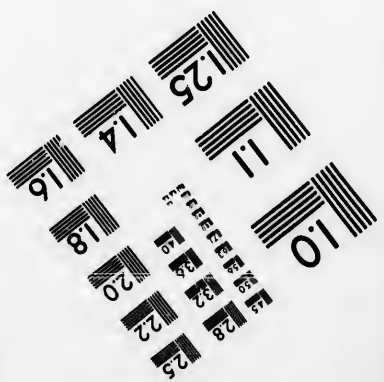
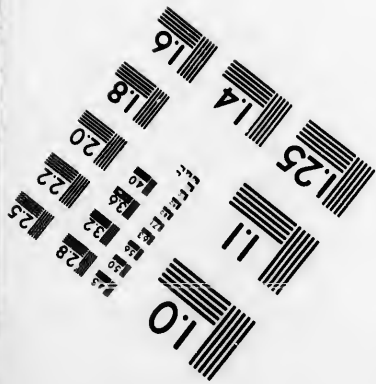
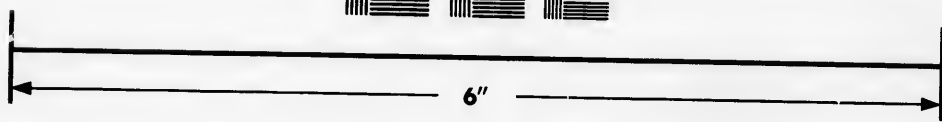


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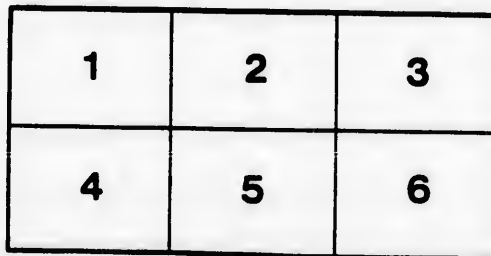
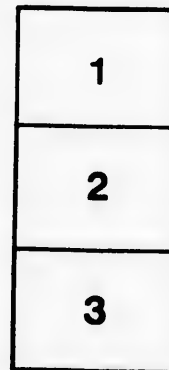
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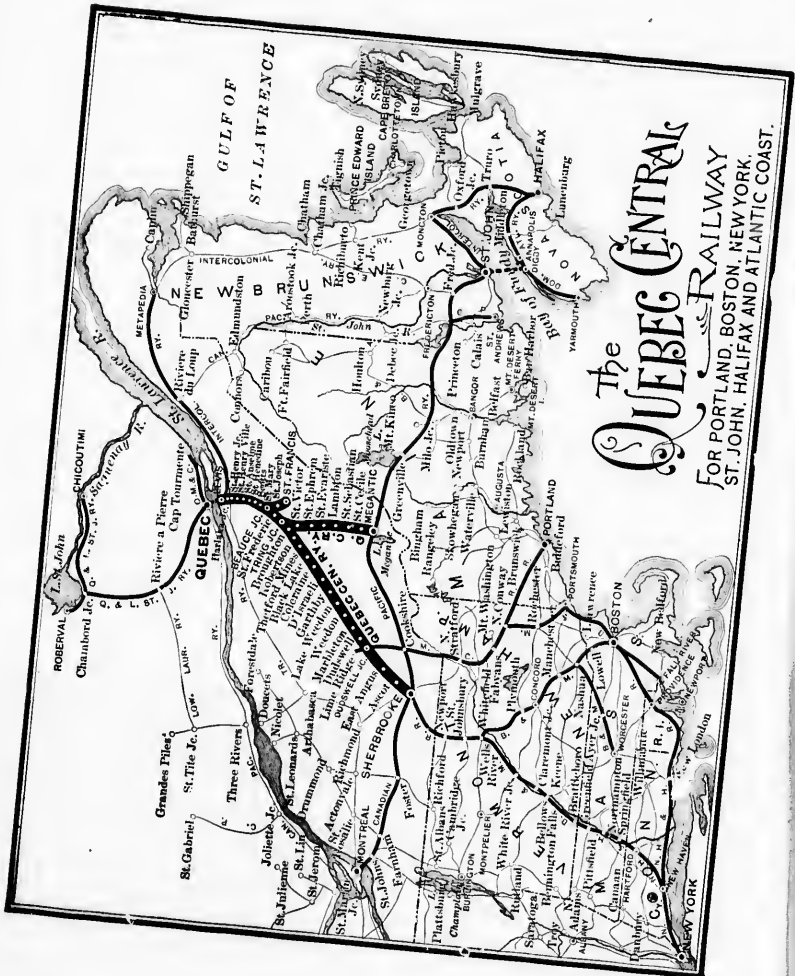
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| Tues. " 15.     | Lake Huron.....    | " " 30         | Second Cabin. — To Liverpool or London, \$14; return \$66.75.<br>Glasgow, \$17.65; return, \$74.05.<br>Bristol, \$17.05; return, \$73.45.<br>Belfast, \$15.25; return, \$69.25. |
| Sun. " 20.      | Lake Superior..... | " July 7       |   |
| Sat. July 3.    | Lake Winnipeg..... | " " 21         | Steerage. — At lowest rates.<br>Steerage passengers are provided with the use of bedding and eating and drinking utensils FREE of CHARGE.                                       |
| Tues. " 13.     | Lake Huron.....    | " " 28         |   |
| Sat. " 17.      | Lake Ontario.....  | Aug. 4         | Steerage. — At lowest rates.<br>Steerage passengers are provided with the use of bedding and eating and drinking utensils FREE of CHARGE.                                       |
| " " 24.         | Lake Superior..... | " " 11         |   |
| " Aug. 7.       | Lake Winnipeg..... | " " 25         | Steerage. — At lowest rates.<br>Steerage passengers are provided with the use of bedding and eating and drinking utensils FREE of CHARGE.                                       |
| " " 14.         | Lake Huron.....    | Sept. 1        |   |
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| " " 18.         | Lake Huron.....    | Oct. 6         |   |
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| " " 16.         | Lake Winnipeg..... | Nov. 3         | Steerage. — At lowest rates.<br>Steerage passengers are provided with the use of bedding and eating and drinking utensils FREE of CHARGE.                                       |
| " " 23.         | Lake Huron.....    | " " 10         |   |
| " " 30.         | Lake Ontario.....  | " " 17         | Steerage. — At lowest rates.<br>Steerage passengers are provided with the use of bedding and eating and drinking utensils FREE of CHARGE.                                       |
| Fri. Nov. 5.    | Lake Superior..... | Sat. " 20      |   |

