours from Sault Ste. Marie, unless otherwise stated, will be via Canadian Pacific Steamship Line to Port Arthur or Fort William, thence as shown in details of route.

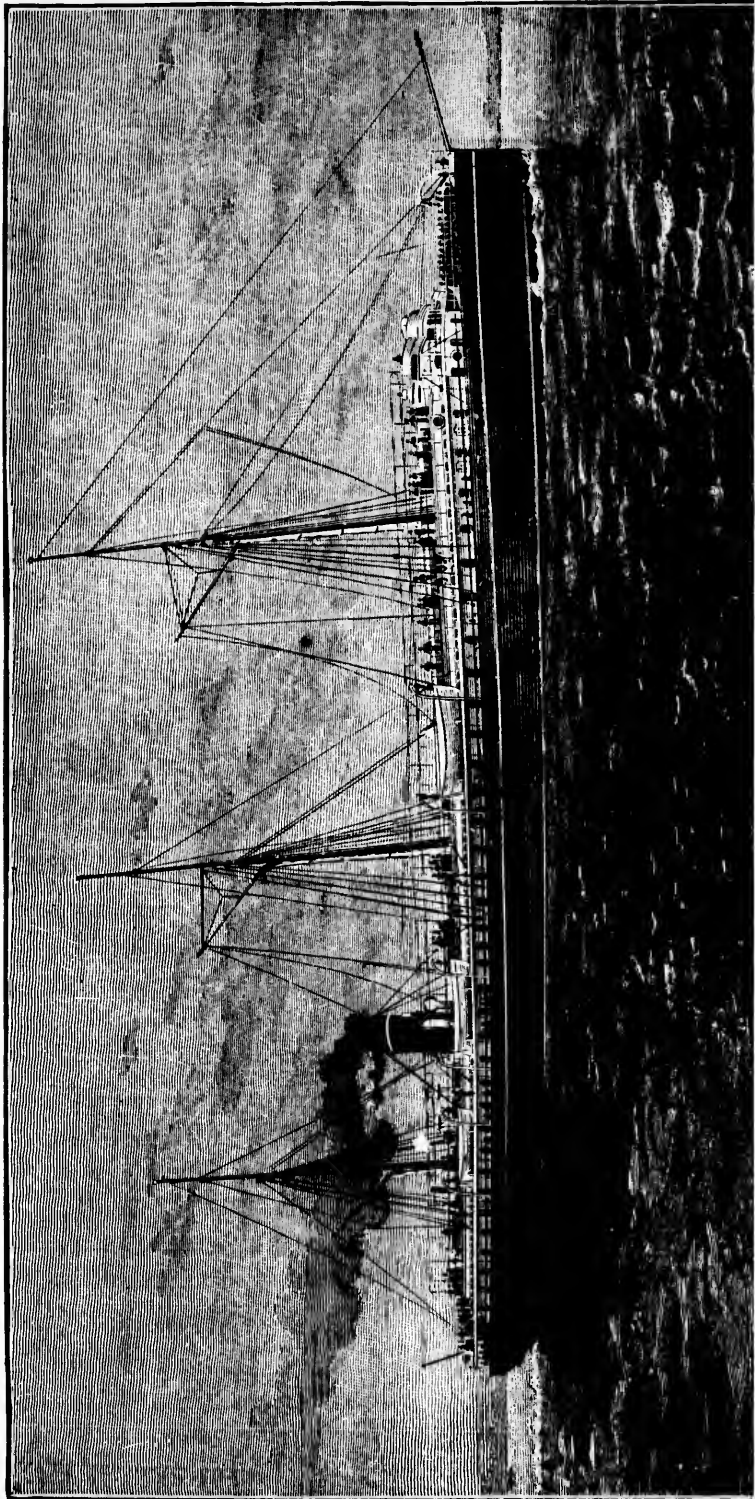
Return Tourist Tickets to Port Arthur, Fort William or any point west thereof, via Port Arthur or Fort William, will, if desired, be made good to go either via Canadian Rail Routes or via the Lake Routes between Owen Sound and Port Arthur or Fort William, or Sault Ste. Marie and Port Arthur or Fort William, and should tourist desire to alter his route on return from Rail to either of the Lake Routes or *vice versa*, he can do so, without extra charge, on application to agent of the Canadian Pacific Railway at Winnipeg, Fort William, Port Arthur or Sault Ste. Marie.

Tickets or coupons between Owen Sound and Sault Ste. Marie, and Owen Sound and Port Arthur or Fort William, in either direction, reading over the Canadian Pacific Steamship Line, will be available for passage between Owen Sound and Sault Ste. Marie either by the *Through Express Steamships* of the Canadian Pacific Railway running between Owen Sound and Sault Ste. Marie direct, or by the *Local Steamship Line* running north of Manitoulin Island and calling at intermediate ports.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through ticket agent when purchasing ticket, or through city ticket offices at Toronto, Fort William, Port Arthur or Winnipeg.

Berths in Alaska steamships can be procured through ticket agent, from General or District Passenger Agents.

As "all rail" connection to Seattle, Tacoma and other Puget Sound ports via Mission Junction (a short distance east of Vancouver), is approaching completion, the Canadian Pacific Railway is in hopes that during this Tourist season it will be able to vary the route to Puget Sound to those not desiring the steamship route from Vancouver and Victoria. When open for travel, full particulars may be obtained from Agents of the Company.



CANADIAN PACIFIC RAILWAY LAKE STEAMSHIP

Western Tours

TO THE
UPPER LAKES, THE NORTH-WEST
AND THE
PACIFIC COAST

Alaska (Sitka, Glacier Bay, etc) and Return

ROUTE R 200		Rates as follows:	
From Boston	\$232.00	From Toronto	\$205.00
“ St. John, N.B.	238.35	“ London	205.00
“ Quebec	223.35	“ St. Thomas	205.00
“ Montreal	218.35	“ Detroit	205.00
“ Ottawa	212.90	“ Niagara Falls	205.00
“ Prescott	212.90	“ Sault Ste. Marie	190.00
“ Brockville	212.20	“ Port Arthur	175.00
Canadian Pacific Ry		to Port Arthur	14
Canadian Pacific Ry		“ Vancouver	15
Canadian Pacific Nav. Co.		“ Victoria	17
†Pacific Coast Steamship Co.		“ Sitka, etc.	68
		Return same route.	R

Alaska (Sitka, Glacier Bay, etc.) and Return R W

ROUTE R 201		Rates same as for Route R 200	
Canadian Pacific Ry		to Port Arthur	14
Canadian Pacific Ry		“ Vancouver	15
Canadian Pacific Nav. Co.		“ Victoria	17
†Pacific Coast Steamship Co.		“ Sitka, etc.	68
†Pacific Coast Steamship Co.		“ Victoria	68
Canadian Pacific Nav. Co.		“ Vancouver	17
Canadian Pacific Ry		“ Port Arthur	15
†Canadian Pacific Steamship Line		“ Owen Sound	18
Canadian Pacific Ry		“ Starting Point	14

Alaska (Sitka, Glacier Bay, etc.) and Return

ROUTE R 202		Rates as follows:	
From Boston	\$232.00	From Brockville	\$219.30
“ St. John, N.B.	240.00	“ Toronto	211.30
“ Quebec	230.45	“ London	211.30
“ Montreal	225.45	“ St. Thomas	211.30
“ Ottawa	220.00	“ Detroit	211.30
“ Prescott	220.00	“ Niagara Falls	211.30
Canadian Pacific Ry		to Owen Sound	14
†Canadian Pacific S.S. Line		“ Port Arthur	18
Canadian Pacific Ry		“ Vancouver	15
Canadian Pacific Nav. Co.		“ Victoria	17
†Pacific Coast Steamship Co.		“ Sitka, etc.	68
†Pacific Coast Steamship Co.		“ Victoria	68
Canadian Pacific Nav. Co.		“ Vancouver	17
Canadian Pacific Ry		“ Gretna	186
Great Northern Ry.		“ St. Paul	95
Choice of six railways		“ Chicago	*
Wabash Rd		“ Detroit	199
Canadian Pacific Ry		“ Starting Point	14

Same rates will apply via St. Paul and Sault Ste. Marie, returning.

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

Ashland, Wis., and Return**ROUTE R 203**

Rates as follows:

From Boston	\$53.75	From Brockville	\$41.40
“ St. John, N.B.	61.75	“ Toronto	32.00
“ Quebec	52.00	“ London	32.00
“ Montreal	47.00	“ St. Thomas	32.00
“ Ottawa	43.70	“ Detroit	32.00
“ Prescott	42.00	“ Niagara Falls	34.25
Canadian Pacific Ry	to Owen Sound		14
†Canadian Pacific Steamship Line	“ Sault Ste. Marie		18
†Lake Sup. Trans. Co., or L.M. & L.S.T. Co. . . .	“ Ashland		46 or 179
	Return same route.		R

Ashland, Wis., and Return**R W****ROUTE R 201**

Rates as follows:

From Boston	\$62.25	From Prescott	\$50.50
“ St. John, N.B.	70.25	“ Brockville	49.90
“ Quebec	60.50	“ Toronto	40.50
“ Montreal	55.50	“ London	40.50
“ Ottawa	52.20	“ St. Thomas	40.50
	From Detroit		\$40.50
Canadian Pacific Ry	to Owen Sound		14
†Canadian Pacific Steamship Line	“ Sault Ste. Marie		18
†Lake Superior Transit Co.	“ Ashland		46
†Lake Superior Transit Co.	“ Detroit		45
Canadian Pacific Ry	“ Starting Point		14

Banff Hot Springs and Return**R W****ROUTE R 205**

Rates as follows:

From Boston	\$117.00	From Brockville	\$105.50
“ St. John, N.B.	125.00	“ Toronto	95.40
“ Quebec	116.65	“ London	95.40
“ Montreal	111.65	“ St. Thomas	95.40
“ Ottawa	106.20	“ Detroit	95.40
“ Prescott	106.20	“ Niagara Falls	97.65
Canadian Pacific Ry	to Port Arthur		14
Canadian Pacific Ry	“ Banff Hot Springs		15
Canadian Pacific Ry	“ Gretna		186
Great Northern Ry	“ St. Paul		95
Choice of six railways	“ Chicago		*
Wabash Rd.	“ Detroit		199
Canadian Pacific Ry	“ Starting Point		14

Same rates will apply via St. Paul and Sault Ste. Marie,
going or returning.

Banff Hot Springs and Return**R W****ROUTE R 206**

Rates as follows:

From Boston	\$101.00	From Toronto	\$85.00
“ St. John, N.B.	105.60	“ London	85.00
“ Quebec	90.00	“ St. Thomas	85.00
“ Montreal	90.00	“ Niagara Falls	85.00
“ Ottawa	90.00	“ Detroit	85.00
“ Prescott	90.00	“ Sault Ste. Marie	75.00
“ Brockville	90.00	“ Port Arthur	60.00
Canadian Pacific Ry	to Owen Sound		14
†Canadian Pacific Steamship Line	“ Port Arthur		18
Canadian Pacific Ry	“ Banff Hot Springs		15
Canadian Pacific Ry	“ Port Arthur		15
Canadian Pacific Ry	“ Starting Point		14

Banff Hot Springs and Return**ROUTE R 207**

Rates same as for Route R 206

Canadian Pacific Ry	to Owen Sound		14
†Canadian Pacific Steamship Line	“ Port Arthur		18
Canadian Pacific Ry	“ Banff Hot Springs		15
	Return same route.		R

Banff Hot Springs and Return**ROUTE R 208**

Rates same as for Route R 206, and from Winnipeg, \$40.00

Canadian Pacific Ry	to Port Arthur		14
Canadian Pacific Ry	“ Banff Hot Springs		15
	Return same route.		R

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

Banff Hot Springs and Return

ROUTE R 209

Rates as follows:

From New Westminster.....	\$30.00	From Tacoma	\$30.00
" Vancouver, B.C.....	30.00	" Seattle.....	30.00
" Victoria, B.C.....	30.00	" Portland, Ore.....	35.00
Canadian Pacific Ry.....		to Banff Hot Springs.....	14
Canadian Pacific Ry.....		Starting Point.....	11

The route from Victoria, Tacoma and Seattle is via the Canadian Pacific Navigation Company to Vancouver (17), thence as above. From Portland via the Northern Pacific to Tacoma (113), Canadian Pacific Navigation Company to Vancouver (17), thence as above; returning same route.

Banff Hot Springs, Alba., and Return

R W

ROUTE R 210

Rates as follows:

From New Westminster	\$45.00	From Tacoma	\$45.00
" Vancouver, B.C.....	45.00	" Seattle.....	45.00
" Victoria, B.C.....	45.00	" Portland, Ore.....	45.00
Canadian Pacific Ry.....		to Banff Hot Springs.....	14
Canadian Pacific Ry.....		Revelstoke, B.C.....	14
Columbia & Kootenay Steam Nav. Co.....		" Little Dalles.....	215
Spokane Falls & Northern Ry.....		" Spokane Falls.....	217
Northern Pacific Rd.....		" Portland.....	218
Northern Pacific Rd.....		" Tacoma.....	113
Steamer.....		" Victoria.....	220 or 221
Canadian Pacific Nav. Co. (Ltd.).....		" Vancouver.....	17

(Time Limit, 60 days.)

Chicago, Ill., and Return

ROUTE R 211

Rates as follows:

From Boston	\$37.00	From Ottawa	\$31.00
" St. John, N.B.....	45.00	" Prescott	30.70
" Quebec.....	38.00	" Brockville.....	30.00
" Montreal.....	33.00	" Toronto.....	22.40
		From London	\$16 75

Canadian Pacific Ry.....	to Detroit.....	14
Wabash Rd.....	" Chicago.....	199

Return same route.

R

Chicago, Ill., and Return

ROUTE R 212

Rates as follows:

From Boston	\$54.75	From Brockville.....	\$42.40
" St. John, N.B.....	62.75	" Toronto.....	33.00
" Quebec.....	53.00	" London.....	33.00
" Montreal.....	48.00	" St. Thomas.....	33.00
" Ottawa.....	44.70	" Niagara Falls.....	35.25
" Prescott.....	43.00	" Detroit.....	33.00

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific Steamship Line.....	" Sault Ste. Marie.....	18
Lake Mich. & Lake Superior Trans. Co.....	" Chicago.....	43

Return same route.

R

Chicago, Ill., and Return

R W

ROUTE R 213

Rates as follows:

From Boston	\$50.15	From Brockville.....	\$37.80
" St. John, N.B.....	58.15	" Toronto.....	28.40
" Quebec.....	48.40	" London.....	28.40
" Montreal.....	43.40	" St. Thomas.....	28.40
" Ottawa.....	40.10	" Niagara Falls.....	30.65
" Prescott.....	38.40	" Detroit.....	28.40

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific Steamship Line.....	" Sault Ste. Marie.....	18
Lake Mich. & Lake Superior Trans. Co.....	" Chicago.....	43
Wabash Rd.....	" Detroit.....	199
Canadian Pacific Ry.....	" Starting Point.....	14

† Meals and Berths included.

‡ This portion of tour can be varied to read Union Pacific System 219.

§ This rate will also apply from Banff Hot Springs and from Spokane Falls, Wash., for the round tour.