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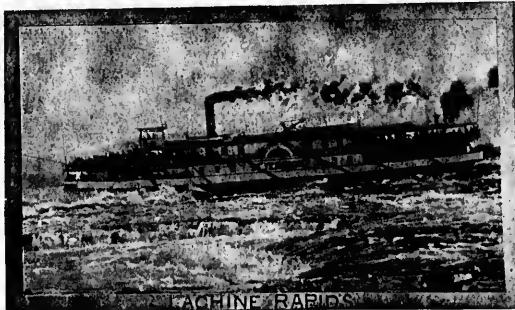
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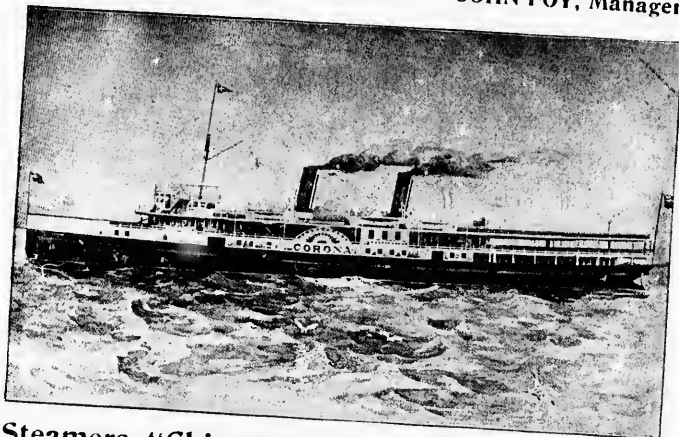
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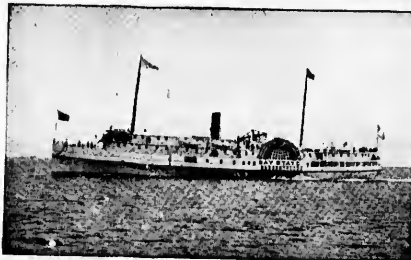
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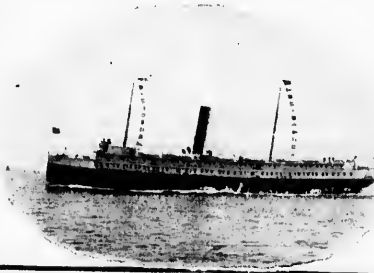
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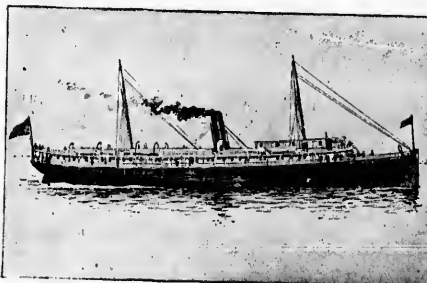
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## CONTENTS.

|  | PAGE.   |
|--|---------|
| Frontispiece .....   | xviii   |
| Classified Index to Advertisers .....  | 11      |
| Index to Places .....  | 5       |
| List of Hotels .....   | 324     |
| Preface .....  | 15      |
| VARIOUS ROUTES BY RAIL AND WATER DESCRIBED.  |         |
| New-York to Buffalo and Niagara Falls via West<br>Shore Ry.....  | 17-20   |
| Buffalo to Niagara Falls via Mr. Cary's road coach<br>"Red Jacket" .....   | 23-25   |
| Great Gorge Route—Niagara Falls to Lewiston on<br>American side .....  | 56-57   |
| Suspension Bridge to Toronto, by Niagara Falls<br>& Lewiston R.R., etc. and Niagara Navigation<br>Co., from Lewiston and Niagara.....  | 66-67   |
| Suspension Bridge to Toronto via G. T. Railway<br>St. Catharines and Port Dalhousie, and Steamer<br>Empress of India .....   | 72      |
| Toronto to Lakes Simcoe and Couchiching, Barrie<br>and Orillia via Grand Trunk Ry.....   | 82-83   |
| Toronto to Montreal, via C. P. R.....  | 83-84   |
| Toronto to Montreal, via Grand Trunk R.R.<br>to Kingston, and Richelieu and Ontario<br>Navigation Steamers, or by R. & O. Steamers,<br>Cobourg, Belleville, Kingston, Thousand<br>Islands, Brockville, Rapids of the St. Law-<br>rence ..... | 84-89   |
| Kingston to Ottawa via the Rideau River and<br>Lakes.....  | 97-138  |
| The "Captain Visger" trip through the Islands..  | 89-96   |
| The Heart of the 1000 Islands Route,—Gananoque<br>to Brockville .....  | 120-124 |
| Montreal to Ottawa via C.P.R. or Ottawa River<br>Navigation Co.'s Steamers, St. Anne's, Lake of<br>Two Mountains, Carillon, L'Orignal, Caledonia<br>Springs.....   | 103-112 |
|  | 138-141 |

CONTENTS.

|   |         |
|---|---------|
| Montreal to Quebec, via Richelieu & Ontario Navigation Co., Sorel and Three Rivers.....   | 174-176 |
| Quebec.....   | 177-189 |
| Quebec to Lower St. Lawrence and Saguenay River, via R. & O. Navigation Co., Murray Bay, Cacouna, Tadousac and Ha! Ha! Bay.....   | 189-210 |
| The Temiscouata Route to the Maritime Provinces.....  | 210-211 |
| Quebec to White Mountains and Maritime Provinces, via Boston and Maine, Maine Central and Quebec Central Railways.....  | 212-226 |
| White Mountains via Boston and Maine R.R.....   | 226-233 |
| Montreal and Quebec to the White Mountains and Portland via Maine Central R.R., direct.....   | 233-254 |
| To the Mountains and the Sea via Grand Trunk Railway.....   | 255-264 |
| Portland and Cashings Island.....   | 265-273 |
| Steamship trips and routes from Portland.....   | 268-271 |
| Montreal to New-York, via the Delaware & Hudson Canal Co's R.R., Rouse's Point, Plattsburgh, the Adirondacks, Port Kent, Ausable Chasm, Lake George, and Albany; or by rail, to Rouse's Point and Plattsburgh, and the Champlain Transportation Co. to Burlington and Ticonderoga, thence by R.R. as before to Albany and New-York..... | 285-312 |
| Portland to Boston via B. & M. R.R.....   | 274-280 |
| Quebec to the Maritime Provinces via Intercolonial Railway of Canada.....   | 313-322 |