Chicago, Ill., and Return

R W

ROUTE R 214

Rates as follows:

From Boston	\$48.95	From Ottawa	\$41.15
" St. John, N.B.	56.95	" Prescott	39.45
" Quebec	49.45	" Brockville	38.85
" Montreal	44.45	" Toronto	29.45
Canadian Pacific Ry.		to Detroit	14
Detroit & Cleveland Steam Navigation Co.		" Mackinaw City	28
†Lake Mich. & Lake Superior Trans. Co.		" Chicago	42
Wabash Rd.		" Detroit	199
†Lake Superior Transit Co.		" Buffalo	45
New York Central & H. R. Rd.		" Lewiston	60
Niagara Navigation Co.		" Toronto	62
Canadian Pacific Ry.		" Starting Point	14

Chicago, Ill., and Return

R W

ROUTE R 215

Rates as follows:

From Boston	\$55.35	From Prescott	\$43.60
" St. John, N. B.	63.35	" Brockville	43.00
" Quebec	53.60	" Toronto	33.60
" Montreal	48.60	" London	33.60
" Ottawa	45.30	" St. Thomas	33.60
Canadian Pacific Ry.		to Owen Sound	14
†Canadian Pacific Steamship Line		" Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry.		" Gladstone	175
Gladstone Transfer Co.		" Wharf	190
†Goodrich Transportation Co.		" Chicago	180
Wabash Rd.		" Detroit	199
Canadian Pacific Ry.		" Starting Point	14

Chicago, Ill., and Return

R W

ROUTE R 216

Rates as follows:

From Boston	\$65.15	From Brockville	\$52.80
" St. John, N.B.	73.15	" Toronto	43.40
" Quebec	63.40	" London	43.40
" Montreal	58.40	" St. Thomas	43.40
" Ottawa	55.10	" Niagara Falls	45.65
" Prescott	53.40	" Detroit	43.40
Canadian Pacific Ry.		to Sault Ste. Marie	14
Minneapolis, St. Paul & S. S. Marie Ry.		" Pembine	175
Milwaukee & Northern Rd.		" Milwaukee	176
Chicago, Milwaukee & St. Paul Ry.		" Chicago	177
†Lake Michigan & Lake Superior Trans. Co.		" Sault Ste. Marie	43
†Canadian Pacific Steamship Line		" Owen Sound	18
Canadian Pacific Ry.		" Starting Point	14

Chicago, Ill., and Return

R W

ROUTE R 217

Rates as follows:

From Boston	\$57.55	From Prescott	\$45.80
" St. John, N.B.	65.55	" Brockville	45.20
" Quebec	55.80	" Toronto	35.80
" Montreal	50.80	" London	35.80
" Ottawa	47.50	" St. Thomas	35.80
		From Detroit	\$35.80
Canadian Pacific Ry.		to Owen Sound	14
†Canadian Pacific Steamship Line		" Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry.		" Pembine	175
Milwaukee & Northern Rd.		" Milwaukee	176
Chicago, Milwaukee & St. Paul Ry.		" Chicago	177
Wabash Rd.		" Detroit	199
Canadian Pacific Ry.		" Starting Point	14

Chicago, Ill., and Return

R W

ROUTE R 218

Rates as follows:

From Winnipeg	\$52.50	From Port Arthur	\$52.50
		From Victoria and Vancouver	\$108.00
Canadian Pacific Ry.		to Port Arthur	15
†Canadian Pacific Steamship Line		" Sault Ste. Marie	133
Lake Mich. & Lake Superior Trans. Co.		" Chicago	179
Choice of six railroads		" St. Paul	"
Great Northern Ry.		" Gretna	95
Canadian Pacific Ry.		" Starting Point	188

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

Columbia Lakes, B.O., and Return

ROUTE R 219 Rates as follows:

From Quebec, Montreal, Ottawa, Prescott and Brockville	\$104.60
" Toronto, London, St. Thomas, Niagara Falls and Detroit	99.60
Canadian Pacific Ry. to Owen Sound	14
†Canadian Pacific Steamship Line Port Arthur	18
Canadian Pacific Ry. Golden	15
Steamer Duchess Columbia Lakes	102
Return same route.	R

Duluth, Minn., and Return

ROUTE R 220 Rates as follows:

From Boston	\$53.75	From Brockville	\$41.40
" St. John, N.B.	61.75	" Toronto	32.00
" Quebec	32.00	" London	32.00
" Montreal	47.00	" St. Thomas	32.00
" Ottawa	43.70	" Niagara Falls	34.25
" Prescott	42.00	" Detroit	32.00
Canadian Pacific Ry. to Owen Sound	14		
†Canadian Pacific Steamship Line Sault Ste. Marie	18		
†Lake Superior Transit Co. Duluth	46		
Return same route.	R		

Duluth, Minn., and Return

ROUTE R 221 Rates as follows:

From Boston	\$63.00	From Prescott	\$53.50
" St. John, N.B.	71.00	" Brockville	52.90
" Quebec	63.50	" Toronto	43.50
" Montreal	58.50	" London	45.80
" Ottawa	55.20	" St. Thomas	45.90
Canadian Pacific Ry. to Owen Sound	14		
†Canadian Pacific Steamship Line Sault Ste. Marie	18		
†Lake Superior Transit Co. Duluth	46		
†Lake Superior Transit Co. Buffalo	44		
New York Central & H. R. Rd. Lewiston	60		
Niagara Navigation Co. Toronto	62		
Canadian Pacific Ry. Starting Point	14		

Duluth, Minn., and Return

ROUTE R 222 Rates as follows:

From Boston	\$59.75	From Brockville	\$47.40
" St. John, N.B.	67.75	" Toronto	38.00
" Quebec	58.00	" London	38.00
" Montreal	53.00	" St. Thomas	38.00
" Ottawa	49.70	" Niagara Falls	40.25
" Prescott	48.00	" Detroit	38.00
Canadian Pacific Ry. to Owen Sound	14		
Canadian Pacific Steamship Line Sault Ste. Marie	18		
Lake Sup. Trans. Co. or L.M. & L.S. Trans. Co. Duluth	46 or 179		
Duluth, South Shore & Atlantic Ry. Sault Ste. Marie	115		
†Canadian Pacific Ry. Starting Point	14		

Duluth, Minn., and Return

ROUTE R 223 Rates as follows:

From Boston	\$57.75	From Brockville	\$45.40
" St. John, N.B.	65.75	" Toronto	36.00
" Quebec	56.00	" London	36.00
" Montreal	51.00	" St. Thomas	36.00
" Ottawa	47.70	" Niagara Falls	38.25
" Prescott	46.00	" Detroit	36.00
Canadian Pacific Ry. to Sault Ste. Marie	14		
Duluth, South Shore & Atlantic Ry. Duluth	115		
Return same route.	R		

Duluth, Minn., and Return

ROUTE R 224 Rates as follows:

From Boston	\$55.75	From Brockville	\$43.40
" St. John, N.B.	63.75	" Toronto	34.00
" Quebec	54.00	" London	34.00
" Montreal	49.00	" St. Thomas	34.00
" Ottawa	45.70	" Niagara Falls	36.25
" Prescott	44.00	" Detroit	34.00
Canadian Pacific Ry. to Owen Sound	14		
†Canadian Pacific Steamship Line Sault Ste. Marie	18		
Duluth, South Shore & Atlantic Ry. Duluth	115		
Return same route.	R		

† Meals and Berths included.

Harrison Hot Springs, B.C., and Return**ROUTE R 225**

Rates as follows :

From New Westminster	\$5.00	From Victoria	\$8.00
From Vancouver	‡\$2.50		\$5.00

Canadian Pacific Ry.	to Aggasiz	14
Canadian Pacific Ry.	Starting Point	14

The route from Victoria is via the Canadian Pacific Navigation Co. to Vancouver, thence as above; returning same route. Time limit, 30 days.

Mackinac Island, Mich., and Return**R W****ROUTE R 226**

Rates as follows :

From Winnipeg	\$48.00	From Port Arthur	\$48.00
From Victoria and Vancouver			\$103.50

Canadian Pacific Ry.	to Port Arthur	15
†Canadian Pacific Steamship Line	Sault Ste. Marie	133
Delta Transportation Co.	Mackinac Island	21
Mackinac Transportation Co.	St. Ignace	202
Duluth, South Shore & Atlantic Ry.	Duluth	206
Great Northern Ry.	St. Paul	201
Great Northern Ry.	Gretna	95
Canadian Pacific Ry.	Starting Point	186

Mackinac Island, Mich., and Return**ROUTE R 227**

Rates as follows :

From Boston	\$43.35	From Prescott	\$31.60
“ St. John, N.B.	51.35	“ Brockville	31.00
“ Quebec	41.60	“ Toronto	21.60
“ Montreal	36.60	“ London	17.00
“ Ottawa	33.30	“ Niagara Falls	23.85

Canadian Pacific Ry.	to Detroit	14
Michigan Central Rd.	Mackinaw City	200
Mackinac Transportation Co.	Mackinac Island	47
	Return same route.	R

Mackinac Island, Mich., and Return**ROUTE R 228**

Rates as follows :

From Boston	\$32.75	From Prescott	\$21.00
“ St. John, N.B.	40.75	“ Brockville	20.40
“ Quebec	31.00	“ Toronto	11.00
“ Montreal	26.00	“ London	11.00
“ Ottawa	22.70	“ Niagara Falls	13.25

Canadian Pacific Ry.	to Detroit	14
Detroit & Cleveland Steam Nav. Co.	Mackinac Island	23
	Return same route.	R

During July and August only.

Mackinac Island, Mich., and Return**ROUTE R 229**

Rates as follows :

From Boston	\$39.75	From Prescott	\$28.00
“ St. John, N.B.	47.75	“ Brockville	27.40
“ Quebec	38.00	“ Toronto	18.00
“ Montreal	33.00	“ London	18.00
“ Ottawa	29.70	“ St. Thomas	18.00
	From Niagara Falls		\$20.25

Canadian Pacific Ry.	to Owen Sound	14
†Canadian Pacific Steamship Line	Mackinac Island, via Ste Marie	12
†Canadian Pacific Steamship Line	Owen Sound direct	13
Canadian Pacific Ry.	Starting Point	14

On steamers leaving Owen Sound for Mackinac Island as advertised, in July and August via channel north of Manitoulin Island only.

Mackinac Island, Mich., and Return**R W****ROUTE R 230**

Rates as follows :

From Boston	\$40.75	From Brockville	\$28.40
“ St. John, N.B.	48.75	“ Toronto	19.00
“ Quebec	39.00	“ London	19.00
“ Montreal	34.00	“ St. Thomas	19.00
“ Ottawa	30.70	“ Niagara Falls	21.25
“ Prescott	20.00	“ Detroit	19.00

Canadian Pacific Ry.	to Owen Sound	14
Canadian Pacific Steamship Line	Sault Ste. Marie	13
Delta Transportation Co.	Mackinac Island	21
Detroit & Cleveland Steam Nav. Co.	Detroit	23
Canadian Pacific Ry.	Starting Point	14

‡ Good going Friday or Saturday and to return till Monday or Tuesday following.

† Meals and Berths included.

Mackinac Island, Mich., and Return

ROUTE R 231

Rates as follows:

From Boston	\$41.75	From Brockville.....	\$29.40
" St. John, N.B.	49.75	" Toronto	20.00
" Quebec.....	40.00	" London	20.00
" Montreal.....	35.00	" St. Thomas	20.00
" Ottawa.....	31.70	" Niagara Falls	22.25
" Prescott	30.00	" Detroit.....	20.00
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	" Sault Ste. Marie		18
Delta Transportation Co.....	" Mackinac Island		21
	Return same route.		R

Mackinac Island, Mich., and Return

E W

ROUTE R 232

Rates as follows:

From Boston	\$43.60	From Prescott	\$31.85
" St. John, N.B.	51.60	" Brockville	31.25
" Quebec.....	41.85	" Toronto	21.85
" Montreal.....	36.85	" London	21.85
" Ottawa.....	33.55	" Niagara Falls	24.00
	From Detroit.....		\$21.85
Canadian Pacific Ry.....	to Detroit		14
Michigan Central Rd.....	" Mackinaw City		200
Mackinac Transportation Co.....	" Mackinac Island		47
Delta Transportation Co.....	" Sault Ste. Marie		21
†Canadian Pacific Steamship Line.....	" Owen Sound.....		18
Canadian Pacific Ry.....	" Starting Point.....		14

Mackinac Island, Mich., and Return

E W

ROUTE R 233

Rates as follows:

From Boston	\$40.60	From Prescott	\$28.85
" St. John, N.B.	48.60	" Brockville	28.25
" Quebec.....	38.85	" Toronto	18.85
" Montreal.....	33.85	" Niagara Falls	21.10
" Ottawa.....	30.55	" London	14.25
Canadian Pacific Ry.....	to Detroit		14
Detroit & Cleveland Steam Nav. Co.....	" Mackinac Island		28
Mackinac Transportation Co.....	" Mackinaw City.....		47
Michigan Central Rd.....	" Detroit.....		200
Canadian Pacific Ry.....	" Starting Point.....		14

Marquette, Mich., and Return

E W

ROUTE R 234

Rates as follows:

From Boston	\$50.75	From Prescott	\$39.00
" St. John, N.B.	58.75	" Brockville	38.40
" Quebec.....	49.00	" Toronto	29.00
" Montreal.....	44.00	" London	29.00
" Ottawa.....	40.70	" Niagara Falls	31.25
	From Detroit.....		\$29.00
Canadian Pacific Ry.....	to Detroit.....		14
†Lake Superior Transit Co.....	" Marquette.....		45
†Lake Superior Transit Co.....	" Sault Ste. Marie.....		46
†Canadian Pacific Steamship Line.....	" Owen Sound.....		18
Canadian Pacific Ry.....	" Starting Point.....		14

Marquette, Mich., and Return

E W

ROUTE R 235

Rates as follows:

From Boston	\$52.10	From Prescott	\$40.35
" St. John, N.B.	60.10	" Brockville	39.75
" Quebec.....	50.35	" Toronto	30.35
" Montreal.....	45.35	" London	30.35
" Ottawa.....	41.05	" Niagara Falls	32.00
	From Detroit.....		\$30.35
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	" Sault Ste. Marie		18
†Lake Sup. Trans. Co. or L. M. & L. S. T. Co.....	" Marquette		46 or 179
Duluth, South Shore & Atlantic Ry.....	" St. Ignace		29
Mackinac Transportation Co.....	" Mackinaw City		48
Michigan Central Rd.....	" Detroit.....		200
Canadian Pacific Ry.....	" Starting Point.....		14

† Meals and Berths included.

Marquette, Mich., and Return**ROUTE R 236**

Rates as follows

From Boston	\$46.75	From Brockville.....	\$34.40
" St. John, N.B.	51.75	" Toronto	25.00
" Quebec	45.00	" London	25.00
" Montreal	40.00	" St. Thomas	25.00
" Ottawa	36.70	" Niagara Falls	27.25
" Prescott	35.00	" Detroit	25.00
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific Steamship Line	" Sault Ste. Marie.....	18	
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co. "	Marquette	46 or 179	R
	Return same route.		R

Marquette, Mich., and Return**R W****ROUTE R 237**

Rates as follows :

From Boston	\$48.25	From Brockville.....	\$35.90
" St. John, N.B.	56.25	" Toronto	26.50
" Quebec	46.50	" London	26.50
" Montreal	41.50	" St. Thomas	26.50
" Ottawa	38.20	" Niagara Falls	28.75
" Prescott	36.50	" Detroit	26.50
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18	
Duluth, South Shore & Atlantic Ry.....	" Marquette	115	
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co. "	Sault Ste. Marie.....	46 or 179	
†Canadian Pacific Steamship Line.....	" Owen Sound.....	18	
Canadian Pacific Ry.....	Starting Point.....	14	

Marquette, Mich., and Return**ROUTE R 238**

Rates as follows :

From Boston	\$46.75	From Brockville.....	\$34.40
" St. John, N.B.	51.75	" Toronto	25.00
" Quebec	45.00	" London	25.00
" Montreal	40.00	" St. Thomas	25.00
" Ottawa	36.70	" Niagara Falls	27.25
" Prescott	35.00	" Detroit	25.00
Canadian Pacific Ry.....	to Sault Ste. Marie.....	14	
Duluth, South Shore & Atlantic Ry.....	" Marquette	115	
	Return same route.		R

Milwaukee, Wis., and Return**R W****ROUTE R 239**

Rates as follows :

From Boston	\$60.60	From Brockville	\$48.25
" St. John, N. B.	68.60	" Toronto	38.85
" Quebec	58.85	" London	38.85
" Montreal	53.85	" St. Thomas	38.85
" Ottawa	50.55	" Niagara Falls	41.10
" Prescott	48.85	" Detroit.....	38.85
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18	
Minneapolis, St. Paul & S. S. Marie Ry	" Pembine.....	175	
Milwaukee & Northern Rd.....	" Milwaukee	176	
†Lake Mich. & Lake Superior Trans. Co.....	" Sault Ste. Marie	179	
†Canadian Pacific Steamship Line.....	" Owen Sound.....	18	
Canadian Pacific Ry.....	Starting Point.....	14	

Nepigon, Ont., and Return**R W****ROUTE R 210**

Rates as follows :

From Boston	\$51.75	From Brockville	\$39.40
" St. John, N.B.	59.75	" Toronto	30.00
" Quebec	50.00	" London	30.00
" Montreal	45.00	" St. Thomas	30.00
" Ottawa	41.70	" Niagara Falls	32.25
" Prescott	40.00	" Detroit	30.00
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific Steamship Line	" Port Arthur.....	18	
Canadian Pacific Ry.....	" Nepigon.....	14	
Canadian Pacific Ry.....	Starting Point.....	14	

Nepigon, Ont., and Return**ROUTE R 211** Rates same as for Route R 210, and from Sault Ste. Marie \$15.00

Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific Steamship Line.....	" Port Arthur.....	18	
Canadian Pacific Ry.....	" Nepigon.....	14	

Return same route.

R

† Meals and Berths included.