## INDEX TO PLACES.

|                              | PAGE. |                           | PAGE.  |
|------------------------------|-------|---------------------------|--------|
| Adirondacks, N.Y. ....       | 288   | Bonsecours Market, Mtl.   | 149    |
| Alexandria Bay, N.Y. ....    | 115   | "    Church,    "         | 149    |
| Ashburnham, Ont. ....        | 87    | Bout de l'Isle. ....      | 144    |
| Ashland, N.H. ....           | 226   | Boston. ....              | 281    |
| Ausable Chasm, N.Y. ....     | 294   | Bowmanville, Ont. ....    | 85     |
| Baie des Chaleurs, Que. .... | 314   | Bras d'or Lakes. ....     | 316    |
| Baie St. Paul, Que. ....     | 200   | Brock's Monument. ....    | 68     |
| Baldwin, N.Y. ....           | 298   | Brockville, Ont. ....     | 124    |
| Ballston, N.Y. ....          | 311   | Broughton, Que. ....      | 213    |
| Barnet Vt. ....              | 225   | Buekhorn Island. ....     | 50     |
| Barrie, Ont. ....            | 82    | Buffalo, N.Y. ....        | 21, 22 |
| Barton, Vt. ....             | 225   | Burlington. ....          | 297    |
| Bath Island, N.Y. ....       | 39    | Burning Spring, N. Falls  | 63     |
| Batiscan, Que. ....          | 176   | Calvary, Que. ....        | 139    |
| Bay of Quinte. ....          | 86    | Calumet Island. ....      | 113    |
| Beach Bluffs. ....           | 280   | Cantilever Bridge. ....   | 52     |
| Beauce Junction, Que. ....   | 212   | Cape Vincent. ....        | 97     |
| Beauharnois, Que. ....       | 132   | Captain Visger. The. .... | 120    |
| Beauport, Que. ....          | 185   | Cacouna, Que. ....        | 196    |
| Beaver Brook Falls, N.H.     | 236   | Caldwell, N.Y. ....       | 300    |
| Belleville, Ont. ....        | 87    | Canal Basin, Montreal. .  | 138    |
| Bemis Heights N. Y. ....     | 311   | Cape Breton, C.B. ....    | 316    |
| Bemis Station. ....          | 253   | Cape Elizabeth, Me. ....  | 265    |
| Berlin Falls. ....           | 256   | Capleton, Que. ....       | 217    |
| Bethel, Me. ....             | 257   | Carillon, Que. ....       | 140    |
| Bethlehem Junction, N.H.     | 227   | Carleton Island. ....     | 116    |
| Bethlehem, N.H. ....         | 227   | Cascade Rapids. ....      | 133    |
| Beverly Farms. ....          | 280   | Casco Bay, Me. ....       | 266    |
| Beecher's Cascade, N.H. .    | 249   | Castle Rest. ....         | 116    |
| Biddeford Beach. ....        | 274   | Caughnawaga, Que. ....    | 133    |
| Bishops' College Univ. .     | 216   | Cave of the Winds. ....   | 42     |
| Black Rapids, Ont. ....      | 95    | Cayuga Creek, Ont. ....   | 50     |
| Black Lake, Que. ....        | 214   | Cedar Islands. ....       | 61-62  |
| Black Creek, Ont. ....       | 24    | Cedar Rapids, Ont. ....   | 132    |
| Bloody Run, N. Falls. . .    | 56    | Central Park, N.Y. ....   | 115    |
| Bluff Point. ....            | 292   | Chaffey's Locks. ....     | 93     |
| Bolton, N.Y. ....            | 302   | Champ de Mars, Montreal   | 159    |
| Bonnie Castle. ....          | 116   | Chateau de Ramesay, Mtl.  | 151    |

|                                | PAGE.    |                             | PAGE.    |
|--------------------------------|----------|-----------------------------|----------|
| Chaudiere Falls, Que....       | 138      | Eel Bay, N.Y.....           | 105      |
|                                | 142, 176 | Echo Lake, N.H.....         | 232      |
| Chaudiere River.....           | 212      | Edmundston, N.B.....        | 210      |
| Chateaugay Lakes.....          | 289      | Edwardsburg Canal, Ont.     | 127      |
| Chicoutimi, Que.....           | 208      | Eyrie.....                  | 116      |
| Chimney, Island, Ont....       | 112      | Fabyans, N.H.....           | 233, 239 |
| Chippewa, Ont.....             | 25       | Falls of St. Anne, Que..    | 194      |
| Chrysler's Farm, Ont....       | 127      | Fiddler's Elbow, Ont....    | 94       |
| Church of St. Francis... 131   |          | Flume, Franconia Notch,     |          |
| Citadel, Que.....              | 177, 179 | N.H.....                    | 232      |
| Clarkhill, N. Falls.....       | 62       | Flume Cascade, N.H....      | 249      |
| Clayton, N. Y.....             | 112      | Fort Blunder, N. Y.....     | 286      |
| Clear Lake.....                | 94       | "  Catarqui.....            | 88       |
| Cobourg, Ont.....              | 85       | "  Covington.....           | 131      |
| Colebrook, N.H.....            | 234      | "  Ethan Allen.....         | 294      |
| Como, Que.....                 | 140      | "  George.....              | 70       |
| Concord, N. H.....             | 226      | "  Henry.....               | 88       |
| Coos Valley, N.H.....          | 233      | "  Mississaga.....          | 71       |
| Cookshire, Que.....            | 233      | Fort Montgomery, N. Y.      |          |
| Corn Island.....               | 111      | 285, 294                    |          |
| Cornwall Canal.....            | 129      | "  Niagara, N.Y.....        | 71       |
| Cornwall, Ont.....             | 129      | "  du Portage, Ont... 51    |          |
| Coteau du Lac, Que.... 132     |          | "  Schlosser, Ont..... 51   |          |
| Coteau Rapids.....             | 132      | "  Ticonderoga, N. Y. 294   |          |
| Cranberry Lake, Ont.... 91     |          | Fort Wellington, Ont... 125 |          |
| Crawford Notch, N.H... 248     |          | Franconia Notch..... 228    |          |
| Cushing's Island, Me... 271    |          | Fraserville, Que..... 196   |          |
| Danville Jctn Me..... 258      |          | Frenchins Creek, Ont... 24  |          |
| Deering, Me.....               | 266      | Gallops Rapids, Ont.... 127 |          |
| Devil's Hole, N. Falls. 55, 67 |          | Gananoque, Ont..... 102     |          |
| Dickinson's Landing, Ont 129   |          | Garden Island, Ont..... 89  |          |
| Dixville Notch, N.H.... 236    |          | Garrets Rest, Ont..... 94   |          |
| Dominion Square, Mont. 162     |          | Garthby, Que.....           | 214      |
| "Drowned Lands"..... 90        |          | Georgeville, Que.....       | 222      |
| Dudswell Junction... 214, 227  |          | German Bay, Ont..... 94     |          |
| Dufferin Islands..... 61, 62   |          | Gibbs Falls.....            | 245      |
| Dundee, Que.....               | 131      | Gibraltar Point.....        | 72       |
| Eagle Cliff, N.H.....          | 227      | Glen Station, N.H.....      | 253      |

INDEX TO PLACES.

PAGE.  
 ..... 105  
 ..... 232  
 ..... 210  
 al, Ont. 127  
 ..... 116  
 .. 233, 239  
 Que.. 194  
 Ont.... 94  
 Notch,  
 ..... 232  
 H.... 249  
 ..... 286  
 ..... 88  
 ..... 131  
 ..... 294  
 ..... 70  
 ..... 88  
 ..... 71  
 N. Y.  
 285, 294  
 ..... 71  
 nt... 51  
 ..... 51  
 N. Y. 294  
 nt... 125  
 ..... 228  
 ..... 196  
 nt... 24  
 t... 127  
 ..... 102  
 ..... 89  
 ..... 94  
 ..... 214  
 ..... 222  
 ..... 94  
 ..... 245  
 ..... 72  
 ..... 253

|                            | PAGE.         |                         | PAGE.    |
|----------------------------|---------------|-------------------------|----------|
| Glen Ellis River, N. H.    | 253           | Jefferson, N. H.        | 238      |
| Glen Mitchell, N. Y.       | 310           | Jones' Falls, Ont.      | 92       |
| Goat Island, N. Y.         | 39            | Kars, Ont.              | 95       |
| Goodrich Falls, N. H.      | 254           | Kattskill Bay, N. Y.    | 303      |
| Gorham                     | 256           | Keeseville, N. Y.       | 295      |
| Green Island, N. Y.        | 302           | Kempenfeldt Bay.        | 82       |
| Green Mountains Vt.        | 285, 287      | Kingston, Ont.          | 88       |
| Grenville                  | 140           | Kingston Mills.         | 90       |
| Grey Nunnery, Montreal.    | 163           | Kittery Beach, Me.      | 280      |
| Grosse Isle, Que.          | 194           | Lake Aylmer             | 214      |
| Groveton Jet.              | 256           | "    Beauport, Que.     | 189      |
| Ha ! Ha ! Bay, Que.        | 206           | "    Couchiching, Ont.  | 82       |
| Halifax, N. S.             | 314           | "    Champlain, N. Y.   | 285      |
| Harlaka Junction, Que.     | 212           | "    of Rapids.         | 86       |
| Hayden Island, N. Y.       | 116           | "    George, N. Y.      | 299      |
| Heck's tomb (Barbara)      | 125           | "    Gloriette, N. H.   | 237      |
| Hennepin View, N. Falls.   | 36            | "    Kenogami, Que.     | 207      |
| Hermit of the Falls, N. Y. | 44            | "    Magog.             | 216      |
| Hermit's Cascade.          | 44            | Lake Massawippi, Que.   | 216, 217 |
| Hochelaga, Que.            | 144           | "    Memphremagog, Que. | 216, 218 |
| Hogamah Bay, C. B.         | 318           | "    Opinicon.          | 93       |
| Hog's Back, Ont.           | 96            | "    Placid, N. Y.      | 291      |
| Holyoke, Mass.             | 225           | "    Simcoe, Ont.       | 82       |
| Hopewell Hall, N. Y.       | 116           | "    St. Francis, Que.  | 131      |
| Horse Block Point, Ont.    | 100           | "    St. Louis, Que.    | 133      |
| Hudson, Que.               | 140           | "    St. Peter, Que.    | 175      |
| Hull, Que.                 | 138           | "    St. Charles, Que.  | 189      |
| Indian Lake, Ont.          | 93            | "    St. John, Que.     | 169      |
| Iris Island, N. Falls.     | 45            | "    Temiscouata.       | 210      |
| Iroquois, Ont.             | 126           | "    of Two Mountains,  |          |
| Isle Perrot.               | 139           | Que.                    | 139      |
| Isle aux Coudres, Que.     | 201           | Lake Winnepesaukee,     |          |
| Island Pond Vt.            | 255           | N. H.                   | 226      |
| Island of Orleans, Que.    | 189, 193, 212 | Lake Weedon, Que.       | 214      |
| Jackson, N. H.             | 253           | Lakefield, Ont.         | 86       |
| "    Falls, N. H.          | 254           | Lachine, Que.           | 133      |

|                            | PAGE   |                           | PAGE.    |
|----------------------------|--------|---------------------------|----------|
| Lachine Rapids, Que....    | 134    | Merrickville, Ont.....    | 95       |
| Laconia, N.H.....          | 226    | Metapedía Valley, N.B.... | 314      |
| Lancaster, Ont.....        | 131    | Molsons Island, Que....   | 223      |
| Lancaster, N.H.....        | 238    | Montmorenci Falls, Que.   | 190      |
| L'Anse-a-l'eau, Que....    | 203    | Montreal, via C.P.R....   | 83       |
| Laprairie, Que.....        | 137    | Montreal, via G.T.R. or   |          |
| La Trappe Monastery... 140 |        | steamer.....              | 84       |
| Lennoxville, Que... 214,   | 216    | Montreal to Ottawa.....   | 138      |
| Levis, Que.....            | 191    | Montreal, Que.....        | 144      |
| Lewiston, N.Y.....         | 50, 67 | Morrisburg, Ont.....      | 126      |
| Lisbon, N.H.....           | 227    | Mountain Park, Montreal   | 148      |
| Littleton, N.H.....        | 227    | Mount Lafayette, N.H....  | 232      |
| London derry Lithia        |        | " Washington, N.H....     | 242      |
| Spring, Nashua, N.H.       | 226    | " Elephantis... 220,      | 222      |
| Long Island, Que.....      | 223    | " McGregor.....           | 312      |
| Long Sault, Ont.....       | 127    | " Stickney.....           | 248      |
| Longueuil, Que.....        | 137    | " Williard, N.H....       | 251      |
| Lord's Island, Que.....    | 223    | " Willy, N.H.....         | 251      |
| L'Original, Que.....       | 140    | Mount Defiance, N.Y....   | 298      |
| Louisville, Ont.....       | 127    | " Independence, N.Y.      | 298      |
| Lowell, Mass.....          | 226    | " Marcy, N.Y.....         | 310      |
| Luna Island, N.Y.....      | 39     | " Starr King.....         | 238      |
| Lunenburg, N.H.....        | 238    | Murray Island, N.Y....    | 113      |
| Lyndonville, Vt.....       | 225    | Murray Bay, Que.....      | 195      |
| Lynn, Mass.....            | 280    | Mutchmore's Cut, Ont..    | 96       |
| Madawaska River.....       | 210    | McGill University.....    | 170      |
| Magog River.....           | 216    | Nahant, Mass.....         | 280      |
| Magog, Que.....            | 222    | Nashua, N.H.....          | 226      |
| Maid of the Mist.....      | 54     | Navy Island, Ont.....     | 50       |
| Manotick, Ont.....         | 95     | Newboro Lake.....         | 94       |
| Manchester, N.H.....       | 226    | Newboro.....              | 94       |
| Marbleton, Que.....        | 214    | Newport, Vt.....          | 217      |
| Marblehead, Mass.....      | 280    | Newcastle N.H.....        | 277      |
| Maritime Provinces....     | 313    | New York to Niagara       |          |
| Massassauga Point.....     | 87     | Falls, via West Shore.    | 17       |
| Massawippi River.....      | 216    | Niagara Falls, N.Y....    | 29       |
| Massena Springs, N.Y..     | 127    | Niagara Falls, ....       | 22-27-66 |
| Meredith, N.H.....         | 226    | Niagara, State Reserva-   |          |

PAGE.

..... 95

N.B... 314

Que... 223

s, Que. 190

R.... 83

R. or

..... 84

..... 138

..... 144

..... 126

ontreal 148

S. H., 232

N. H. 242

. 220, 222

..... 312

..... 248

H.... 251

..... 251

Y.... 298

N.Y. 298

..... 310

..... 238

..... 113

..... 195

Ont.. 96

..... 170

..... 280

..... 226

..... 50

..... 94

..... 94

..... 217

..... 277

agara

ore. 17

..... 29

22-27-66

erva-

PAGE.