Port Arthur, Ont., and Return

ROUTE R 242 Rates same as for Route R 240, and from Sault Ste. Marie \$15.00
 Canadian Pacific Ry. to Owen Sound. 14
 †Canadian Pacific Steamship Line. Port Arthur. 18
 Return same route. R

Port Arthur, Ont., and Return R W

ROUTE R 243 Rates as follows:
 From Boston \$57.75 From Brockville \$45.40
 " St. John, N.B. 65.75 " Toronto 36.00
 " Quebec. 56.00 " London 36.00
 " Montreal 51.00 " St. Thomas 36.00
 " Ottawa 47.70 " Niagara Falls 38.25
 " Prescott 46.00 " Detroit 36.00
 Canadian Pacific Ry. to Owen Sound. 14
 †Canadian Pacific Steamship Line. " Port Arthur. 18
 †Canadian Pacific Steamship Line. " Sault Ste. Marie. 133
 †Lake Superior Transit Co. " Detroit. 46
 Canadian Pacific Ry. " Starting Point. 14

Port Arthur, Ont., and Return R W

ROUTE R 244 Rates as follows:
 From Boston \$51.75 From Brockville \$39.40
 " St. John, N.B. 59.75 " Toronto 30.00
 " Quebec. 50.00 " London 30.00
 " Montreal 45.00 " St. Thomas 30.00
 " Ottawa 41.70 " Niagara Falls 32.25
 " Prescott 40.00 " Detroit 30.00
 Canadian Pacific Ry. to Owen Sound. 14
 †Canadian Pacific Steamship Line. " Port Arthur. 18
 Canadian Pacific Ry. " Starting Point. 14

Portland, Ore., and Return

ROUTE R 245 Rates as follows:
 From Boston \$137.00 From Toronto \$110.00
 " St. John, N.B. 143.35 " London 110.00
 " Quebec. 128.35 " St. Thomas 110.00
 " Montreal 123.35 " Niagara Falls 110.00
 " Ottawa 117.90 " Detroit 110.00
 " Prescott 117.90 " Sault Ste. Marie. 95.00
 " Brockville 117.20 " Port Arthur. 80.00
 From Winnipeg \$80.00
 Canadian Pacific Ry. to Port Arthur. 14
 Canadian Pacific Ry. " Vancouver 15
 Canadian Pacific Nav. Co. " Tacoma 17
 Northern Pacific Rd. " Portland. 113
 Return same route. R

St. Paul, Minn., and Return

ROUTE R 246 Rates as follows:
 From Boston \$60.75 From Brockville \$48.40
 " St. John, N.B. 68.75 " Toronto 39.00
 " Quebec. 59.00 " London 39.00
 " Montreal 54.00 " St. Thomas 39.00
 " Ottawa 50.70 " Niagara Falls 41.25
 " Prescott 49.00 " Detroit 39.00
 Canadian Pacific Ry. to Owen Sound. 14
 †Canadian Pacific Steamship Line. " Sault Ste. Marie. 18
 †Lake Sup. Trans. Co. or L. M. & L. S. T. Co. " Duluth 46 or 179
 St. Paul & Duluth Rd. " St. Paul 94
 Return same route. R

St. Paul, Minn., and Return R W

ROUTE R 247 Rates as follows:
 From Boston \$61.70 From Prescott \$49.95
 " St. John, N.B. 69.70 " Brockville 49.35
 " Quebec. 59.95 " Toronto 39.95
 " Montreal 54.95 " London 39.95
 " Ottawa 51.65 " St. Thomas 39.95
 From Detroit \$39.95
 Canadian Pacific Ry. to Owen Sound. 14
 †Canadian Pacific Steamship Line. " Sault Ste. Marie. 18
 †Lake Sup. Trans. Co. or L. M. & L. S. T. Co. " Duluth 46 or 179
 St. Paul & Duluth Rd. " St. Paul 94
 Choice of six railways. " Chicago 190
 Wabash Rd. " Detroit 190
 Canadian Pacific Ry. " Starting Point. 14
 Same rate will apply via St. Paul and Sault Ste. Marie, going or returning.
 *1 or 22 or 23 or 24, 25, 26 or 107 or 112.
 † Meals and Berths included.

St. Paul, Minn., and Return

ROUTE R 248		Rates as follows:	
From Boston	\$55.00	From Brockville	\$45.40
" St. John, N.B.	63.00	" Toronto	36.00
" Quebec	56.00	" London	36.00
" Montreal	51.00	" St. Thomas	36.00
" Ottawa	47.70	" Niagara Falls	38.25
" Prescott	46.00	" Detroit	36.00
Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific Steamship Line	" Sault Ste. Marie		18
Minneapolis, St. Paul & S. S. Marie Ry.	" St. Paul		175
	Return same route.		R

St. Paul, Minn., and Return

R W

ROUTE R 249		Rates same as for Route R 248	
Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific Steamship Line	" Sault Ste. Marie		18
Duluth, South Shore & Atlantic Ry.	" Duluth		115
Great Northern Ry.	" St. Paul		201
Minneapolis, St. Paul & S. S. Marie Ry.	" Sault Ste. Marie		175
†Canadian Pacific Steamship Line	" Owen Sound		18
Canadian Pacific Ry.	" Starting Point		14

St. Paul, Minn., and Return

ROUTE R 250		Rates same as for Route R 248	
Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific Steamship Line	" Sault Ste. Marie		18
Duluth, South Shore & Atlantic Ry.	" Duluth		115
Great Northern Ry.	" St. Paul		201
	Return same route.		R

St. Paul, Minn., and Return

ROUTE R 251		Rates as follows:	
From Boston	\$57.00	From Brockville	\$47.40
" St. John, N.B.	65.00	" Toronto	38.00
" Quebec	58.00	" London	38.00
" Montreal	53.00	" St. Thomas	38.00
" Ottawa	49.70	" Niagara Falls	40.25
" Prescott	48.00	" Detroit	38.00
Canadian Pacific Ry.	to Sault Ste. Marie		11
Minneapolis, St. Paul & S. S. Marie Ry.	" St. Paul		175
	Return same route.		R

St. Paul, Minn., and Return

ROUTE R 252		Rates same as for Route R 250	
Canadian Pacific Ry.	to Sault Ste. Marie		14
Duluth, South Shore & Atlantic Ry.	" Duluth		115
Great Northern Ry.	" St. Paul		201
	Return same route.		

St. Paul, Minn., and Return

ROUTE R 253		Rates as follows:	
From Boston	\$57.00	From Ottawa	\$51.00
" St. John	65.00	" Prescott	48.00
" Quebec	58.00	" Brockville	48.00
" Montreal	53.00	" Toronto	42.40
	London		\$36.75
Canadian Pacific Ry.	to Detroit		14
Wabash Ry.	" Chicago		199
Choice of six railways	" St. Paul		*
	Return same route.		

San Francisco, Cal., and Return

R W

ROUTE R 254		Rates as follows:	
From Boston	\$152.00	From Toronto	\$125.00
" St. John, N.B.	158.35	" London	125.00
" Quebec	143.35	" St. Thomas	125.00
" Montreal	138.35	" Niagara Falls	125.00
" Ottawa	132.90	" Detroit	125.00
" Prescott	132.90	" Sault Ste. Marie	110.00
" Brockville	132.20	" Port Arthur	95.00
	From Winnipeg		\$95.00
Canadian Pacific Ry.	to Port Arthur		14
Canadian Pacific Ry.	" Vancouver		15
Canadian Pacific Nav. Co.	" Victoria		17
†Pacific Coast Steamship Co.	" San Francisco		68
†Pacific Coast Steamship Co.	" Victoria		68
Canadian Pacific Nav. Co.	" Vancouver		17
Canadian Pacific Ry.	" Port Arthur		15
†Canadian Pacific Steamship Line	" Owen Sound		18
Canadian Pacific Ry.	" Starting Point		14

*1 or 22 or 23 or 24, 25, 26, or 107 or 112.

† Meals and Berths included.

San Francisco, Cal., and Return

E W

ROUTE R 255

Rates same as for Route R 254

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Nav. Co.....	" Tacoma.....	17
Northern Pacific Rd.....	" Portland.....	113
Southern Pacific Co. (Pac. System).....	" San Francisco.....	188
Southern Pacific Co. (Pac. System).....	" Portland.....	189
Northern Pacific Rd.....	" Tacoma.....	113
Canadian Pacific Nav. Co.....	" Vancouver.....	17
Canadian Pacific Ry.....	" Port Arthur.....	15
Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	14

San Francisco, Cal., and Return

ROUTE R 256

Rates same as for Route R 254

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Nav. Co.....	" Victoria.....	17
Pacific Coast Steamship Co.....	" San Francisco.....	68

Return same route. R

San Francisco, Cal., and Return

ROUTE R 257

Rates same as for Route R 254

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Nav. Co.....	" Tacoma.....	17
Northern Pacific Rd.....	" Portland.....	113
Southern Pacific Co.....	" San Francisco.....	188-189

Return same route. R

San Francisco, Cal., and Return

ROUTE R 258

Rates as follows:

From Boston.....	\$152.00	From Brockville.....	\$139.30
" St. John, N.B.....	160.00	" Toronto.....	131.30
" Quebec.....	150.45	" London.....	121.30
" Montreal.....	115.45	" St. Thomas.....	13.30
" Ottawa.....	140.00	" Niagara Falls.....	151.30
" Prescott.....	140.00	" Detroit.....	131.30

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific Steamship Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Nav. Co.....	" Tacoma.....	17
Northern Pacific Rd.....	" Portland.....	113
Southern Pacific Co. (Pac. System).....	" San Francisco.....	188
Southern Pacific Co. (Pac. System).....	" Portland.....	189
Northern Pacific Rd.....	" Tacoma.....	113
Canadian Pacific Nav. Co.....	" Vancouver.....	17
Canadian Pacific Ry.....	" Grefna.....	186
Great Northern Ry.....	" St. Paul.....	95
Choice of six railways.....	" Chicago.....	*
Wabash Rd.....	" Detroit.....	199
Canadian Pacific Ry.....	" Starting Point.....	14

Rates quoted for this route will apply, if application is made at time of purchase, by the direct United States Routes on return journey from San Francisco through St. Paul, Omaha, Kansas City, St. Louis or St. Paul and Sault Ste. Marie.

Sault Ste. Marie, Mich., and Return

E W

ROUTE R 259

Rates as follows:

From Boston.....	\$42.75	From Brockville.....	\$30.40
" St. John, N.B.....	50.75	" Toronto.....	21.00
" Quebec.....	41.00	" London.....	21.00
" Montreal.....	36.00	" St. Thomas.....	21.00
" Ottawa.....	32.70	" Detroit.....	21.00
" Prescott.....	31.00	" Niagara Falls.....	23.25

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific Steamship Line.....	" Sault Ste. Marie.....	18
Lake Superior Transit Co.....	" Detroit.....	46
Canadian Pacific Ry.....	" Starting Point.....	14

* 1 or 22 or 23 or 24, 25, 26, 107 or 112.

† Meals and Berths included.

\$45.40
36.00
36.00
36.00
38.25
36.00
14
18
175
R

E W
14
18
115
201
175
18
14

14
18
115
201
R

\$47.40
38.00
38.00
38.00
40.25
38.00
11
175
R

14
115
201

\$51.00
48.60
48.00
42.40

14
199

E W

125.00
125.00
125.00
125.00
125.00
110.00
95.00

14
15
17
68
68
17
15
13
14

Sault Ste. Marie, Mich., and Return

ROUTE R 260		Rates as follows:	
From Boston	\$37.75	From Brockville	\$25.40
“ St. John, N.B.	45.75	“ Toronto	16.00
“ Quebec	36.00	“ London	16.00
“ Montreal	31.00	“ St. Thomas	16.00
“ Ottawa	27.70	“ Niagara Falls	18.25
“ Prescott	26.00	“ Owen Sound	12.00
Canadian Pacific Ry		to Owen Sound	14
† Canadian Pacific Steamship Line		“ Sault Ste. Marie	18
		Return same route.	R

Sault Ste. Marie, Mich., and Return

ROUTE R 261		Rates as follows:	
From Winnipeg	\$45.50	From Port Arthur	\$45.50
From Victoria and Vancouver			\$101.00
Canadian Pacific Ry		to Gretna	186
Great Northern Ry		“ St. Paul	95
Minneapolis, St. Paul & S. S. Marie Ry		“ Sault Ste. Marie	175
† Canadian Pacific Steamship Line		“ Port Arthur	133
Canadian Pacific Ry		“ Starting Point	15

Sault Ste. Marie, Mich., and Return

ROUTE R 262		Rates as follows:	
From Boston	\$39.75	From Brockville	\$27.40
“ St. John, N.B.	47.75	“ Toronto	18.00
“ Quebec	38.00	“ London	18.00
“ Montreal	33.00	“ St. Thomas	18.00
“ Ottawa	29.70	“ Niagara Falls	20.25
“ Prescott	28.00	“ Owen Sound	18.00
Canadian Pacific Ry		to Owen Sound	14
† Canadian Pacific Steamship Line		“ Sault Ste. Marie	18
Canadian Pacific Ry		“ Starting Point	14

Sault Ste. Marie, Mich., and Return

ROUTE R 263		Rates as follows:	
From Boston	\$43.00	From Prescott	\$33.50
“ St. John, N.B.	51.00	“ Brockville	32.90
“ Quebec	43.50	“ Toronto	23.50
“ Montreal	38.50	“ London	23.50
“ Ottawa	35.20	“ St. Thomas	23.50
		From Niagara Falls	\$23.50
Canadian Pacific Ry		to Owen Sound	14
† Canadian Pacific Steamship Line		“ Sault Ste. Marie	18
† Lake Superior Transit Co.		“ Buffalo	46
† Michigan Central Rd.		“ Niagara	51
Niagara Navigation Co.		“ Toronto	63
Canadian Pacific Ry		“ Starting Point	14

Sault Ste. Marie, Mich., and Return

ROUTE R 264		Rates as follows:	
From Boston	\$44.45	From Prescott	\$32.70
“ St. John, N.B.	52.45	“ Brockville	32.10
“ Quebec	42.70	“ Toronto	22.70
“ Montreal	37.70	“ London	22.70
“ Ottawa	31.40	“ Detroit	22.70
		From Niagara Falls	\$24.95
Canadian Pacific Ry		to Owen Sound	14
† Canadian Pacific Steamship Line		“ Sault Ste. Marie	18
Duluth, South Shore & Atlantic Ry		“ St. Ignace	115
Maekinnac Transportation Co.		“ Mackinaw City	48
Michigan Central Rd.		“ Detroit	200
Canadian Pacific Ry		“ Starting Point	14

Spokane Falls, Wash., and Return

ROUTE R 265		Rates as follows:	
From Boston	\$127.00	From Toronto	\$100.00
“ St. John, N.B.	131.35	“ London	100.00
“ Quebec	118.35	“ St. Thomas	100.00
“ Montreal	113.35	“ Niagara Falls	100.00
“ Ottawa	107.90	“ Detroit	100.00
“ Prescott	107.90	“ Port Arthur	70.00
“ Brockville	107.20	“ Winnipeg	70.00
Canadian Pacific Ry		to Port Arthur	14
Canadian Pacific Ry		“ Revelstoke	14
Columbia & Kootenay Steam Nav. Co.		“ Little Dalles	215
Spokane Falls & Northern Ry		“ Spokane Falls	217
		Return same route.	R

† Meals and Berths included.

Spokane Falls, Wash., and Return

R W

ROUTE R 266 Rates same as for Route R 265

Canadian Pacific Ry.	to Port Arthur	14
Canadian Pacific Ry.	" Revelstoke	14
Columbia & Kootenay Steam Nav. Co.	" Little Dalles	215
Spokane Falls & Northern Ry.	" Spokane Falls	217
Union Pacific System	" Silver Bow	219
Montana Union Ry.	" Butte	222
Great Northern Ry.	" Gretna	223
Canadian Pacific Ry.	" Port Arthur	188
Canadian Pacific Ry.	" Starting Point	14

Spokane Falls, Wash., and Return

R W

ROUTE R 267 Rates as follows:

From Boston	\$127.00	From Brockville	\$107.20
" St. John, N.B.	131.35	" Toronto	100.00
" Quebec	118.35	" London	100.00
" Montreal	113.35	" Niagara Falls	100.00
" Ottawa	107.90	" Sault Ste. Marie	90.00
" Prescott	107.90	" St. Paul	70.00
From Minneapolis	\$70.00		

Canadian Pacific Ry.	to Sault Ste. Marie	14
Minneapolis, St. Paul & S. S. Marie Ry.	" St. Paul	175
Great Northern Ry.	" Gretna	95
Canadian Pacific Ry.	" Revelstoke	186
Columbia & Kootenay Steam Nav. Co.	" Little Dalles	215
Spokane Falls & Northern Ry.	" Spokane Falls	217
Union Pacific System	" Silver Bow	219
Montana Union Ry.	" Butte	222
Great Northern Ry.	" St. Paul	223
Minneapolis, St. Paul & S. S. Marie Ry.	" Sault Ste. Marie	175
Canadian Pacific Ry.	" Starting Point	14

Tacoma, W.T., and Return

Rates as follows:

ROUTE R 268

From Boston	\$137.00	From Toronto	\$110.00
" St. John, N.B.	143.35	" London	110.00
" Quebec	128.35	" St. Thomas	110.00
" Montreal	123.35	" Niagara Falls	110.00
" Ottawa	117.90	" Detroit	110.00
" Prescott	117.90	" Sault Ste. Marie	95.00
" Brockville	117.20	" Port Arthur	80.00
From Winnipeg	\$80.00		

Canadian Pacific Ry.	to Port Arthur	14
Canadian Pacific Ry.	" Vancouver	15
Canadian Pacific Nav. Co.	" Tacoma	17

Return same route. R

Tacoma, W.T., and Return

R W

ROUTE R 269 Rates same as for Route R 268

Canadian Pacific Ry.	to Owen Sound	15
Canadian Pacific Steamship Line	" Port Arthur	14
Canadian Pacific Ry.	" Vancouver	18
Canadian Pacific Nav. Co.	" Tacoma	17
Canadian Pacific Nav. Co.	" Vancouver	17
Canadian Pacific Ry.	" Port Arthur	15
Canadian Pacific Ry.	" Starting Point	14

Vancouver, B.C., and Return

R W

ROUTE R 270 Rates as follows:

From Boston	\$137.00	From Toronto	\$110.00
" St. John, N.B.	143.35	" London	110.00
" Quebec	128.35	" St. Thomas	110.00
" Montreal	123.35	" Niagara Falls	110.00
" Ottawa	117.90	" Detroit	110.00
" Prescott	117.90	" Sault Ste. Marie	95.00
" Brockville	117.20	" Port Arthur	80.00
From Winnipeg	\$80.00		

Canadian Pacific Ry.	to Port Arthur	14
Canadian Pacific Ry.	" Vancouver	15
Canadian Pacific Ry.	" Port Arthur	15
Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry.	" Starting Point	14

Vancouver, B.C., and Return

Rates same as for Route R 270

ROUTE R 271

Canadian Pacific Ry.	to Port Arthur	14
Canadian Pacific Ry.	" Vancouver	15

Return same route. R

† Meals and Berths included.

Vancouver, B.C., and Return		Rates same as for Route R 270
Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15
Return same route.		R

Vancouver, B.C., and Return		Rates as follows:	
From Boston	\$137.00	From Brockville	\$124.30
" St. John, N.B.	145.00	" Toronto	116.30
" Quebec	135.45	" London	116.30
" Montreal	130.45	" St. Thomas	116.30
" Ottawa	125.00	" Niagara Falls	116.30
" Prescott	125.00	" Detroit	116.30
Canadian Pacific Ry	to Owen Sound	14	
†Canadian Pacific Steamship Line	" Port Arthur	18	
Canadian Pacific Ry	" Vancouver	15	
Canadian Pacific Ry	" Gretna	186	
Great Northern Ry	" St. Paul	95	
Choice of six railways	" Chicago	*	
Wabash Rd.	" Detroit	199	
Canadian Pacific Ry	" Starting Point	14	

Rates will apply returning via St. Paul and Sault Ste. Marie.

Vancouver, B.C., and Return		Rates same as for Route R 273
Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Ry	" Gretna	186
Great Northern Ry	" St. Paul	95
Choice of six railways	" Chicago	*
Wabash Rd.	" Detroit	199
Canadian Pacific Ry	" Starting Point	14

Victoria, B.C., and Return		Rates as follows:	
From Boston	\$137.90	From Toronto	\$110.00
" St. John, N.B.	143.35	" London	110.00
" Quebec	128.35	" St. Thomas	110.00
" Montreal	123.35	" Niagara Falls	110.00
" Ottawa	117.90	" Detroit	110.00
" Prescott	117.90	" Sault Ste. Marie	95.00
" Brockville	117.20	" Port Arthur	80.00
From Winnipeg		\$80.00	
Canadian Pacific Ry	to Port Arthur	14	
Canadian Pacific Ry	" Vancouver	15	
Canadian Pacific Nav. Co.	" Victoria	17	
Return same route.		R	

Victoria, B.C., and Return		R W
Route R 276		Rates same as for Route R 275
Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co.	" Victoria	17
Canadian Pacific Nav. Co.	" Vancouver	17
Canadian Pacific Ry	" Port Arthur	15
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

Victoria, B.C., and Return		R W
Route R 277		Rates same as for Route R 275
Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co.	" Victoria	17
Return same route.		R

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

Victoria, B.C., and Return

ROUTE R 278		Rates as follows :	
From Boston	\$137.00	From Brockville.....	\$124.30
“ St. John, N.B.	145.00	“ Toronto.....	116.30
“ Quebec	135.45	“ London.....	116.30
“ Montreal	130.45	“ St. Thomas.....	116.30
“ Ottawa.....	125.00	“ Niagara Falls.....	116.30
“ Prescott.....	125.00	“ Detroit.....	116.30
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	“ Port Arthur.....		18
Canadian Pacific Ry.....	“ Vancouver.....		15
Canadian Pacific Nav. Co.....	“ Victoria.....		17
Canadian Pacific Nav. Co.....	“ Vancouver.....		17
Canadian Pacific Ry.....	“ Gretna.....		186
Great Northern Ry.....	“ St. Paul.....		95
Choice of six railways.....	“ Chicago.....		95
Wabash Rd.....	“ Detroit.....		199
Canadian Pacific Ry.....	“ Starting Point.....		14

Rates will apply returning via St. Paul and Sault Ste. Marie.

Victoria, B.C., and Return

ROUTE R 279		Rates same as for Route R 278	
Canadian Pacific Ry.....	to Port Arthur.....		14
Canadian Pacific Ry.....	“ Vancouver.....		15
Canadian Pacific Nav. Co.....	“ Victoria.....		17
Canadian Pacific Nav. Co.....	“ Vancouver.....		17
Canadian Pacific Ry.....	“ Gretna.....		186
Great Northern Ry.....	“ St. Paul.....		95
Choice of six railways.....	“ Chicago.....		95
Wabash Rd.....	“ Detroit.....		199
Canadian Pacific Ry.....	“ Starting Point.....		14

Winnipeg, Man., and Return

ROUTE R 280		Rates as follows :	
From Boston	\$69.50	From Brockville.....	\$58.00
“ St. John, N.B.	77.50	“ Toronto.....	50.00
“ Quebec	65.00	“ London.....	50.00
“ Montreal	60.00	“ St. Thomas.....	50.00
“ Ottawa.....	58.70	“ Niagara Falls.....	50.00
“ Prescott.....	58.70	“ Detroit.....	50.00
	From Sault Ste. Marie.....		\$39.00
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	“ Port Arthur.....		18
Canadian Pacific Ry.....	“ Winnipeg.....		15

Return same route.
(Time Limit, 40 days.)

Winnipeg, Man., and Return E W

ROUTE R 281		Rates same as for Route 280	
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	“ Port Arthur.....		18
Canadian Pacific Ry.....	“ Winnipeg.....		15
Canadian Pacific Ry.....	“ Port Arthur.....		15
Canadian Pacific Ry.....	“ Starting Point.....		14

(Time Limit, 40 days.)

Winnipeg, Man., and Return

ROUTE R 282		Rates same as for Route R 280	
Canadian Pacific Ry.....	to Port Arthur.....		14
Canadian Pacific Ry.....	“ Winnipeg.....		15

Return same route.
(Time Limit, 40 days.)

Winnipeg, Man., and Return E W

ROUTE R 283		Rates as follows :	
From Boston	\$81.50	From Brockville.....	\$69.30
“ St. John, N.B.	89.50	“ Toronto.....	59.90
“ Quebec	79.90	“ London.....	59.90
“ Montreal	74.90	“ St. Thomas.....	59.90
“ Ottawa.....	71.60	“ Detroit.....	59.90
“ Prescott.....	69.90	“ Niagara Falls.....	62.15
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific Steamship Line.....	“ Port Arthur.....		18
Canadian Pacific Ry.....	“ Winnipeg.....		15
Canadian Pacific Ry.....	“ Gretna.....		186
Great Northern Ry.....	“ St. Paul.....		95
Choice of six railways.....	“ Chicago.....		95
Wabash Rd.....	“ Detroit.....		199
Canadian Pacific Ry.....	“ Starting Point.....		14

(Time Limit, 40 days.)

*1 or 22 or 23 or 24, 23, 26 or 107 or 112.

† Meals and Berths included.

Winnipeg, Man., and Return**R W**

ROUTE R 284	Rates same as for Route R 283	
Canadian Pacific Ry.....	to Detroit.....	14
Wabash Rd.....	" Chicago.....	199
Choice of six railways.....	" St. Paul.....	"
Great Northern Ry.....	" Gretna.....	.95
Canadian Pacific Ry.....	" Winnipeg.....	186
Canadian Pacific Ry.....	" Port Arthur.....	15
Canadian Pacific Ry.....	" Starting Point.....	14

(Time Limit, 40 days.)

Winnipeg, Man., and Return**R W**

ROUTE R 285	Rates same as for Route R 283	
Canadian Pacific Ry.....	to Owen Sound.....	14
†Canadian Pacific Steamship Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Winnipeg.....	15
Canadian Pacific Ry.....	" Gretna.....	186
Great Northern Ry.....	" St. Paul.....	95
Minneapolis, St. Paul & S. S. Marie Ry.....	" Sault Ste. Marie.....	175
†Canadian Pacific Steamship Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	14

*1 or 22 or 23 or 24, 25, 26 or 107 or 112.

†Meals and Berths included.

Side Trips

TO BE USED IN CONNECTION WITH

WESTERN TOURS

ENUMERATED HEREIN

Golden, B.C., to Columbia Lakes and Return

ROUTE S T 200 Rate **\$6.00**
 Steamer "Duchess".....to Windermere on Columbia Lakes 102
 Return same route. R

Port Arthur to Duluth and Return

ROUTE S T 201 Rate **\$9.00**
 Steamer.....to Duluth..... 203
 Return same route. R

Revelstoke, B.C., to Nelson, B.C. (Kootenay Lakes) and Return

ROUTE S T 202 Rate ***\$10.00**
 Columbia & Kootenay Steam Nav. Co.....to Robson 214
 Columbia & Kootenay Ry. & Nav. Co..... " Nelson (on Kootenay Lakes) 216
 Return same route. R

Revelstoke, B.C., to Robson, B.C., and Return.

ROUTE S T 203 Rate ***\$6.00**
 Columbia & Kootenay Steam Nav. Co.....to Robson 214
 Return same route. R

Revelstoke, B.C., to Little Dalles, Wash., and Return

ROUTE S T 204 Rate ***\$10.00**
 Columbia & Kootenay Steam Nav. Co.....to Little Dalles..... 215
 Return same route. R

Revelstoke, B.C., to Spokane Falls, Wash., and Return

ROUTE S T 205 Rate ***\$16.00**
 Columbia & Kootenay Nav. Co.to Little Dalles..... 215
 Spokane Falls & Northern Ry..... " Spokane Falls 217
 Return same route. R

Robson, B.C., to Nelson, B.C. (Kootenay Mining Region)

ROUTE S T 206 Rate **\$4.00**
 Columbia & Kootenay Ry. & Nav. Co.....to Nelson 216
 Return same route. R

Spokane Falls, Wash., to Banff Hot Springs, Alba., and Return

ROUTE S T 207 Rate **\$30.00**
 Spokane Falls & Northern Ry.....to Little Dalles..... 217
 Columbia & Kootenay Steam Nav. Co..... " Revelstoke 215
 Canadian Pacific Ry..... " Banff Hot Springs..... 14
 Return same route. R

Agassiz, B.C., to Harrison Hot Springs and Return

ROUTE S T 208 Rate **\$1.00**
 Stageto Harrison Hot Springs..... R
 Return same route.

This ticket can be purchased at Agassiz Station.

Sault Ste. Marie, Mich., to Mackinac Island and Return

ROUTE S T 209 Rate **\$4.00**
 Delta Transportation Co.to Mackinac Island 21
 Return same route. R

Victoria, B.C., to Alaska (Sitka, etc.) and Return

ROUTE S T 210 Rate **\$95.00**
 †Pacific Coast Steamship Co.to Sitka, Glacier Bay, etc..... 68
 Return same route. R

† Meals and Berths included.

* These rates are only applicable in connection with tickets from points Winnipeg and east thereof and from Pacific Coast points.

FROM VANCOUVER, B.C.:

Canadian Pacific Nav. Co. Steamers

For Victoria.....dep. 2.30 p.m. daily except Mondays.
For Puget Sound Ports, Port Townsend, Seattle and Tacoma.....dep.
2.25 p.m. Mondays and Thursdays. Connections made for all other
ports and with trains at Tacoma for Portland, San Francisco, etc.

FROM VICTORIA, B.C.:

Steamers for Puget Sound Ports.....dep. 8.00 p.m. daily except Saturdays.
Arr. Tacoma 5.45 a.m. daily except Sundays.

Connecting Train Dep. Tacoma 8.20 a.m., 11.20 a.m. and 11.30 p.m. daily.
Arr. Portland, Northern Pacific Railroad, 3.15 p.m., 6.30 p.m. and 6.30
a.m. daily.

Arr. San Francisco, Southern Pacific Railroad, second day after,
10.15 a.m.

Pacific Coast Steamship Co.

For San Francisco

Dep. 11.00 a.m. about every 5 days. For days of sailing see current
Time Table Folder.

For Alaska, Str. Queen, June 7th, 22nd; July 8th, 22nd; Aug. 6th, 21st.

Str. Mexico, June 17th, July 17th, Aug. 16th, Sept. 15th.

Str. City of Topeka, June 2nd, July 2nd, Aug. 1st and 31st.

**For additional details and any change which may be made during
season, see current Time Table Folders.**

NS

BOS-
EX-

s and
os for

p.m.

s, via
days.

older.
older.

days.
days.

days.

d Sat.

d Sat.
d 15th

d Sat.
d Sat.

days.

p.m.;

d Fri.
d Sat.

daily

d Sat.

Mon

h.....
Revel-

Daily.

Miscellaneous Tours

I.

TO THE THOUSAND ISLANDS AND DOWN THE ST. LAWRENCE.

A MAZE of isles in wondrous beauty planned ;
A thousand times the torrent laves a strand,
Unnumbered channels—sceming each the way,
Till trying all, the parted waters stray
To murmur softly at each lovely shore
That smiling bars the path, half lost before.

Oh! mighty river all thine inland seas
With all their marvels, boast not match for these
Thick clustered beauties—as though hand had brought
Earth's fairest fragments to the common spot,
Or nature's richest chest of jewels rare
Perchance had fallen, burst and scattered there.

MOST popular and important of the several miscellaneous routes are those which include a portion of, or the entire trip on the St. Lawrence between Lake Ontario and the city of Quebec. Perhaps there is not on the entire American continent a more beautiful, or a spot better fitted for the purpose of spending a summer's vacation, than the wonderful collection of islands that mark the exit of the surplus waters of the great inland seas from Lake Ontario upon their magnificent journey to the Atlantic by way of the St. Lawrence. Combinations of railway and steamboat transportation are so arranged along the river that the tourist is enabled to see Kingston, the Thousand Islands, Brockville, Prescott, Ogdensburg, the various rapids, Montreal, and the Ottawa river below the city of Ottawa is also included among the trips by steamer.

Journeying eastward, the first point of special interest is the fortified harbor of Kingston, with its forts and martello towers, and the "Limestone City," which occupies the site of old Fort Frontenac, one of the French outposts in early days, and the scene of many stirring incidents of pioneer history. Kingston contains many objects of interest, and its pleasant surroundings make it a place where a day can be very well spent.

Just below Kingston, Lake Ontario contracts into the funnel-shaped head of the St. Lawrence, enclosing the uncounted islets, great and small, which go by the name of the Thousand Islands. This great watery funnel is no mean representation of a vast cornucopia with its treasures all revealed. Between these thickly scattered isles, channels wander in every direction, some contracted and with swift foaming currents, and others still and deep and shadowy, forming favorite haunts for great black bass and huge maskinonge.

The trip by steamer among these islands lasts for several hours, and for scenic effects and variety of picturesque views it is simply unrivalled. It is unique and without a parallel in the world. The international boundary line between Canada and the States is laid in

mid-stream, thus dividing the ownership of the islands between both countries. While many of them might as well be situated in an unexplored wilderness for all the trace of civilization they show, a great proportion of the larger ones bear the handsome summer residences of wealthy people, and at different points grand hotels have been erected, the most popular of them being surrounded by cottages, and presenting the appearance of thriving villages, while the snowy tents of camping and picnicing parties are here, there, and everywhere upon the smaller isles as the fancy of their occupants dictates. All the great hotels and the most imposing summer residences are upon the American side, but it does not follow that the portion south of the international line is the finest; on the contrary, it is now universally acknowledged that on the Canadian side are found the most beautiful scenery, by far the best fishing, and the most desirable sites for camp or cottage, and it bids fair soon to attract the greater number of visitors.

At certain centres of these transient communities are landings for the steamers and objective points for the traveller, the first of them being at Round Island, which lies opposite Clayton, N. Y., and boasts a fine hotel and quite a number of cottages. This was formerly the scene of a large Baptist camp-meeting. A few miles further on, and in the very heart of the archipelago, is Thousand Island Park, one of the most popular resorts on the river, and specially patronized by Canadians. Approaching the park there is a beautiful view from the steamer, of crystal water and island after island, stretching away far as eye can see, until they appear to form an unbroken coast-line.

Thousand Island Park began as a religious summer encampment, under the charge of a Methodist organization, which purchased a large territory at the head of Wellesley Island. Since 1875 nearly 400 cottages and several hotels have been built there, also an immense tabernacle for worship on Sunday and for lectures, concerts, and the instruction of classes during week days; but the enjoyment of yachting, boating, fishing and flirting takes up much more time among all the visitors and residents than does attention to the season's instructive exercises. At the lower end of this same island is another hotel settlement named Westminster Park, under the influence of the Presbyterian church.

A beautiful and devlons run of half a dozen miles further takes the steamer to Alexandria Bay—the very centre of summer life in the Thousand Islands. As a summer resort Alexandria Bay is fairly entitled to the name of the "Saratoga of the St. Lawrence." It is one of the most popular watering-places in America, and among its cottage owners and regular visitors are many who have distinguished themselves on every road to emulence. Its summer hotels are among the most commodious and attractive to be found anywhere, while private cottages and villas have sprung up on every available site, both on the shore, and on all the islands near.

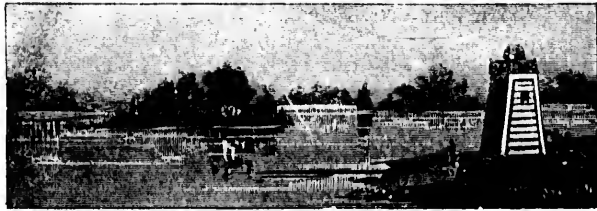
From Alexandria Bay onward the steamer passes through the most fashionable part of this island group. Residences are elegant in style and sometimes very costly. In general the owner of each fine house occupies the whole of an islet, to which he has given some appropriate or fanciful name. Often this name is painted upon a signboard which can be read from the steamer's deck, or, upon gala evenings, when the whole community of islands is illuminated and the water is alive with boats and yachts decorated with colored lanterns, these titles are blazoned forth in some device of lights legible for many miles across the reflecting water.

The last, or most easterly of the Thousand Islands are called the Three Sisters, on account of their resemblance and proximity to each other, and are nearly opposite Brockville, a delightfully situated town on the north bank of the river and the terminus of the Ottawa & Brockville branch of the Canadian Pacific Railway.

From Brockville the branch railway alluded to runs northward to Smith's Falls (where connection is made with the direct line to Montreal or Toronto, or still further northward), and Carleton Junction, where it unites with the main line of the Canadian Pacific; and certain tourist tickets read over this line to Ottawa. From Smith's Falls a steamer plies to Long Island, affording a pleasant trip of some eighteen miles upon the Rideau Lakes, favorite resort of bass fishermen and canoeing and camping parties.