tion..... 32

Niagara-on-the-Lake, Ont 69

Niagara Falls Park.... 58

Notre Dame Church, Mtl. 151

Northfield, Mass. .... 225

North Stratford N.H. 238, 256

    " Conway, N. H. .... 227

    " Berwick Jctn, N.H. 274

    " Hampton, N.H. .... 280

Nuns Island, Que. .... 137

Observation Tower, N. Falls..... 56

Ogdensburg, N.Y. .... 125

Ogden Island, N.Y. .... 126

Oka, Que. .... 139

Old Orchard Beach, Me. 274

Old Man of Mountain... 229

Oliver's Ferry, Ont. .... 94

Orillia, Ont. .... 82

Ottawa, Ont. .... 141

Owl's Head Mountain Que. .... 220

Peterboro, Ont. .... 86

Pictou, N.S. .... 314

Plains of Abraham..... 177

Plattsburgh, N.Y. .... 287

Plymouth, N.H. .... 226

Pleasant Point, N.Y. .... 24

Point Arie Asylum.... 126

Point du Chene, N.B. .... 314

Poland Springs Me. .... 258

Poonamalie Cut. .... 94

Poole's Resort, Ont. .... 110

Port Dalhousie. .... 67, 72

Port Darlington, Ont. .... 85

Port Hope, Ont. .... 85

Portland Village, Ont. .... 94

Portland, Me. .... 265

Portsmouth, N.H. .... 276

Portsmouth, Ont. .... 89

Port Kent, N.Y. .... 294

Prescott, Ont. .... 125

Prince Edward Island... 314

Profile Lake. .... 229

Prospect Park, N. Y. .... 33

Prospect Mountain, N.Y. 303

Province Boundary Line. 130

Queenston, Ont. .... 68

Queenston Heights.... 68

Queen Victoria Niagara Falls Park. .... 58

Quebec, Que. .... 177, 189

Rapids du Plat. .... 127

Rangeley Lakes. .... 238

Rice Lake, Ont. .... 86

Rideau Lakes. .... 89, 94

Rideau Canal, Ont. .... 89, 142

Rigaud Mountain, Que... 140

River Otonabee, Ont. .... 86

River du Loup, Que. .... 196

River Moira. .... 87

Robertson, Que. .... 213

Rockport, Ont. .... 108

Roger's Slide, N.Y. .... 301

Round Island. .... 113

Rouse's Point, N.Y. .... 285

Royal Military College... 88

Royal Victoria Hospital, Montreal. .... 168

Rye Beach, N.H. .... 280

Saco Beach, Me. .... 274

Saguenay River, Que. ... 201

Salem, Mass. .... 131, 280

Salmon River, N.Y. .... 131

Sand Lake, Ont. .... 93

Saranac Lake. .... 288



|                                | PAGE.    |  | PAGE. |
|--------------------------------|----------|--|-------|
| Saranac River, N. Y. ....      | 287      | Temiscouata Route. ....                  | 210   |
| Saratoga Springs, N. Y. . .    | 304      | Terrapin Rock. ....                      | 43    |
| Scarboro Beach, Me. ....       | 274      | The Pilgrims, Que. ....                  | 196   |
| Sebago Lake, Me. ....          | 254      | "The Quarters" . . . . .                 | 93    |
| Seeley's Bay, Ont. ....        | 91       | Thetford, Que. ....                      | 213   |
| Sharbot Lake. ....             | 84       | Three Sisters Islands,<br>N. Falls. .... | 43    |
| Sherringham Park, Que. .       | 139      | Three Sisters, T. I. ....                | 124   |
| Sherbrooke, Que. ....          | 215      | Three Rivers, Que. ....                  | 175   |
| Shipman Flats. ....            | 107      | Timber Slide, Ottawa. . .                | 143   |
| Silver Cascade, N. H. . . .    | 236      | Ticonderoga, N. Y. ....                  | 298   |
| Sister Islands, Three, N. Y. . | 43       | Toronto, Ont. ....                       | 73    |
| Skinner's Island, Que. . . .   | 223      | Thousand Island Park. 113, 114           | 114   |
| Smith's Falls, Ont. . . . .    | 84, 95   | Thousand Islands. ....                   | 97    |
| Smuggler's Cave. ....          | 109      | 1000 Islands (Map) opp. . .              | 110   |
| Snow Lake, Que. ....           | 189      | Trenton, Ont. ....                       | 86    |
| Sorel, Que. ....               | 175      | Trent River. ....                        | 86    |
| Split Rock. ....               | 132      | Trembleau Mountain. ....                 | 298   |
| Squaw Point. ....              | 105, 123 | Tremont Park, Tidd's<br>Island. ....     | 100   |
| Ste. Anne, Que. ....           | 210      | Tring Jetn, Que. ....                    | 212   |
| St. Anne's, Que. ....          | 84, 139  | Two Mountains, Que. . . .                | 139   |
| St. Catherines, Ont. . . . .   | 67, 72   | Victoria Bridge, Que. 137, .             | 173   |
| St. Francis River. ....        | 214      | Victoria Square, Mtl. . . .              | 157   |
| St. Frederic Jetn., Que. . . . | 212      | Waddington, N. Y. ....                   | 126   |
| St. Helens Island, Que. . . .  | 148      | Warren, N. H. ....                       | 226   |
| St. Johnsbury, Vt. ....        | 225      | Weehawken, N. J. ....                    | 19    |
| St. John, N. B. ....           | 314      | Weirs, N. H. ....                        | 226   |
| St. Joseph de Levis, Que. .    | 189      | Welland Canal. ....                      | 72    |
| St. Lawrence, River. . . . .   | 88, 319  | Wellesley Island, N. Y. . .              | 115   |
| St. Regis, Que. ....           | 131      | Wells River, Vt. ....                    | 225   |
| Stave Island, Ont. . . . .     | 100, 122 | Westminster Park, N. Y. .                | 116   |
| Stanley, Island, Ont. . . . .  | 130      | Westport, Ont. ....                      | 94    |
| Steel Arch Bridge, N. Falls .  | 52       | Whirlpool. ....                          | 53    |
| Summerstown, Ont. ....         | 130      | Whirlpool Rapids, N.<br>Falls. ....      | 53    |
| Suspension Bridge, N. Y. . .   | 51       | Whirlpool Rapids Park. . .               | 65    |
| Sydney, C. B. ....             | 314      | White Mountains. To the                  | 212   |
| Table Rock. ....               | 63       |  |       |
| Table Rock House. ....         | 61       |  |       |
| Tadousac, Que. ....            | 202      |  |       |

T

White  
& M  
White  
M.C.  
White  
Whiter  
Willia

Turkis

Brown,  
Canadi  
Gordon  
Gilbert

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J. Emile

Hender  
Lalibert

Alexand  
Ausable  
Bellevil

INDEX TO PLACES.

11

|           | PAGE. |
|-----------|-------|
| te.....   | 210   |
| .....     | 43    |
| ie.....   | 196   |
| .....     | 93    |
| .....     | 213   |
| Islands,  |       |
| .....     | 43    |
| L.....    | 124   |
| ie.....   | 175   |
| tawa....  | 143   |
| .....     | 298   |
| .....     | 73    |
| Park.113, | 114   |
| s.....    | 97    |
| p) opp.   | 110   |
| .....     | 86    |
| .....     | 86    |
| tain....  | 298   |
| Tidd's    |       |
| .....     | 100   |
| .....     | 212   |
| Que....   | 139   |
| Que.137,  | 173   |
| Mtl....   | 157   |
| Y.....    | 126   |
| .....     | 226   |
| .....     | 19    |
| .....     | 226   |
| .....     | 72    |
| N. Y..    | 115   |
| .....     | 223   |
| k, N. Y.  | 116   |
| .....     | 94    |
| .....     | 53    |
| ds, N.    |       |
| .....     | 53    |
| s Park..  | 65    |
| . To the  | 212   |

|                         | PAGE. |                         | PAGE     |
|-------------------------|-------|-------------------------|----------|
| White Mountains, via B. |       | Windmill Point, Ont...  | 125      |
| & M. R. R.....          | 226   | Wolfe Island, Ont.....  | 89       |
| White Mountains, via... |       | Woodsville, N. H..      | 225, 227 |
| M.C. R. R.....          | 212   | Woodlawn.....           | 310      |
| White River Jctn.....   | 225   | York Beach, Me.....     | 280      |
| Whitefish Lake.....     | 91    | Y. M. C. A., Montreal.. | 163      |
| William Henry.....      | 175   | Youngstown, N.Y....     | 69, 71   |