The shortest route between Ottawa and the St. Lawrence, however, is by the line to Prescott, a river-town twelve miles below Brockville, and one of the prettiest in Canada. Immediately opposite is the flourishing city of Ogdensburg, N. Y.

Shortly after leaving Prescott, on the voyage down the river, the tourist gets the first inkling of the great feature of this trip, *i. e.*, running rapids. The current increases in a marked degree, and soon the steamer enters Les Gallopes, insignificant in themselves, except as a hint of what is to come. Rapid de Plau is next negotiated, and almost immediately comes a thrill of excitement as a wild turmoil of waters ahead marks the beginning of the famous Long Sault, the longest of the rapids, presenting a continuous descent for nine miles with a current rushing down twenty miles an hour. A canal, eleven miles long, with seven locks, offers safe passage for such craft as dare not try the "shoot," and also permits the passage of the steamers on the upward trip. There are also four similar canals at other points.



AMONG THE THOUSAND ISLANDS

But our vessel is already feeling the full power of the stream, and after the first startling thrill of this sliding down a water steep comes a feeling of intense excitement which never abates during the half hour's run of the Long Sault. Like the first experience of the arrowy rush of the toboggan, running the rapids of the St. Lawrence produces a sensation that cannot be described, but must be felt to be understood.

Sweeping down the Long Sault, the steamer enters lovely Lake St. Francis, and as the craft steadies upon quiet water the passenger feels a mingling of regret and relief that the rapids are done with for the time. A straight run of twenty-five miles gives ample time for a comfortable dinner and a study of the landscape, and then we prepare for another flying race with the waters. Passing Coteau du Lac, the Coteau rapids are descended and we speed on to the Cedars, Split Rock and Cascade rapids. Running the Cedars is sure to startle the novice. At one point the boat appears to stagger and then suddenly settle down

as though she meant to stay there, which never fails to quicken the blood of the most callous passenger aboard. This strange effect is presumably owing to a fierce undercurrent catching the boat as she slides on her watery cushion from one ledge of rock to another. There is no danger in it, but it invariably gives the novice a big surprise. The passage of Split Rock rapids also seems to the inexperienced a suicidal attempt, but the pilot knows the channel perfectly and just when the crisis seems imminent a turn of the wheel sends the boat safely past



DESCENT OF THE LACHINE RAPIDS, ST. LAWRENCE RIVER

what looked very like disaster. Sometimes passengers are treated to the interesting spectacle of a raft making the descent. The hardy lumbermen take it as a matter of course and generally come through all right, but occasionally a wreck results. After running the Cascades, so-called from their resemblance to a series of short, leaping falls, we enter the enlargement of the river known as Lake St. Louis, which also receives the current of the Ottawa. This lake is twelve miles long by nearly six wide, and during this quiet stretch we pre-

pare for the crowning exploit of the entire trip—for the next and last great obstacle is just ahead—the far-famed Lachine rapids. Immediately after passing the stately steel bridge of the Canadian Pacific Railway (referred to elsewhere) the first powerful influence is felt of the current that plunges in foamy speed down the incline below. One of the best features of this route is that the excitement steadily increases with the journey until it culminates with the exhilarating dash down the wild turmoil of Lachine's angry water. Though apparently exceedingly dangerous the passage is in reality perfectly safe, but the suggestion of peril adds an additional zest to the undertaking. The pilot is an interesting study as the steamer begins the flying race. He stands with stoical indifference, his strong hands grasping the wheel and his keen eyes reading the tumult of water and tracing the path as easily as you or I might read a book. Not a rap cares he for the huge rocks that frown above the flood nor their fellows ambushed behind the snowy foam. He has iron nerve and a confidence born of long practice and a perfect knowledge of the channel, and he attaches but slight importance to the task of guiding the vessel to the calm of quiet water below. What to the tourist is a blood-stirring, intensely interesting adventure, is to him merely a matter of business, and so you dart down the daring rush, feeling a joyous excitement and wishing the "shoot" was many miles longer, while the pilot merely holds the boat to her course till the dash is ended and he and you are again in smooth water and the rapids are left behind. The actual running of the Lachine rapids is alone well worth the trip, for a like experience cannot be enjoyed elsewhere; it is a popular amusement with citizens of Montreal. Below the rapids the boat glides smoothly along, passing Victoria bridge, and thence onward to her wharf at Montreal.

II.

TORONTO TO OTTAWA, MONTREAL AND QUEBEC ; THE OTTAWA RIVER.

There are several tours which take in Ottawa and Montreal in their course, the trip from Toronto being by way of Peterboro', Tweed, Sharbot Lake Junction, Perth and Carleton Junction to Ottawa—a distance of about 250 miles.

From Toronto to Peterboro' the way lies through a well-farmed country, a far-spreading succession of fields and orchards of widely-known reputation as one of the finest grain and fruit producing sections in Canada, and sharing with portions of the Niagara peninsula and the rich lands of Kent and neighboring counties, the proud title of "Garden of Ontario." Peterboro' is one of the best large towns in Canada, strong in a business sense, and an excellent point from which to start upon a canoe voyage, or a jaunt into the woods. The Gtonabee River, a rapid and pretty stream, runs through the town and its swift current furnishes power for many busy mills. Considering the grand chain of lakes within easy reach it is not surprising that here originated that matchless craft for the sportsman, the Rice-lake canoe. Canoeing is a prominent feature among the amusements of the sport-loving community, and from Peterboro' some famous shooting grounds, a great chain of lakes and the river Trent, some of the finest waters in the country for black bass and maskinonge, are easily accessible. By this beautiful water highway in bygone times came the Huron warriors of Champlain on their bloody raid into the Iroquois strongholds, and the route they followed is yet one of the most tempting to the sportsman or angler who loves the silent craft and the solitudes of the forest.

Eastward from Peterboro' the country is comparatively sparsely settled and rough, most of it under heavy forest, with numerous streams and lakes—a fine territory for the rod and rifle. Tourists leaving Toronto in the morning can reach the city of Kingston in the afternoon by way of Tweed, from which town the Kingston, Napanee & Western Ry. extends via Tamworth and Harrowsmith to Kingston, traversing a very pretty country with several lakes and streams that afford excellent fishing. This is a pleasant route for those desiring to go from Kingston to Montreal by steamer through the Thousand Islands and rapids as described elsewhere. Another and equally attractive route to Kingston is via the Kingston & Pembroke Ry., reached at Sharbot Lake, one of the best resorts for camping parties in the country, and a noted place for black bass fishing, and duck and grouse shooting in the fall. This latter route (via Sharbot Lake) affords direct connection for Kingston by both day and night trains, while by way of Tweed connection can only be made by day trains from the west. Beyond Sharbot Lake to Ottawa, the road again traverses a fine agricultural country. Ottawa, the capital city, is a most interesting point, the magnificent government buildings situated upon a high bluff; the romantic walk that clings to and in parts is hewn from the face of the rocks; the view of the canal and locks in operation; the Chaudiere falls, and the immense lumber businesses, etc., etc., are all extremely interesting, and will make a day spent rambling about the Capital a very pleasant experience.

Leaving Ottawa to continue the journey east, the route crosses the river within sight of the Chaudiere falls, and then follows the north bank of the Ottawa river, running along a natural terrace some distance above the stream, affording a fine view of the broad Ottawa valley. Near Buckingham are the pretty falls of the Lievre, spanned by the railway bridge, and at other points swift streams rush down from the hills, forming handsome cataracts. These streams are all crossed by the road, and on their upper waters excellent fishing may be enjoyed. At Calumet the rolling hills, that shut in the prospect to the north of the line, approach closely to the Ottawa river in a series of high promontories that present a striking effect. Calumet is the station for Caledonia Springs, a spot greatly favored by Canadians on account of the valuable medicinal properties of the waters and the facilities for holiday pleasure. The springs are on the south side of the river, and are reached by taking the ferry to L'Orignal, and thence by stage eight miles. The remainder of the run to Montreal is through a quiet pastoral country, neat farm succeeding farm. At St. Martin's Junction the line branches off for Quebec. Tourist tickets permit of direct journey or a visit into Montreal.

From Montreal to Quebec the journey is continued down the north shore of the St. Lawrence, and the tourist will find much of interest in a study of the landscape. At many points the scenery is wildly picturesque, and all along the line can be observed abundant traces of the primitive French methods that marked the early settlement of this region. Numerous noted fishing waters are crossed, for this is one of the best localities for the angler of all the many good points in the province of Quebec. Perhaps one of the most interesting points of the entire route is St. Leon Springs, where the famous medicinal waters of that name are obtained. These springs are situated on the banks of the Riviere du Loup, about five miles from Louiseville station, where Concord stages meet all trains. The merits of the saline St. Leon water are such that each season sees a goodly gathering at this pretty rural resort, many of the visitors being Montrealers, but quite a number come from more distant points. Ample accommodation will be found there, and in addition to its curative waters, the surroundings of St. Leon are quiet and restful, and admirably calculated to please. Fairly good fishing can be had close at hand. Many families spend the summer at the Shawanegan Falls hotel, a commodious, well-managed hostelry reached from Three Rivers, or Lac a la Tortue, at which latter station the hotel conveyances meet all regular trains. The remainder of the route to Quebec is through country similar to that already referred to.

Those desirous of a change from this all-rail pilgrimage can enjoy a delightful variety by taking steamer at Ottawa and voyaging down the Ottawa river to the St. Lawrence, and down the latter river to Montreal and Quebec. Going by one of the Ottawa River Navigation Company's steamers you will start early in the morning, and as the boat swings into midstream, the rocky bluff crowned by the government buildings presents a picture that cannot fail to please. The gigantic lumber yards on each side of the river, and the Chaudiere falls and timber slides are sure to interest a stranger, and lower down the lumbering towns of Gatineau, Buckingham, Rockland, Thurso, and Papineauville are passed in succession, the last named perpetuating the name of one of the great Canadian politicians of the past. At Montebello, and below, some of the most picturesque scenery of that

part of the country is revealed, and at noon Greenville, on the north side of the river, is reached. At this point furious rapids prevent the further passage of the boat, and passengers disembark and make a half hour's run by rail to Carillon, where a second steamer awaits them and the trip is continued. The next stopping-place is the village of Rigaud, in the province of Quebec, and below that is Point aux Anglais, where the first of a very picturesque array of scenery begins, and it steadily improves until the landing at Como, on the south side of the Lake of Two Mountains, is reached. Looking across the lake the north shore stretches away in a grand succession of lofty hills, and directly opposite is the Indian village of Oka at the foot of Mount Calvary, a rounding height with several curious old shrines upon its summit, which are visited on certain occasions by pilgrims from far and near. A little east of it is a smaller hill, upon which is a monastery of Trappist monks, who lead a most secluded life, finding occupation in tilling a large farm and tending their extensive orchards. The population of Oka is principally composed of Iroquois and Algonquin Indians, remnants of those once powerful nations.

Close to the juncture of the Ottawa with the St. Lawrence is the village of Ste. Anne's on the northern shore. This was once a landing place for the hardy voyageurs who scoured the waters of the Upper Ottawa in quest of the rich furs and peltries that then formed the staple product of the country; and it was at this point that Moore got the inspiration into the life of the trapper and voyageur which prompted him to write his musical Canadian boat song. The Canadian Pacific direct line between Montreal and Toronto crosses the river here, and the fine bridge spanning the river will be noticed. A short distance below Ste. Anne's the brown waters of the Ottawa join the clear current of the St. Lawrence, and the eye can follow the discolored water for a long time before it finally mingles entirely and is lost in the great river. A short run from the mouth of the Ottawa brings us to Lachine, where a number of people, who have come out from Montreal to make the descent of the rapids, are waiting, and in a few moments the steamer is making the exciting dash already noticed. From Montreal to Quebec the steamer makes a night trip, but the departure and arrival are so timed that the best of the scenery is visible at either end of the journey. A particularly fine view is afforded, as the boat moves down the stream, of Montreal, the mountain, and the great water-front, the islands and banks of the river, and other points, and further down Three Rivers. The beautiful enlargement of the St. Lawrence, known as Lake St. Peter, and the mouth of the Jacques Cartier river, are successfully passed. The latter stream flows down from the north, and is quite a noted salmon river. Here and all along both shores, henceforth, are relics and legends of the romantic and belligerent history of the early days of the province, and each headland has some old battery or monument, with many a legend of missionary zeal or knightly courage. Sillery and Cape Rouge, covered with villas, then tower up upon the left, while on the right are the steamboat wharves of South Quebec and Liverpool. Then the steamer turns toward the city, and moors to her wharf under the shadow of the great cliff and its citadel.

III.

TO NIAGARA FALLS, BUFFALO, AND CHAUTAUQUA LAKE.

To attempt to give a description of Niagara's stupendous cataract in such a work as this would be sheer folly. Some of the greatest word-painters have tried to portray it and signally failed to do justice to their subject; poets have sung of it, but the grandest flights of fancy in prose or poetry convey but a faint idea of the awful majesty of the scene. At first sight the falls are disappointing; you go expecting you hardly know what and find a mighty torrent tumbling over a precipice of rock, and for a few moments you feel a vague dissatisfaction, a sort of idea that some way the spectacle is not what it was represented to be; but you will never carry that idea away from the spot where you sit. The great breadth of the falls deceives you at first and prevents you from realizing their full height and power. But, as you watch the waters falling down in that awful plunge that has lasted for ages and will last for ages to come until the slow-yielding barrier of rock is finally eaten away, the mysterious power of Niagara seizes you and thrills you with an indescribable sensation of awe and reverence; you hear the thunderous voice of the flood commanding unqualified homage; you feel the solid rock beneath you trembling and vibrating in response to that awful force, and, as thousands have done before, you yield to the magnetism of the scene, and worship dutely at this, nature's most magnificent shrine in all the civilized world. Travellers tell us that there are even grander falls than this, cast away in the "Dark Continent" great rivers plunge headlong into the very bowels of the earth, with a power and tumult that out-does the crowning glory of America, but you will not see them, so rest content with the magnificence before you, satisfied that in studying the falls by day, and if such is your good fortune, watching their changeful glories by moonlight, you have seen the spectacle of the world.

The tourist tickets issued by the Canadian Pacific to the falls and return, read from Toronto by steamer across Lake Ontario to Lewiston wharf. The steamers' wharf in Toronto is close to the railway station, and the two hours' trip is an exceedingly pleasant sail by either of the two boats. One is the *Chicora*, an old favorite, which now runs to Niagara and Lewiston, making two trips daily; or the new Clyde-built side-wheel steamer *Cibola*, which also makes two daily trips between Toronto, Niagara town and Lewiston wharf. The view of Toronto harbor and city gained in going out, or in coming into port, is one of the finest in the whole circuit of the Great Lakes; and the gradual approach to the American shore is highly entertaining. At the mouth of the Niagara river the bluffs overlooking the lake and the old-fashioned village of Youngstown, are crowned by fortifications now more picturesque than formidable. The opposite point, on the Canadian side, is occupied by Niagara town and old Fort George. Three miles above is the creek mouth where the Canadian troops crossed over to attack Fort Niagara in 1812, and a little above that is Vrooman's point.

For seven miles the river thus winds between high wooded banks, whose monotony is continually interrupted by some historic point, shaky fort or old-time mansion, while the bluffs are everywhere planted

with the fruit trees for which this locality is famous. Then Queenston heights, where was fought the great battle of the War of 1812, in which Brock lost his life, comes into sight, and all eyes are riveted upon the columnar monument, 190 feet high, commemorating that brave officer. At Lewiston, N. Y., opposite these heights, the steamer reaches the head of navigation and makes its landing.

The railway cars running from Lewiston wharf to Niagara Falls are built in an open "excursion" style, allowing a free view of the great gorge of the river along whose brink the railway runs, past the whirlpool, until the noble cataract itself becomes most admirably visible.

In connection with these observation trains, the Niagara Navigation Co. run a special river steamer between Lewiston and Niagara, which offers the traveller an opportunity to inspect some of the most picturesque scenery in America, and the various points of historical interest on the river, including the Niagara gorge, whirlpool rapids, Brock's monument, Queenston Heights, etc., etc. No trip to Niagara Falls is complete unless it includes this fascinating cruise by steamer from Lewiston to Niagara.

By taking the first morning boat from Toronto, the tourist may have quite time enough at Niagara Falls to see all the special features of the Cataract, the Rapids, Goat Island, the bridges, and the villages on both sides of the falls, and return to Toronto the same evening; or he may go on to Buffalo and Chautauqua lake. It is to be remembered that the vicinity of the falls is now a public park, and no charges or tolls are collected of any sight-seer.

Thirty miles beyond the falls is Buffalo, the largest city on the Great Lakes, except Chicago, and which ranks among the leading centres of commerce in all America. A dozen great railroads, the Erie Canal and unlimited shipping concentrate here, making the city busy and rich. The situation is a fine one, and some of the residence streets, shaded by noble trees, compare with the best in any rival city. A day can be spent most profitably in Buffalo by even the most casual traveller.

Chautauqua lake is the seat of a successful summer school and pleasure resort on the bank of one of the most charming lakes in western New York. It is laid out in streets, lawns, groves, water fronts and play grounds. A tabernacle, music hall, lecture rooms, etc., have been built for the use of the students who assemble here from all parts of the United States and Canada for a judicious and most successful co-mingling of recreation and study. Many of the most distinguished preachers, teachers, musicians and artists in the country give lectures and courses of instruction; and every form of intellectual entertainment and rational amusement which can be suggested is enjoyed. A fine hotel is among the advantages of this notable place, which deserves to be visited, if only for a brief period, by every tourist.