CLASSIFIED INDEX TO ADVERTISERS.

|  | PAGE.               |
|--|---------------------|
| <b>Baths.</b>  |                     |
| Turkish Baths, Montreal.....                           | 161, 329            |
| <b>Boats, Canoes, Etc.</b>                             |                     |
| Brown, J. G., Lakefield.....                           | on map, opp. 110    |
| Canadian Canoe Co., Peterborough.....                  | " " 110             |
| Gordon, Thos., Lakefield.....                          | " " 110             |
| Gilbert Boat Co., Brockville, Ont.....                 | 124 opposite 110    |
| <b>Brewers, Wine Merchants, Etc.</b>                   |                     |
| Jas. A. Roy, Belleville, Ont.,.....                    | 87                  |
| <b>Bicycles.</b>                                       |                     |
| Greenleaf & Son, Belleville, Ont.....                  | 87                  |
| <b>Cameras.</b>  |                     |
| Eastman Kodak Co., Rochester, N. Y.....                | 342                 |
| <b>Chewing Gum.</b>                                    |                     |
| C. R. Somerville, London.....                          | 336                 |
| Faultless Pepsin Chips.....                            | Third page of cover |
| <b>Confectionery.</b>                                  |                     |
| Tester & Co, Nuts, Fruits & Confectionery, Montreal... | 328                 |
| <b>Departmental Store</b>                              |                     |
| The S. Carsley Co. Ltd. Montreal.....                  | 153-156             |
| <b>Druggist.</b>                                       |                     |
| J. Emile Roy, Quebec.....                              | 332                 |
| <b>Hatters and Furriers.</b>                           |                     |
| Henderson, J. & Co, Montreal.....                      | 326                 |
| Laliberte, J. B., Quebec.....                          | opposite p. 174     |
| <b>Hotels.</b>   |                     |
| (See also List of Hotels, & Boarding Houses page )     |                     |
| Alexandria Bay, N.Y., Crossmon House.....              | 116-118             |
| Ausable Chasm, N.Y.—Hotel Ausable Chasm.....           | 295                 |
| Belleville.—Anglo American, D. Coyle.....              | 88                  |

**Hotels — Continued**

|   | PAGE.    |
|---|----------|
| Bolton, N. Y. —The Sagamore.....                                    | 302      |
| Boston, Mass. — Vendome, C. H. Greenleaf & Co.....                  | 282      |
| Brunswick, Barnes & Dunklee.....                                    | 281      |
| Quincy House, Col. O. G. Barron.....                                | 284, 337 |
| Cacouna Que. —St. Lawrence Hall.....                                | 199      |
| Caldwell, N. Y. —The Lake House.....                                | 301      |
| Prospect Mountain House.....  | 303      |
| Clayton, N. Y. —New Windsor, W. P. Hawes.....                       | 112      |
| Colebrook, N. H., —The Parsons Farm.....                            | 234      |
| Cornwall, Ont. —Rossmore, M. Ross.....                              | 129      |
| Dixville Notch, N. H., The Balsams.....                             | 237      |
| Fabyan House, N. H. —Fabyan House, Barron, Merril &<br>Barron.....  | 240      |
| Gananoque, Ont. —Gamble House, A. M. Gamble..                       | 102, 331 |
| Tremont Park, W. Farren Stevens.....                                | 101, 333 |
| Ivy Lea, Ont. —Echo Lodge.....                                      | 107      |
| Lake Champlain. —Hotel Champlain.....                               | 292      |
| Lake Placid, N. Y. —The Stevens House.....                          | 291      |
| Montreal. —Turkish Bath.....  | 161, 329 |
| Hotel Cadillac, Reynolds & Co.....                                  | 158, 329 |
| Newcastle, N. H. —The Wentworth, Wm K. Hill, Mgr.                   | 278      |
| Niagara-on-the-Lake. —Queens Royal, McGaw &<br>Winnett.....         | 70       |
| Niagara Falls, N. Y. —International.....                            | 30       |
| Owl's Head, Que. —Owl's Head, Chas. D. Watkins....                  | 223      |
| Plattsburgh, N. Y. —Witherell House, Wm H. Howell.                  | 288      |
| Pooles' Resort. —Pooles' Resort Hotel.....                          | 110      |
| Portland, Me. —Ottawa House, Cushing's Island, B. C.<br>Gibson..... | 273      |
| Portsmouth, N. H. —The Rockingham.....                              | 277      |
| Profile House, N. H. —Profile House, Taft & Greenleaf.              | 227      |
| Flume House, Taft & Greenleaf.....                                  | 233      |
| Quebec. —Chateau Frontenac Hotel.....                               | 181      |
| Hotel Victoria.....   | 332      |
| Blanchard Hotel, Jos. Cloutier.....                                 | 333      |
| Rouse's Point, N. Y. —Windsor Hotel, D. S. Coon.....                | 286      |
| Rockport, Ont. —The Glen House (six miles).....                     | 106      |
| Island View House.....  | 10       |

INDEX TO ADVERTISERS.

PAGE.

PAGE

**Hotels - Continued.**

|   |          |
|---|----------|
| Summerstown, Ont.—Algonquin Hotel, J. R. Duquette,                  | 131, 335 |
| Saratoga Springs, N. Y.—United States Hotel, Tompkins, Gage & Perry | 305      |
| Saranac Lake, N. Y.—The Ampersand                                   | 290      |
| South Poland, Me, Poland Springs House                              | 258      |
| Mansion House   | 262      |
| Thousand Islands.—Central Pk, Inglehart & Wylie                     | 116      |
| Toronto.—The Harry Webb Co., Ltd., Restaurant                       | 75, 330  |
| Palmer House, J. C. Palmer  | 74       |
| Kensington, J. C. Palmer  | 74       |
| Grand Union, Chas. A. Campbell                                      | 74       |
| Queens, McGaw & Winnett   | 73       |
| White Mountains.—Twin Mountain House                                | 239      |
| Fabyan House  | 240      |
| Summit House  | 244      |
| Mount Pleasant House  | 244, 246 |
| Crawford House  | 248      |
| Willy House   | 250      |

**Laundry**

|                                  |     |
|----------------------------------|-----|
| Pfeiffer's Steam Laundry, Quebec | 331 |
|----------------------------------|-----|

**Liveries.**

|                                 |     |
|---------------------------------|-----|
| Saratoga, N. Y.—Adams & Hodgman | 309 |
|---------------------------------|-----|

**Lands**

|                                       |              |
|---------------------------------------|--------------|
| Stave Island Estate, Thousand Islands | opposite 110 |
|---------------------------------------|--------------|

**Mineral Waters, Etc.**

|                                     |     |
|-------------------------------------|-----|
| Londonderry Lithia Spring Water Co. | 334 |
| Radnor                              | 339 |
| Chas. Gurd & Co., Montreal          | 328 |