Another new and attractive point connected with this fascinating tour is Niagara-on-the-Lake, Ontario. Here is situated the Niagara Assembly, or Canadian Chautauqua, the sole institution of the kind in the province of Ontario. It is organized with the approval and conducted upon the principle of the parent organization at Chautauqua, N. Y., and the side trip to it should not be overlooked by the tourist, as it will certainly prove most interesting. Niagara-on-the-Lake is, as its name indicates, on the shore of Lake Ontario at the mouth of Niagara river, directly opposite Toronto, from which city it is distant thirty-eight miles. Some hundred thousand dollars have been expended in

improving and beautifying the grounds, amphitheatres and hotels, and musical and literary entertainments of an exceptionally high order are furnished. The educational work is endorsed by the Minister of Education of the province of Ontario. During the past two seasons thousands of tourists have visited the charming little town by the lake and thoroughly enjoyed the experience. Niagara-on-the-Lake may be reached either by the Niagara Navigation Company's steamers, or by way of the Michigan Central Railway from Niagara Falls, a run of fourteen miles.



is, and
der are
of Edu-
thous-
ke and
may be
or by
run of

Miscellaneous Tours

To points of attraction lying between DETROIT in
the West and QUEBEC in the EAST

Abenakis Springs, P.Q., and Return

ROUTE R 300		Rates as follows:	
From Boston	\$17.75	From Toronto.....	\$19.10
" St. John, N.B.	20.75	" London	24.20
" Quebec	9.10	" St. Thomas	24.60
" Montreal	4.10	" Niagara Falls.....	21.35
" Ottawa	9.10	" Detroit.....	26.60
" Prescott.....	9.10	" Sault Ste. Marie.....	35.10
" Brockville	9.70	" Port Arthur	49.10
Canadian Pacific Ry.....		to Yamaska	14
Stage		" Abenakis Springs.....	221
		Return same route.	R

Alexandria Bay, N.Y., and Return

*ROUTE R 301		Rates as follows:	
From Toronto.....	\$10.10	From Niagara Falls.....	\$12.50
" London.....	15.60	" Detroit.....	21.10
" St. Thomas	15.95	" Sault Ste. Marie.....	26.10
	From Port Arthur	\$40.10	
Canadian Pacific Ry.....		to Sharbot Lake	14
Kingston & Pembroke Ry.....		" Kingston	41
Richelieu & Ontario Navigation Co.....		" Alexandria Bay	87
		Return same route.	R

Alexandria Bay, N.Y., and Return

ROUTE R 302		Rates as follows:	
From St. John, N.B.....	\$28.25	From Montreal	\$8.25
" Quebec	13.25	" Ottawa	6.20
	From Boston	\$14.50	
Canadian Pacific Ry.....		to Brockville or Prescott.....	14
Richelieu & Ontario Navigation Co.....		" Alexandria Bay .....	.86 or 80
		Return same route.	R

Alexandria Bay, N.Y., and Return

R W

*ROUTE R 303		Rates as follows:	
From St. John, N.B.....	\$28.70	From London	\$16.25
" Quebec.....	13.70	" St. Thomas	16.60
" Montreal.....	8.70	" Niagara Falls	13.00
" Ottawa.....	6.65	" Detroit.....	20.00
" Toronto	10.75	" Sault Ste. Marie.....	23.75
	From Port Arthur	\$49.75	
Canadian Pacific Ry.....		to Sharbot Lake	14
Kingston & Pembroke Ry.....		" Kingston	41
Richelieu & Ontario Navigation Co.....		" Brockville or Prescott.....	.86 or 80
		(Stop-over Alexandria Bay.)	
Canadian Pacific Ry.....		" Starting Point.....	14

*These routes may be varied from Toronto and points west thereof to read via Kingston, Napanee & Western Ry. between Tweed and Kingston (form 207), instead of via Kingston & Pembroke Ry., Sharbot Lake and Kingston. When so varied it should only be used for day trips.

Buffalo, N.Y., and Return

ROUTE R 304		Rates as follows:	
From St. John, N.B.	\$35.00	From Brockville	\$13.65
“ Quebec	24.90	“ London	8.90
“ Montreal	19.90	“ St. Thomas	9.30
“ Ottawa	16.20	“ Detroit	14.20
“ Prescott	14.30	“ Sault Ste. Marie	19.20
	From Port Arthur		\$33.20
Canadian Pacific Ry.		to Toronto	14
Niagara Navigation Co.		“ Lewiston	62
New York Central & Hudson River Rd.		“ Buffalo	60
		Return same route.	R

Buffalo, N.Y., and Return**E W**

ROUTE R 305		Rates same as for Route R 304	
Canadian Pacific Ry.		to Toronto	14
Niagara Navigation Co.		“ Lewiston	62
New York Central & H. R. Rd.		“ Buffalo	60
Michigan Central Rd.		“ Niagara	51
Niagara Navigation Co.		“ Toronto	63
Canadian Pacific Ry.		“ Starting Point	14

Buffalo, N.Y., and Return

ROUTE R 306		Rates same as for Route R 301	
Canadian Pacific Ry.		to Toronto	14
Niagara Navigation Co.		“ Niagara	63
Michigan Central Rd.		“ Buffalo	51
		Return same route.	R

Caledonia Springs, Ont., and Return

ROUTE R 307		Rates as follows:	
From Boston	\$19.50	From Toronto	\$15.70
“ St. John, N.B.	23.00	“ London	20.80
“ Quebec	9.00	“ St. Thomas	21.20
“ Montreal	4.00	“ Niagara Falls	17.95
“ Ottawa	4.00	“ Detroit	24.00
“ Prescott	7.15	“ Sault Ste. Marie	31.70
“ Brockville	7.75	“ Port Arthur	45.70
Canadian Pacific Ry.		to Calumet	14
Ferry		“ L'Orignal	31
Stage		“ Caledonia Springs	98
		Return same route.	R

Chautauqua Lake, N.Y., and Return

ROUTE R 308		Rates as follows:	
From St. John, N.B.	\$37.25	From Brockville	\$16.40
“ Quebec	27.65	“ London	11.65
“ Montreal	22.65	“ St. Thomas	12.05
“ Ottawa	18.95	“ Detroit	16.95
“ Prescott	17.00	“ Sault Ste. Marie	21.95
	Port Arthur		\$35.95
Canadian Pacific Ry.		to Toronto	14
Niagara Navigation Co.		“ Niagara	63
Michigan Central Rd.		“ Buffalo	51
Western, New York & Pennsylvania Rd.		“ Mayville	13
Chautauqua Lake Steamers		“ Chautauqua	20
		Return same route.	R

Chautauqua Lake, N.Y., and Return

ROUTE R 309		Rates same as for Route R 308	
Canadian Pacific Ry.		to Toronto	14
Niagara Navigation Co.		“ Lewiston	62
New York Central & Hudson River Rd.		“ Buffalo	60
Western, New York & Pennsylvania Rd.		“ Mayville	13
Chautauqua Lake Steamers		“ Chautauqua	20
		Return same route.	R

Cleveland, Ohio, and Return

ROUTE R 310		Rates as follows:	
From St. John, N.B.	\$45.00	From Prescott	\$24.30
“ Quebec	31.00	“ Brockville	23.65
“ Montreal	29.00	“ Toronto	15.00
“ Ottawa	26.20	“ London	9.70
Canadian Pacific Ry.		to Detroit	14
Detroit & Cleveland Steam Nav. Co.		“ Cleveland	28
		Return same route.	R

Detroit, Mich., and Return

R W

ROUTE R 311

Rates as follows:

From Boston	\$33.00	From Ottawa	\$25.20
" St. John, N.B.	48.00	" Prescott	23.50
" Quebec	33.50	" Brockville	22.90
" Montreal	28.50	" Toronto	13.50
From London .....		.....\$13.50	

Canadian Pacific Ry.	to Toronto	14
Niagara Navigation Co.	" Niagara	63
Michigan Central Rd.	" Buffalo	51
†Lake Superior Transit Co.	" Detroit	44
Canadian Pacific Ry.	" Starting Point	14

Mastigouche House, P.Q., and Return

ROUTE R 312

Rates as follows:

From Boston	\$22.20	From Brockville	\$13.30
" St. John, N.B.	22.00	" Toronto	21.70
" Quebec	8.70	" London	26.80
" Montreal	6.70	" St. Thomas	27.20
" Ottawa	11.70	" Niagara Falls	23.95
" Prescott	11.70	" Detroit	29.20
From Sault Ste. Marie .....		.....\$37.70	

Canadian Pacific Ry.	to St. Gabriel	14
Stago	" Mastigouche House	161

Return same route.

R

Montreal, P.Q., and Return

***ROUTE R 313**

Rates as follows:

From Toronto	\$19.75	From Niagara Falls	\$20.75
" London	24.00	" Detroit	27.50
" St. Thomas	24.85	" Sault Ste. Marie	35.75
From Port Arthur .....		.....\$19.75	

Canadian Pacific Ry.	to Sharbot Lake	14
Kingston & Pembroke Ry.	" Kingston	41
Richelleu & Ontario Navigation Co.	" Prescott or Brockville	87
Canadian Pacific Ry.	" Ottawa	14
Ottawa River Navigation Co.	" Montreal	66
Canadian Pacific Ry.	" Starting Point	14

Montreal, P.Q., and Return

***ROUTE R 314**

Rates as follows:

From Ottawa	\$10.15	From Niagara Falls	\$19.00
" Toronto	18.00	" Detroit	25.75
" London	22.85	" Sault Ste. Marie	34.00
" St. Thomas	23.10	" Port Arthur	48.00

Canadian Pacific Ry.	to Sharbot Lake	14
Kingston & Pembroke Ry.	" Kingston	41
Richelleu & Ontario Navigation Co.	" Montreal	87
Canadian Pacific Ry.	" Starting Point	14

Montreal, P.Q., and Return

ROUTE R 315

Rates as follows:

From Toronto	\$18.00	From Niagara Falls	\$19.00
" London	22.85	" Detroit	26.60
" St. Thomas	23.10	" Sault Ste. Marie	34.00
From Port Arthur .....		.....\$18.00	

Canadian Pacific Ry.	to Toronto	14
Richelleu & Ontario Navigation Co.	" Montreal	92
Canadian Pacific Ry.	" Starting Point	14

Montreal, P.Q., and Return

ROUTE R 316

Rates as follows:

From Ottawa	\$ 7.00	From Niagara Falls	\$19.00
" Toronto	18.00	" Detroit	25.60
" London	22.85	" Sault Ste. Marie	34.00
" St. Thomas	23.10	" Port Arthur	18.00

Canadian Pacific Ry.	to Prescott	14
Richelleu & Ontario Navigation Co.	" Montreal	80
Canadian Pacific Ry.	" Starting Point	14

† Meals and Berths included.

*These routes may be varied from Toronto and points west thereof to read via Kingston, Napanee & Western Ry. between Tweed and Kingston (form 207), instead of via Kingston & Pembroke Ry., Sharbot Lake and Kingston. When so varied it should only be used for day trips.

\$13.65
8.90
9.30
14.20
19.20

14
62
60
60
R

R W

14
62
60
51
63
14

14
63
51
R

\$15.70
20.80
21.20
17.95
24.00
31.70
45.70

14
31
98
R

\$16.40
11.65
12.65
16.95
21.95

14
63
51
13
20
R

14
62
60
13
20
R

30
6.65
5.00
7.70

14
28
R

Montreal, P.Q., and Return

ROUTE R 317		Rates as follows:	
From Prescott	\$ 7.00	From St. Thomas	\$23.10
" Brockville	7.75	" Niagara Falls	19.00
" Toronto	18.00	" Detroit	25.50
" London	22.85	" Sault Ste. Marie	34.00
From Port Arthur		\$48.00	

Canadian Pacific Ry	to Ottawa	14
Ottawa River Navigation Co	" Montreal	66
Canadian Pacific Ry	" Starting Point	14

Niagara Falls, Ont., and Return

ROUTE R 318		Rates as follows:	
From Boston, Mass.	\$27.75	From Brockville	\$12.70
" St. John, N.B.	39.00	" London	7.95
" Quebec	24.00	" St. Thomas	8.35
" Montreal	19.00	" Detroit	13.25
" Ottawa	15.25	" Sault Ste. Marie	18.25
" Prescott	13.35	" Port Arthur	32.25

Canadian Pacific Ry	to Toronto	14
Niagara Navigation Co	" Niagara	63
Michigan Central Rd.	" Niagara Falls	53
Return same route.		R

Niagara Falls, N.Y., and Return

ROUTE R 319		Rates same as for Route R 318	
Canadian Pacific Ry	to Toronto	14	
Niagara Navigation Co	" Lewiston	62	
New York Central & H. R. Rd.	" Niagara Falls	61	
Return same route.		R	

Niagara Falls, N.Y., and Return

ROUTE R 320		Rates as follows:	
From St. John, N.B.	\$35.40	From Montreal	\$19.90
" Quebec	24.90	" Ottawa	17.85
Canadian Pacific Ry	to Prescott	14	
Ferry	" Ogdensburg	32	
Rome, Watertown & Ogdensburg Rd.	" Lewiston	93	
New York Central & Hudson River Rd.	" Niagara Falls	61	
New York Central & Hudson River Rd.	" Lewiston	61	
Niagara Navigation Co	" Toronto	62	
Canadian Pacific Ry	" Starting Point	14	

Niagara Falls, Ont., and Return

ROUTE R 321		Rates as follows:	
From Boston	\$34.50	From Ottawa	\$19.00
" St. John, N.B.	39.00	" Prescott	19.00
" Quebec	24.00	" Brockville	19.00
" Montreal	19.00	" Sault Ste. Marie	35.00
From Port Arthur		\$49.00	
Canadian Pacific Ry	to Toronto	14	
Niagara Navigation Co	" Niagara	63	
Michigan Central Rd.	" Niagara Falls	53	
Michigan Central Rd.	" Niagara	53	
Niagara Navigation Co	" Toronto	63	
Richelleu & Ontario Navigation Co	" Montreal	92	
Canadian Pacific Ry	" Starting Point	14	

North Bay, Ont. (Lake Nipissing), and Return

ROUTE R 322		Rates as follows:	
From Boston	\$30.15	From Montreal	\$16.15
" St. John, N.B.	35.15	" Ottawa	12.15
" Quebec	21.15	" Prescott	13.55
From Brockville		\$13.00	

Canadian Pacific Ry	to North Bay	14
Return same route.		R

Ottawa, Ont., and Return

ROUTE R 323		Rates as follows:	
From Boston	\$22.50	From London	\$22.85
" St. John, N.B.	27.00	" St. Thomas	23.10
" Quebec	12.00	" Niagara Falls	19.00
" Montreal	7.00	" Detroit	25.50
" Toronto	18.00	" Sault Ste. Marie	34.00
From Port Arthur		\$48.00	

Canadian Pacific Ry	to Ottawa	14
Canadian Pacific Ry	" Prescott	14
Richelleu & Ontario Navigation Co	" Montreal	89
Canadian Pacific Ry	" Starting Point	14

Ottawa, Ont., and Return

ROUTE R 324		Rates as follows:	
From Boston	\$20.50	From Toronto	\$18.00
" St. John, N.B.	25.15	" London	22.85
" Quebec	10.00	" St. Thomas	23.10
" Montreal	5.15	" Niagara Falls	19.00
" Prescott	7.00	" Detroit	25.50
" Brockville	7.75	" Sault Ste. Marie	31.00
From Port Arthur		\$48.00	
Canadian Pacific Ry	to Ottawa		14
Ottawa River Navigation Co	to Montreal		66
Canadian Pacific Ry	to Starting Point		14
(One month Time Limit.)			

Ottawa, Ont., and Return

* ROUTE R 325		Rates as follows:		R W
From Toronto	\$13.80	From Niagara Falls	\$16.05	
" London	18.90	" Detroit	23.45	
" St. Thomas	19.30	" Sault Ste. Marie	29.80	
From Port Arthur		\$43.80		
Canadian Pacific Ry	to Sharbot Lake		14	
Kingston & Pembroke Ry	to Kingston		41	
Richelieu & Ontario Navigation Co	to Prescott		87	
Canadian Pacific Ry	to Ottawa		14	
Canadian Pacific Ry	to Starting Point		11	

Ottawa, Ont., and Return

ROUTE R 326		Rates same as for Route R 325		R W
Canadian Pacific Ry	to Toronto		14	
Richelieu & Ontario Navigation Co	to Brockville or Prescott		92	
Canadian Pacific Ry	to Ottawa		14	
Canadian Pacific Ry	to Starting Point		11	

Ottawa, Ont., and Return

ROUTE R 327		Rates as follows:	
From Boston	\$21.35	From Montreal	\$ 5.85
" St. John, N.B.	25.85	" Sault Ste. Marie	34.00
" Quebec	10.85	" Port Arthur	48.00
Canadian Pacific Ry	to Ottawa		14
Canada Atlantic Ry	to Coteau Landing		19
Richelieu & Ontario Navigation Co	to Montreal		88
Canadian Pacific Ry	to Starting Point		14
(Time Limit, one month.)			

Quebec, P.Q., and Return

ROUTE R 328		Rates as follows:		R W
From Ottawa	\$10.00	From Niagara Falls	\$22.25	
" Toronto	20.00	" Detroit	27.50	
" London	25.10	" Sault Ste. Marie	36.00	
" St. Thomas	25.50	" Port Arthur	50.00	
Canadian Pacific Ry	to Montreal		14	
Richelieu & Ontario Navigation Co	to Quebec		88	
Canadian Pacific Ry	to Starting Point		11	

Quebec, P.Q., and Return

ROUTE R 329		Rates as follows:	
From Toronto	\$23.00	From Niagara Falls	\$24.00
" London	27.55	" Detroit	29.10
" St. Thomas	28.10	" Sault Ste. Marie	39.00
From Port Arthur		\$53.00	
Canadian Pacific Ry	to Toronto		14
Richelieu & Ontario Navigation Co	to Montreal		92
Richelieu & Ontario Navigation Co	to Quebec		88
Canadian Pacific Ry	to Starting Point		11

St. Leon Springs, P.Q., and Return

ROUTE R 330		Rates as follows:	
From Boston	\$19.00	From Toronto	\$18.50
" St. John, N.B.	20.00	" London	23.00
" Quebec	4.00	" St. Thomas	24.00
" Montreal	3.50	" Niagara Falls	20.75
" Ottawa	8.50	" Detroit	26.00
" Prescott	8.50	" Sault Ste. Marie	31.50
" Brockville	9.10	" Port Arthur	48.50
Canadian Pacific Ry	to Louiseville		14
Stage	to St. Leon Springs		97
Return same route.			

* If return is made direct by Canadian Pacific Railway, St. John, N.B., rate will be \$25.00.

* These routes may be varied from Toronto and points west thereof to read via Kingston, Napanee & Western Ry. between Tweed and Kingston (form 207), instead of via Kingston & Pembroke Ry., Sharbot Lake and Kingston. When so varied it should only be used for day trips.

\$23.10
19.00
25.50
34.00
14
66
14

\$12.70
7.95
8.35
13.25
18.25
32.25
14
63
53
R

14
62
61
R

R W

\$19.00
17.85
14
32
93
61
61
62
14

R W

\$19.00
19.00
19.00
35.00

14
63
53
53
63
92
14

\$16.15
12.15
13.55

14
R

W

22.85
23.10
19.00
25.50
34.00

14
14
89
14

Thousand Islands and Return**R W****ROUTE R 331**

Rates as follows :

From Ottawa	\$13.75	From Niagara Falls	\$13.35
“ Toronto	11.10	“ Detroit	22.00
“ London	16.60	“ Sault Ste. Marie	27.10
“ St. Thomas	16.95	“ Port Arthur	41.10
Canadian Pacific Ry		to Toronto	14
Richelieu & Ontario Navigation Co. (through Thousand Islands)		“ Brockville or Prescott	92
Canadian Pacific Ry		“ Starting Point	14

Thousand Island Park and Return

Rates as follows :

*From Ottawa	\$ 7.65	From Niagara Falls	\$11.85
“ Toronto	9.60	“ Detroit	21.50
“ London	15.10	“ Sault Ste. Marie	25.60
“ St. Thomas	15.45	“ Port Arthur	39.60
Canadian Pacific Ry		to Sharbot Lake	14
Kingston & Pembroke Ry		“ Kingston	41
St. Lawrence Steamboat Co.		“ Thousand Island Park	127
		Return same route.	R

Toronto, Ont., and Return

Rates as follows :

From Boston	\$29.85	From Montreal	\$18.00
“ St. John, N.B.	38.00	“ Ottawa	18.00
“ Quebec	23.00	“ Prescott	18.00
		From Brockville	\$18.00
Canadian Pacific Ry		to Toronto	14
Richelieu & Ontario Navigation Co.		“ Montreal	92
Canadian Pacific Ry		“ Starting Point	14

Toronto and Chicago and Return

Rates as follows :

From Sault Ste. Marie	\$28.40	From Port Arthur	\$43.40
†Canadian Pacific Steamship Line		to Owen Sound	18
Canadian Pacific Ry		“ Toronto	14
Canadian Pacific Ry		“ Detroit	14
Wabash Rd		“ Chicago	199
†Lake Mich. & Lake Superior Trans. Co.		“ Sault Ste. Marie	43
†Canadian Pacific Steamship Line		“ Starting Point	133

Toronto and Detroit and Return**R W****ROUTE R 335**

Rates as follows :

From Sault Ste. Marie	\$21.00	From Duluth	\$41.00
“ Port Arthur	36.00	“ St. Paul	41.00
†Canadian Pacific Steamship Line		to Owen Sound	18
Canadian Pacific Ry		“ Toronto	14
Canadian Pacific Ry		“ Detroit	14
†Lake Superior Transit Co.		“ Sault Ste. Marie	45
†Canadian Pacific Steamship Line		“ Starting Point	133

† Meals and Berths included.

* If return is made to St. John, N.B., direct by Canadian Pacific Railway rate will be \$35.00.

* These routes may be varied from Toronto and points west thereof to read, via Kingston, Napanee & Western Ry. between Tweed and Kingston (form 207), instead of via Kingston & Pembroke Ry., Sharbot Lake and Kingston. When so varied it should only be used for day trips.

R W
 \$13.35
 22.00
 27.10
 41.10
 14
 92
 14
 \$11.85
 21.50
 25.60
 39.60
 14
 41
 127
 R

\$18.00
 18.00
 18.00
 14
 92
 14
 \$13.40
 18
 14
 14
 199
 43
 133

T W
 \$41.00
 41.00
 18
 14
 14
 45
 133

way
 read,
 207),
 /hen

Side Trips

TO BE USED IN CONNECTION WITH

MISCELLANEOUS TOURS

ENUMERATED HEREIN

Brockville to Montreal, via Ottawa

ROUTE S T 300	Rate	\$4.60	
Canadian Pacific Ry.....	to Ottawa		14
Ottawa River Navigation Co.....	" Montreal		66

Brockville to Montreal, via Ottawa

R W

ROUTE S T 301	Rate	\$4.60	
Canadian Pacific Ry.....	to Ottawa		14
Canadian Pacific Ry.....	" Montreal		14

Brockville to Ottawa and Return to Prescott

R W

ROUTE S T 302	Rate	\$3.50	
Canadian Pacific Ry.....	to Ottawa		14
Canadian Pacific Ry.....	" Prescott		14

Brockville to Westport, Ont. (Rideau Lakes), and Return

ROUTE S T 303	Rate	\$3.00	
Brockville, Westport & Sault Ste. Marie Ry. to Westport			183
Return same route.			R

Calumet to Caledonia Springs and Return

ROUTE S T 304	Rate	\$1.50	
Ferry	to L'Original		31
Stage	" Caledonia Springs		98
Return same route.			R

Louiseville, P.Q., to St. Leon Springs and Return

ROUTE S T 305	Rate	\$1.00	
Stage	to St. Leon Springs		97
Return same route.			R

Montreal to St. Leon Springs and Return

ROUTE S T 306	Rate	\$3.50	
Canadian Pacific Ry.....	to Louiseville		14
Stage	" St. Leon Springs		97
Return same route.			R

Montreal to Prescott (via Ottawa)

R W

ROUTE S T 307	Rate	\$4.25	
Canadian Pacific Ry.....	to Ottawa		1
Canadian Pacific Ry.....	" Prescott		14

Montreal to Ottawa and Return

ROUTE S T 308	Rate	\$5.00	
Canadian Pacific Ry.....	to Ottawa		14
Return same route.			R

Montreal to Ottawa and Return

ROUTE S T 309	Rate	\$5.15	
Canadian Pacific Ry.....	to Ottawa		14
Ottawa River Navigation Co.....	" Montreal		66

Montreal to Ottawa and Return

ROUTE S T 310	Rate	\$7.00	
Canadian Pacific Ry.....	to Ottawa		14
Canadian Pacific Ry.....	" Prescott		14
Richelieu & Ontario Navigation Co.....	" Montreal		89

Montreal to Quebec and Return		R W
ROUTE S T 311	Rate \$5.00	
Richelieu & Ontario Navigation Co. to Quebec		88
Canadian Pacific Ry " Montreal		14
Montreal to Quebec and Return		
ROUTE S T 312	Rate \$5.00	
Canadian Pacific Ry to Quebec		14
Return same route.		R
Montreal to Mastigonche House and Return		
ROUTE S T 313	Rate \$6.70	
Canadian Pacific Ry to St. Gabriel		14
Stage " Mastigonche House		116
Return same route.		R
Toronto to Niagara Falls and Return		
ROUTE S T 314	Rate \$2.25	
Niagara Navigation Co. to Niagara		63
Michigan Central Rd " Niagara Falls		63
Return same route.		R
Toronto to Niagara Falls and Return		
ROUTE S T 315	Rate \$2.25	
Niagara Navigation Co. to Lewiston		62
New York Central & Hudson River Rd " Niagara Falls		61
Return same route.		R
Toronto to Niagara-on-the-Lake and Return		
ROUTE S T 316	Rate \$1.50	
Niagara Navigation Co. to Niagara-on-the-Lake		63
Return same route.		R
Walkerville Junction to Kingsville and Return		
ROUTE S T 317	Rate \$1.20	
Lake Erie, Essex & Detroit River Ry to Kingsville .....		..
Return same route.		R

RAILWAY, STEAMSHIP, ETC., CONNECTIONS

Miscellaneous Tours

(SUBJECT TO CHANGE)

FROM NIAGARA FALLS:

New York Central and Hudson River Railroad

For Toronto...dep. 7.05 a.m., 9.53 a.m., 11.20 a.m. and 4.58 p.m. week days

Arr. in Toronto, via Niagara Navigation Co'y, 10.30 a.m., 1.00 p.m.,
4.15 p.m. and 8.00 p.m.

Michigan Central Railroad

For Toronto.....dep. 7.54 a.m., 12.39 p.m. and 5.09 p.m. week days

FROM DETROIT:

Canadian Pacific Railway

For Toronto.....See Time Table Folder

Detroit & Cleveland Steam Navigation Company

For Cleveland.....dep. 11.00 p.m. daily

FROM TORONTO:

Richelieu & Ontario Navigation Company, Yonge St. Wharf

For Thousand Islands and Montreal.....dep. 2.00 p.m. daily
except Sunday

Niagara Navigation Company, Yonge St. Wharf

For Niagara Falls, Buffalo, etc.....dep. 7.00 a.m., 11.00 a.m., 2.00 p.m.
and 4.45 p.m. week days

Hamilton Steamboat Co'y, Yonge St. Wharf

For Hamilton.....dep. 7.30 a.m., 11.00 a.m., 2.00 p.m. and 5.15 p.m.

FROM HAMILTON:

Hamilton Steamboat Company

For Toronto.....dep. 7.45 a.m., 10.45 a.m., 2.15 p.m. and 5.30 p.m.

FROM KINGSTON:

Richelieu & Ontario Navigation Company

For Thousand Islands and Montreal.....dep. 5.00 a.m. daily
except Monday

St. Lawrence River Steamboat Company

For Clayton, Thousand Island Park and Alexandria Bay.....dep.
4.00 p.m. week days

For Clayton, Thousand Island Park and Alexandria Bay, via Cape
Vincent.....dep. 6.00 a.m. and 2.30 p.m. week days

FROM BROCKVILLE:

Richelieu & Ontario Navigation Company

For East.....dep. 9.00 a.m. daily except Monday

For West.....dep. 8.30 a.m. daily except Monday

FROM PRESCOTT:

Richelieu & Ontario Navigation Company

For Montreal.....dep. 10.00 a.m. daily except Monday

For West.....dep. 7.30 a.m. daily except Monday

FROM OGDENSBURG:

Rome, Watertown & Ogdensburg Railroad

For Niagara Falls.....dep. 12.15 p.m. week days

For New York.....dep. 4.00 p.m. week days

FROM OTTAWA:

Ottawa River Navigation Company

For Montreal.....dep. 7.30 a.m. week days

FROM CALUMET:

For Cay to L'Original, thence Stage

To Caledonia Springs.....dep. 10.48 a.m. and 6.30 p.m. week days,
on arrival of trains

FROM ST. GABRIEL:

Stage to Mastigouche House.....Stage each morning

FROM LOUISEVILLE:

Stage to St. Leon Springs.....dep. on arrival of all day trains

FROM MONTREAL:

Richelieu & Ontario Navigation Company

For Quebec.....7.00 p.m. week days

For additional details and any change which may be made during
season, see current Time Table Folders.

Tours to the Orient

And Around the World

The multiplicity of tours provided by the Canadian Pacific Railway Company are by no means confined within the bounds of Canada, nor the American continent. Huge though its railway system is, the Company's broad policy did not end at the Pacific coast. It looked beyond to the Orient, and its plans upon the seas have been carried out as magnificently as upon the land.

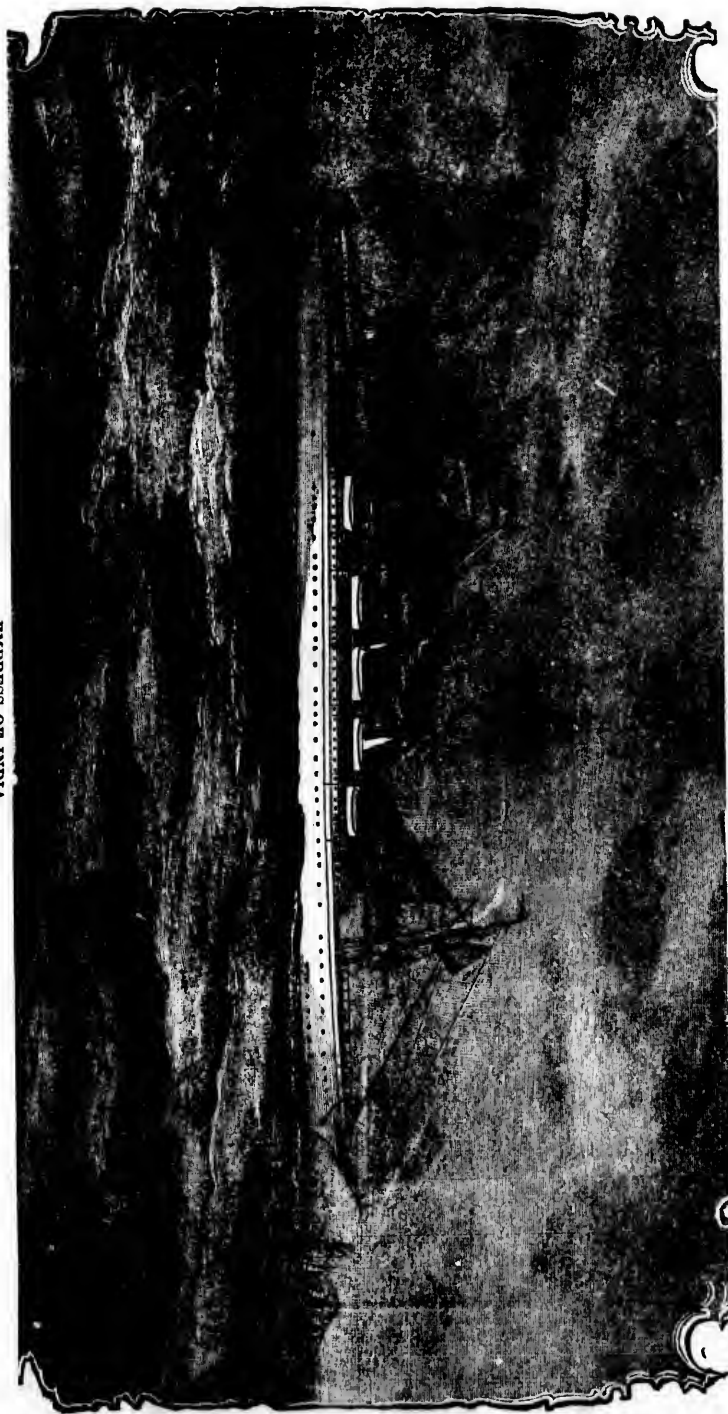
Three great twin-screw steel steamships were completed at Barrow-in-Furness, England, early in the present year, constructed especially for its line between Vancouver and Japan and China. Their first task, ere taking their station on the North Pacific, was to convey hundreds of tourists round the world, and henceforth they will afford a fast permanent line of the very highest class to Yokohama, Shanghai and Hong Kong. These steamships, the latest important specimens of marine architecture, are, in point of construction, equal to the best Atlantic "liners," and are superior to any in the perfection and luxury of their appointments. Capable of steaming under ordinary conditions nineteen knots an hour, they may be considered Queens of the Sea. They have an unusual number of water-tight compartments, which render them practically unsinkable, and nothing that skill could suggest or money provide has been left undone to make them all that great passenger steamships can be.

By this means two of the most beautiful and interesting countries of the world, Japan and China, may be reached so readily that there is no longer an excuse for not visiting them. In fact, this new line and the Canadian Pacific Railway bring New York within fifteen days of Japan, or in other words, it is possible for the tourist to spend an entire month in Japan—in *Wonderland*—and be away from New York only *sixty days*, and the entire cost of the journey will hardly exceed that of living at a first-class New York hotel for the same length of time.

It must also be remembered that the railway and water communications in Japan are now so complete that a month there will enable one to see all the chief places of interest, and without hurry. Surely no sixty-day trip can be made in the world that will remotely compare with this.

Of the numberless attractive features of Japan and China, it will be unnecessary to speak at length here. Points to be visited, and many possible tours, long and short, will be treated of at length in the "*Japanese Guide*," shortly to be issued. The port of landing in Japan is Yokohama, from which city all the great centres of population, the countless temples, spots of romantic and historical interest, the moun-

EMPERESS OF INDIA



t

lway
, nor
the
oked
d out

row-
ially
ask,
reds
fast
and
s of
best
kury
ndi-
the
nts,
ould
that

ries
re is
and
s of
l an
ork
eed
t of

mi-
ble
ely
are

will
and
the
an
the
in-

tains and holiday resorts, etc., may be reached by rail or steamer or jinrikisha, or combinations of these methods of travel. A more lovely or more fascinating field for the tourist than Japan does not exist, and no one will regret paying it a visit.