**Photographers.**

|                           |                    |
|---------------------------|--------------------|
| D. Notman & Son, Montreal | margin front cover |
|---------------------------|--------------------|

**Pianos and Organs.**

|                              |     |
|------------------------------|-----|
| Hudon, Paradis & Co., Quebec | 331 |
| Heintzman & Co.              | 338 |
| Arthur Lavigne, Quebec       | 332 |

**Publishers.**

|                 |     |
|-----------------|-----|
| Outing Pub. Co. | 341 |
|-----------------|-----|

|       |          |
|-------|----------|
| ..... | 302      |
| ..... | 282      |
| ..... | 281      |
| ..... | 284, 337 |
| ..... | 199      |
| ..... | 301      |
| ..... | 303      |
| ..... | 112      |
| ..... | 234      |
| ..... | 129      |
| ..... | 237      |
| ..... | 240      |
| ..... | 102, 331 |
| ..... | 101, 333 |
| ..... | 107      |
| ..... | 292      |
| ..... | 291      |
| ..... | 161, 329 |
| ..... | 158, 329 |
| ..... | Mgr. 278 |
| ..... | 70       |
| ..... | 30       |
| ..... | 223      |
| ..... | 288      |
| ..... | 110      |
| ..... | 273      |
| ..... | 277      |
| ..... | 227      |
| ..... | 233      |
| ..... | 181      |
| ..... | 332      |
| ..... | 333      |
| ..... | 286      |
| ..... | 106      |
| ..... | 10       |

**Railways.**

|  |                         |
|--|-------------------------|
| Buffalo & Niagara Falls Road Coach.....      | XII.                    |
| Intercolonial Railway of Canada.....         | IX.                     |
| Temiscouata Ry .....                         | 210, X.                 |
| West Shore R. R.....                         | VII.                    |
| Delaware & Hudson R. R.....                  | IV. VI.                 |
| Grand Trunk Railway System.....              | outside back cover.     |
| Boston & Maine R. R.....                     | inside front cover. 212 |
| Keeseville, A.Chasm & L. Champlain R. R..... | 295                     |
| Quebec Central Ry.....                       | 212, II, III.           |
| Maine Central R. R.....                      | 212, I.                 |
| Rome, Watertown, & Ogdensburg R. R.....      | XI.                     |
| Otis Elevating R. R.....                     | 303                     |
| Chateaugay R. R.....                         | 289                     |

**Railway Guides.**

|   |                      |
|---|----------------------|
| International Railway & Steam Navigation Guide..... |                      |
|   | Third page of Cover. |

**Steamship and Steamboat Lines.**

|   |           |
|---|-----------|
| International S.S. Co.....                      | 270, XVI. |
| Maine S.S. Co.....                              | 269, XVI. |
| Niagara Falls & Lewiston R.R. (Gorge Route).... | 56, XV.   |
| Niagara Navigation Co.....                      | XIV.      |
| Portland S.S. Co.....                           | 269, XVI. |
| The Walter L. Visger, Alexandria Bay, N. Y..... | 120       |
| Champlain Transportation Co.....                | 288, V.   |
| Beaver Line.....                                | V. I.     |
| Ottawa River Navigation Co.....                 | XIII.     |

**Smelling Salts.**

|                                     |                      |
|-------------------------------------|----------------------|
| A. P. Preston, Portsmouth, N.H..... | Third page of Cover. |
|-------------------------------------|----------------------|

**Souvenir Goods.**

|  |         |
|--|---------|
| Hemsley, R., Montreal.....                     | 340     |
| Tugby, Thos., Niagara Falls, N. Y.....         | 30, 327 |
| Zyback & Co, Niagara Falls, Canadian side..... | 61      |

**Sporting Goods.**

|   |     |
|---|-----|
| V. & B. Sporting Goods Store, Quebec..... | 333 |
|---|-----|

**Tailors.**

|                                |     |
|--------------------------------|-----|
| J. J. Milloy, Montreal.....    | 327 |
| Ettenberg & Co., Montreal..... | 328 |

**Miscellaneous.**

|  |                     |
|--|---------------------|
| "Sen-Sen", J. B. Dunn Co., Rochester, N.Y..... |                     |
|  | Back bone of Cover. |

St.  
trave  
relat  
  
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but a  
the gre  
which

..... XII.  
 ..... IX.  
 . 210, X.  
 ..... VII.  
 . . . IV. VI.  
 cover.  
 cover. 212  
 ..... 295  
 212, II, III.  
 . 212, I.  
 ..... XI.  
 ..... 303  
 ..... 289  
 .....  
 Cover.  
 . 270, XVI.  
 . 269, XVI.  
 . 56, XV.  
 ..... XIV.  
 . 269, XVI.  
 ..... 120  
 . 288, V.  
 ..... I.  
 ..... XIII.  
 cover.  
 ..... 340  
 . 30, 327  
 ..... 61  
 ..... 333  
 ..... 327  
 ..... 328  
 .....  
 cover.

## Preface.

The ALL ROUND ROUTE AND PANORAMIC GUIDE of the St. Lawrence now scarcely needs an introduction to the travelling public with whom it has enjoyed such pleasant relations for the past 28 years.

But to the large number that will this year join the army of tourists who will invade the great inland waters of Canada and the resorts of the northern states, we will just say that in presenting our 29th annual edition we are gratified and encouraged by the many expressions of praise and appreciation that greeted the last edition—hitherto the best in the history of the publication.

New routes and illustrations have been added, the text has been revised and improved, and brought entirely up to date, and the workmanship and material used are still the best that can be procured.

The current Guide, it is not too presumptuous to believe, will, like its predecessors, prove both valuable and a valued travelling companion, and in after years its pages, ever recalling pleasant memories of the most delightful trips the continent affords, will be treasured not for their literary merit, but as an interesting souvenir of the glorious tour through the great inland waters of Canada and the northern States which they describe.

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ALL-ROUND ROUTE  
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NEW YORK TO NIAGARA FALLS

VIA THE WEST SHORE ROUTE.

While many suppose that both sides of the Hudson River present equal attractions—and it would be hard to decide which is the more beautiful—it is a curious fact that all, or nearly all, the noted summer resorts, for which the country adjacent is famous, are located on its western bank. Thus, starting from New York and following up the West Shore Route, we find the Palisades, Tappan, Rockland Lake, Stony Point, Cranston's, West Point, Cornwall, Lakes Mohonk and Minnewaska, the Catskills, Saratoga, Mount McGregor and the Adirondacks (in which the great river rises), all on the same side, and all easily accessible by the West Shore Railroad. In addition to these, this route con-



veys the traveler to Lake George, Lake Champlain and Montreal on the north; Sharon Springs, Cooperstown, Richfield Springs, Niagara Falls, Buffalo and Chautauqua Lake, and makes close connections for all the White Mountain and Eastern resorts, for the Thousand Islands, and the lake region of Central New York. It is thus emphatically the tourist route of the north, and realizing this fact, its managers are doing everything in their power to render it attractive to this constantly increasing and most fastidious class of travellers.

While traversing the most picturesque portions of a State noted for its scenery, this railway is complete in all details of construction and equipment. It is a double-track steel rail line, with an unusually wide space between tracks, running north from New York along the west shore of the Hudson to Albany, and thence through the fertile valley of the Mohawk and across Central New York, touching at Utica, Syracuse and Rochester, to Buffalo and Niagara Falls. Its grades are easy, its curves are light, and its steel rails are among the heaviest known in railway construction.