The steamship ports of call for China are Shanghai and Hong Kong, exemplifications of old and new methods as at present followed in this strangest of strange lands, and each offers much to amuse and instruct the tourist. Then there is Canton, the great walled hive of Chinese life, with marvels manifold for foreign eyes to see. But enough, all these and more are now within the public reach, and they may be reached in brief time, in comfort, and at small expense—what more can the travelling public desire? From Hong Kong, Australia, India and all the principal ports of the world may be reached by regular steamship lines.

Even the Orient does not limit the enterprise of this Company. Arrangements have recently been completed with the P. & O. Steam Navigation Company to provide for tours entirely round the world, via India, Egypt, etc., etc., thus rendering every quarter of the globe accessible. In one or other direction these tours will include the unrivalled picturesque route across Canada via the Canadian Pacific transcontinental line, and also the new steamship line between Vancouver and Japan and China above referred to. Space need not be devoted to the innumerable attractions of the countries reached by P. & O. service in that stage of the round-world tours between England and China; they are older fields of travel, and what they offer is known to every tourist.

Shanghai, China, and Return

ROUTE R 301

Rates as follows:

From New York	\$472.50	From Chicago	\$437.50
“ Boston	474.50	“ St. Paul	417.50
“ Montreal	460.85	“ Winnipeg	417.50
“ Quebec	465.85	“ San Francisco	337.50
“ Toronto	447.50	“ Portland, Ore.	337.50
“ Detroit	447.50	“ Victoria, B.C.	337.50
From Vancouver, B.C.		\$337.50	

Canadian Pacific Steamships—

China & Japan Line from Vancouver.....to Shanghai, China.
Return same route.

... Time Limit, four months from date of embarkation at Vancouver till date of embarkation at Shanghai, or intermediate port, on C. P. Steamships for return continuous passage to Vancouver, B.C. For twelve months' Time Limit, \$36.25 extra. Stop-over allowed at Yokohama within time limit.

Hong Kong and Return

ROUTE R 302

Rates and Limits same as for Route R 301

Canadian Pacific Steamships—

China & Japan Line from Vancouver to Hong Kong
Return same route.

Stop-overs allowed Shanghai and Yokohama within time limit.

Yokohama, Japan, and Return

ROUTE R 303		Rates as follows:	
From New York	\$135.00	From Chicago	\$100.00
" Boston	437.00	" St. Paul	380.00
" Montreal	423.35	" Winnipeg	380.00
" Quebec	428.35	" San Francisco	300.00
" Toronto	410.00	" Portland, Ore.	300.00
" Detroit	410.00	" Victoria, B.C.	300.00
	From Vancouver, B.C.		\$300.00

Canadian Pacific Steamships—

China & Japan Line from Vancouver to Yokohama, Japan.
Return same route.

Time Limit, four months from date of embarkation at Vancouver till date of embarkation for return at Yokohama. For twelve months' Time Limit, \$50.00 extra.

AROUND THE WORLD

ROUTE R 304 Rate **\$610.00**, Gold

Canadian Pacific Ry. to Vancouver.

Canadian Pacific Steamships—

China & Japan Line..... " Hong Kong, Yokohama or
Shanghai.

Peninsular & Oriental Steam Nav. Co. " London.

Rail " Liverpool or Southampton.

Transatlantic Steamship " New York, Boston, Quebec or
Montreal.

The above rate or its equivalent is applicable from any point on the line of the Canadian Pacific Railway, or from any point on the direct line of the above described route, such as New York, Liverpool, Colombo, Hong Kong, etc., and will apply either eastbound or westbound. Tickets have a Time Limit of twelve months.

Rates include Meals and Berths on Steamships but not on Railways. Tickets for Meals and Sleeping Car Berths on Canadian Pacific Railway, *while travelling*, can be obtained by Round the World Travellers at \$30.00, gold, for the transcontinental rail trip by the Canadian Pacific Railway between the Atlantic and Pacific.

Numerous deviations at minimum cost, which will enable tourists to take in India, or the overland European route between Brindisi, etc., and London, are at present being arranged, and separate pamphlet, descriptive of these and of tours in Japan and China, will shortly be issued.

\$437.50
417.50
417.50
337.50
337.50

China.

ill date
ips for
Time

g Kong

Canadian Pacific Ry.

THE SLEEPING AND PARLOR CARS

Unless otherwise noted, are owned and operated by the Canadian Pacific Railway Company. They surpass any in the world.

Through Sleeping Car Service

- Montreal and Quebec.**
Montreal and Boston via Montreal & Boston Air Line.
Montreal and Old Orchard Beach via White Mountains and Portland.
Montreal and Halifax, N.S., via C.P.R. Short Line and St. John, N.B.
Montreal and Toronto.
Montreal and Vancouver via Port Arthur.
Boston and St. Paul via Montreal and Sault Ste. Marie.
Ottawa and Toronto via Smiths Falls.
Toronto and North Bay via G. T. Ry.
Toronto and Old Orchard Beach via Montreal, White Mountains and Portland.
 † **Montreal and Chicago via Toronto, Detroit and Wabash Railroad.**
 † **Toronto and Chicago via Detroit.**
 † **St. Paul and Winnipeg via Great Northern Ry.**

Parlor Car Service

- Montreal and Quebec.**
Montreal and Ottawa.
Montreal and Boston.
Montreal and Portland via White Mountains.
Montreal and Toronto.
Toronto and Owen Sound on S. S. Express.

(SERVICE IN BOTH DIRECTIONS)

† Cars owned by Sleeping Car Companies, not C.P.R.

‡ Some of the cars in these lines are owned by other companies.

For time of trains on which these cars are run, see current Time Table Folder of the Canadian Pacific Railway.

RATES FOR ONE LOWER OR ONE UPPER BERTH IN SLEEPING CAR BETWEEN

Quebec and Montreal.....	\$ 1 50	Montreal and Vancouver..	\$20 00
Boston and Montreal.....	2 00	Ottawa and Toronto.....	2 00
Boston and Sault Ste. Marie	5 00	Ottawa and Vancouver....	20 00
Boston and St. Paul.....	7 00	Fort William and Banff Hot	
Boston and Chicago.....	5 50	Springs.....	9 00
Boston and Duluth.....	7 00	Fort William and Vancon-	
Boston and Vancouver.....	20 50	ver.....	15 00
Montreal and Boston.....	2 00	Pt. Arthur and Banff Hot	
Montreal and Portland.....	2 00	Springs.....	9 00
Montreal and Old Orchard..	2 00	Pt. Arthur and Vancouver..	15 00
Montreal and St. Andrews,		Toronto and Portland, Me..	3 50
N.B.....	2 50	Toronto and Old Orchard...	3 50
Montreal and St. John, N.B.	2 50	Toronto and Chicago.....	3 00
Montreal and Halifax, N.S.	4 00	Toronto and Detroit.....	2 00
Montreal and Toronto.....	2 00	Toronto and Pt. Arthur....	6 00
Montreal and Detroit.....	3 50	Toronto and Fort William..	6 00
Montreal and Chicago.....	5 00	Toronto and St. Andrews,	
Montreal and Sault Ste.		N.B.....	4 50
Marie.....	4 00	Toronto and St. John, N.B..	4 50
Montreal and St. Paul,		Toronto and Halifax.....	6 00
Nian.....	6 00	Toronto and Winnipeg....	8 00
Montreal and Duluth.....	6 00	Toronto and Vancouver....	18 50
Montreal and Pt. Arthur....	6 00	New York and Montreal....	2 00
Montreal and Fort William..	6 00	Chicago and St. Paul.....	2 00
Montreal and Winnipeg....	8 00	St. Paul and Winnipeg....	3 00
Montreal and Banff Hot		St. Paul and Vancouver....	13 50
Springs.....	14 00	Winnipeg and Vancouver..	12 00

**FOR ONE SEAT IN PARLOR CAR
BETWEEN**

Quebec and Montreal.....	\$ 75	Toronto and London.....	\$ 50
Montreal and Ottawa.....	50	Toronto and Detroit.....	1 00
Montreal and Toronto.....	1 00	Montreal and Boston.....	1 50
Toronto and Owen Sound....	50	Montreal and Portland, Me..	1 50

Between other Stations in Proportion.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold to holders of First Class Tourist Tickets.

Sleeping Car *Sections*, in Canadian Pacific Cars, double the berth rate; *Drawing Rooms*, three times the berth rate. The Drawing Room Rate slightly exceeds this from Chicago and stations west of Detroit to Toronto, Montreal, etc.

Two persons in the *same party*, when travelling from and to the same points, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket; provided always each presents a railway passage ticket.

Agents of the Canadian Pacific Railway at the starting points of Sleeping or Parlor Cars will hold diagrams of Canadian Pacific Railway Cars for location of passengers, and ticket agents at other points will secure accommodation required by them on application to such agents (enumerated below) by letter or telegraph, as necessary:—

- Toronto** (W. R. CALLAWAY, District Passenger Agent, 118 King Street West.
- Montreal**..... A. B. CHAFFEE, Jr., City Ticket Agent, 266 St. James St.
- Ottawa**..... J. E. PARKER, City Ticket Agent, 42 Sparks St.
- Quebec**..... J. W. RYDER, City Ticket Agent, St. Louis Hotel.
- Boston**..... G. A. TIRCOMB, City Ticket Agent, 211 Washington St.
- St. John, N.B.**... CHURN & Co., City Ticket Agents, Chubb's Corner.
- Halifax, N.S.**... C. R. BARRY, City Ticket Agent, 126 Hollis St.
- Old Orchard Beach, Me.** } Ticket Agent of the Boston & Maine Railroad.
- Portland, Me.**... Ticket Agent of the Maine Central Railroad.
- Detroit, Mich.**... C. SHEEHY, District Passenger Agent, 11 Fort St. West.
- Chicago, Ill.**... Ticket Agent of the Wabash Railroad.
- St. Paul, Minn.**... (Ticket Agents of the Minneapolis, St. Paul & Sault Ste. Marie Ry.
- Minneapolis, Minn.**..... (Ticket Agents of the Great Northern Railway.
- Winnipeg**..... W. M. McLEOD, City Ticket Agent.
- Vancouver**..... G. McL. BROWN, Ticket Agent.

Diagrams of Sleeping Cars on following through trains will be held at stations noted several hours before arrival of through Sleeping Cars, and accommodation may be secured through such stations by telegraph or letter.

PACIFIC EXPRESS (Westbound).—At North Bay, Port Arthur, Winnipeg, Regina, Calgary, Glacier.

ATLANTIC EXPRESS (Eastbound).—At Glacier, Banff, Regina, Brandon, Winnipeg, Port Arthur, North Bay.

ST. PAUL EXPRESS.—At Montreal, Sault Ste. Marie.

BOSTON EXPRESS.—At Montreal, Sault Ste. Marie.

Letters or telegrams from passengers direct to above agents will receive prompt attention. When ordering be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting and route.

Holders of Sleeping Car Tickets, reading in either direction, between Vancouver and any point east or south of Winnipeg, will be furnished on application to Porter of Sleeping Car, with check on which they may stop over at Winnipeg, Banff Hot Springs and the Glacier, as desired.

Dining Cars are run on the through Transcontinental and Boston and St. Paul trains, also on Chicago and Montreal trains west of Detroit. Meals 75 cents each.

Buffet Cars will be run on Montreal and Boston, Montreal and Halifax, and Montreal and Chicago express trains, etc. For details see current Time Table Folder.

AGENCIES

Adelaide.....	Aus.	Agents Oceanic S.S. Co	
Baltimore.....	Md.	H. McMurtrie, Passenger Agent	203 East German St.
Bombay.....	India	Thos. Cook & Son.....	13 Rampart Row.
		(H. J. Colvin, New England Pas-	
Boston.....	Mass.	senger Agent.....	211 Washington St.
		(G. A. Titcomb, City Pass. Agt.....	211 Washington St.
Brockville.....	Ont.	Geo. E. McGlade, Ticket Agent.....	115 Main St.
Buffalo.....	N.Y.	Norman Foster, Passenger Agent.....	14 Exchange St.
Calcutta.....	India	Thos. Cook & Son.....	11 Court House St.
Chicago.....	Ill.	(J. Francis Lee, District Freight and Passenger Agent	232 South Clark St.
		(E. B. Creasy.....	
Colombo.....	Ceylon	(Alstons, Scott & Co'y	
Detroit.....	Mich.	C. Sheehy, District Passenger Agt.....	11 Fort St. West.
Glasgow, Scotland		(Archer Baker, European Traffic Agent	25 Gordon St.
Halifax.....	N.S.	C. R. Barry, Ticket Agent.....	126 Hollis St.
Hamilton.....	Ont.	W. J. Grant, Ticket Agent.....	8 James St. South.
Hogo.....	Japan	Frazar & Co.....	
Hong Kong, China		(G. B. Dodwell, General Agent China and Japan	
Liverpool.....	Eng.	(Archer Baker, European Traffic Agent	7 James St.
London.....	Eng.	(Archer Baker, European Traffic Agent	67 and 68 King Wil- liam St. E.C.
London.....	Ont.	E. M. Peel, Ticket Agent.....	1 Masonic Temple.
Manchester.....	Eng.	(Archer Baker, European Traffic Agent	105 Market St.
Montreal.....	Que.	(Wm. F. Egg, Dist. Pass. Agt. A. B. Chaffee, Jr., City Pass. Agt.....	Windsor St. Station 266 St James St.
		(E. Y. Skinner, General Eastern Agent	353 Broadway
New York.....	N.Y.	(J. Ottenheimer, Emigration Agt.....	21 Broadway
Niagara Falls, N.Y.		D. Isaacs.....	Prospect House.
Ningara Falls, Ont.		George M. Colburn.....	Clifton House.
Ottawa.....	Ont.	J. E. Parker, City Pass. Agt.....	42 Sparks St.
Penang.....	Stralls Settlements..	Boustead & Co.....	
Philadelphia, Pa.		H. McMurtrie, Passenger Agent.....	(Corner Third and Chestnut Sts.
Portland.....	Me.	M. L. Williams, Maine Central Rd.....	
Portland.....	Ore.	W. S. Hineine, Passenger Agent.....	116 First St.
Pt. Townsend, Wash.		James Jones.....	90 Taylor St.
Quebec.....	Que.	J. W. Ryder, Passenger Agent.....	St. Louis Hotel.
Rangoon, Burmah.		Thos. Cook & Son.....	Merchant St.
S. Ste. Marie, Mich.		T. R. Harvey.....	(Steamship Wharf and 37 Ashmun St.
St. John.....	N.B.	Chubb & Co., Ticket Agents.....	Chubb's Corner
		(M. M. Stern, District Freight and Passenger Agent	Chronicle Building.
San Francisco, Cal.		(Goodall, Perkins & Co., Agents Pacific Coast S.S. Co.....	10 Market St.
Seattle.....	Wash.	E. W. MacGinnis	" Star-Boyd Build- ing." Front St.
Shanghai.....	China	(Adamson, Bell & Co., Agents for China	
Singapore.....	Stralls Settlements..	Boustead & Co.....	
Sherbrooke.....	Que.	Geo. Duncan, Ticket Agent.....	6 Commercial St.
Sydney.....	Aus.	Agent Oceanic S.S. Company.....	
Tacoma.....	Wash.	(W. R. Thompson, Passenger Agent	901 Pacific Avenue.
Toronto.....	Ont.	(W. R. Callaway, District Passen- ger Agent	118 King St. West.
Vancouver.....	B.C.	G. Mel. Brown, Ticket Agent.....	
Victoria.....	B.C.	Allan Cameron, Passenger Agent.....	Government St.
Windsor.....	Ont.	W. G. McLean, Ticket Agent	
Winnipeg.....	Man.	W. M. McLeod, City Ticket Agent.....	471 Main St.
Yokohama, Japan.		Frazar & Co., Agents for Japan.....	

Special Publications

ISSUED BY THE

Canadian Pacific Railway

"The New Highway to the Orient."

"Summer Tours."

"Fishing and Shooting."

"Transpacific and Japanese Guide."

"Time-Table with Notes."

Also numerous Pamphlets descriptive of Manitoba, Canadian North-West Territories and British Columbia.

These publications are handsomely illustrated, and contain much useful information in interesting shape. Time-Tables with Notes will be found a valuable companion for all Transcontinental travellers.

Copies may be obtained FREE from Agents of the Company, or will be mailed to any address on application to

W. F. EGG,
District Passenger Agent,
Windsor St. Station, MONTREAL.

W. R. CALLAWAY,
District Passenger Agent,
118 King St. West, TORONTO.

C. E. McPHERSON,
Asst. General Passenger Agent,
311 Washington St., BOSTON,
and ST. JOHN, N.B.

E. V. SKINNER,
General Eastern Agent,
389 Broadway, NEW YORK.

J. F. LEE,
Commercial Agent,
333 South Clark St., CHICAGO, Ill.

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

D. E. BROWN,
Asst. General Passenger Agent,
VANCOUVER, B.C.

H. M. STERN,
District Passenger Agent,
Chronicle Bldg., SAN FRANCISCO.

ROBT. KERR, General Passenger Agent W. & P. Div., WINNIPEG.
G. E. E. USSHER, Assistant General Passenger Agent, MONTREAL.
D. MONICOLL, General Passenger Agent, MONTREAL.