#### EQUIPMENT.

The passenger engines burn anthracite coal, and are designed to haul heavy trains at a high rate of speed. They are provided with special arrangements in the fire and smoke boxes and smoke stacks to consume all gases, and to prevent the escape of smoke or cinders.

The entire passenger equipment of the road was especially designed and built by the Pullman Palace Car Company, and is the most complete in all details pertaining to elegance of finish, comfort and safety, in the world. The smoking cars, finished in figured oak, and provided with revolving

chairs upholstered in leather, are perfect specimens of the car-builder's art. The exterior of the cars making up West Shore passenger trains is painted in a rich dark olive and gold, which produce a most pleasing effect.

All the drawing-room cars, passenger coaches, baggage, mail, express and postal cars in service on the West Shore Railroad have been equipped with Sewall Safety Car-Heating Company's system of steam-heating. Live steam is taken directly from the boiler of the locomotive. No fires for heating purposes in any of the coaches are permitted.

The station houses erected along the entire route from New York to Buffalo and Niagara Falls are architectural gems, harmonious in color and design with the beautiful and picturesque scenery through which the road passes.

#### WEEHAWKEN.

The New York terminus of this great railway is at Weehawken, opposite the heart of the great city, and close to the ground on which Alexander Hamilton fell before the pistol of Aaron Burr. It extends for more than a mile along the river front, and, with its numerous docks and piers, presents nearly six miles of working space, in which vessels of every description may receive freights. From here commodious and elegantly appointed ferry-boats run to the handsome up-town passenger station at the foot of West Forty-second Street, and to and from the down-town station of the West Shore Route at the foot of Franklin Street, North River.

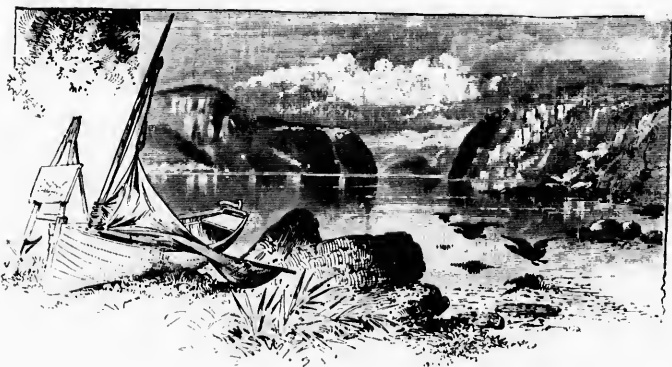
#### CONNECTION TO NEW YORK.

As some of the trains of the West Shore Route are also despatched from the depot of the Pennsylvania Railroad

in Jersey City, they are accessible by Annex Boats from the foot of Fulton Street, Brooklyn. This connection in the Jersey City station of the Pennsylvania Railroad is of special advantage to the people of New Jersey, Pennsylvania and the South en route to or from the attractive health and pleasure resorts of New York State, New England and Canada. Passengers are advised to consult official time-tables in the Company's publications, or in the leading newspapers, to ascertain just what trains leave from and arrive at the Jersey City station. *All* trains leave from and arrive at the West Shore stations—up-town foot of West Forty-second Street, and down-town foot of Franklin Street, North River—while a number of trains have connections to and from Hoboken and Jersey City.

#### CONNECTIONS FOR WESTERN CANADA.

The West Shore Route runs through Pullman Sleepers daily during the year from New York to Buffalo, Niagara Falls and Toronto.



## BUFFALO.

This important and beautiful city is situated at the mouth of the Buffalo River, at the eastern end of Lake Erie, where the Niagara River leaves the Lake on its way over the Falls of Niagara to Lake Ontario. It is one of the great railway centres of the United States, being the terminus of the great Trunk Lines, both East and West, as well as the great roads that reach the vast lumber, coal and oil fields of Pennsylvania. It possesses the finest and largest harbor on the Lake, and its shipping interests are most extensive, as it is the principal emporium for the cereal products and flour of the Great West, in course of transmission and distribution to Eastern points. Being the western terminus of the Erie Canal, the great agricultural, and a full share of the mineral wealth of the West, here stops to pay toll in course of transshipment, thereby enriching the prosperity of Buffalo. In manufactures, it also has a foremost place.

Buffalo was first settled by the Dutch, in 1801; it became an important military post in the war of 1812, and was destroyed by the British and Indians in 1814. Since 1832 when it received its charter as a city, its growth has been rapid. The city is handsomely laid out and the streets well paved, giving it the reputation of being "the wheelman's paradise." It has reason to be proud of its system of parks and pleasure grounds, which were designed and laid out by the architect of Central Park, New York City.

The best view of Buffalo and the surrounding country to the distance of 20 miles is obtained from the roofs of some of the new office buildings recently erected where nominal charge is made for elevator service. On a clear day Niagara Falls can be distinctly seen.

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Like all great commercial centres—the result of the application of brains and energy to natural advantages—its advancement in culture and education has kept pace with its material development, and Buffalo provides for its citizens unsurpassed facilities for general instruction, and in some specialties it takes the lead, and invites the whole continent to participation.

Main street, (about two miles in length) is the principal thoroughfare of the city, and divides it into East and West sides. Delaware avenue, North street, and other adjoining streets, include the fashionable district for residences. A ride through this, to the Front and the Park over the smooth pavement is very enjoyable. The Front, Germania Park and the Parade, so popular with east side folk, are also pleasant places of resort. The unrivalled summer climate of Buffalo, its fine hotels and its proximity to Niagara Falls, make it an unusually attractive city to tourists. Among the first class hotels might be mentioned, "The Iroquois," "The Niagara," "The Genesee" and "The New Tift House."

There are several fine trips with Buffalo as their starting point. The most desirable and fashionable is "the lake trip."

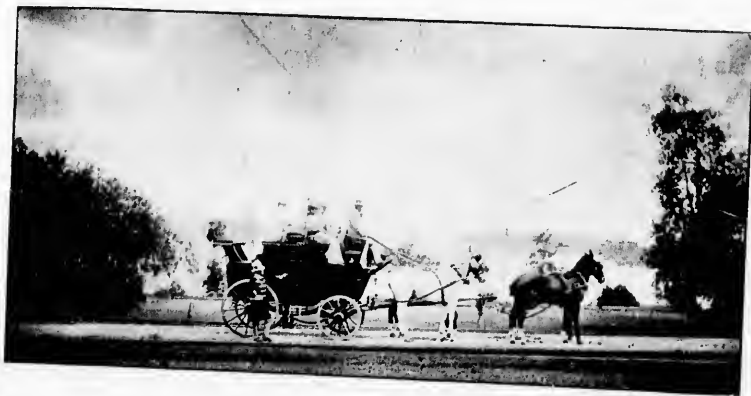
Niagara Falls, the Great Mecca of all tourists, may be reached from Buffalo by rail, via the New-York Central, Erie and West Shore Railroads, also by Mr. Seward Cary's famous Road Coach "The Red Jacket," and by the White Line Steamers to Chippawa and thence via the Electric Railway to Clifton, and also by the Buffalo & Niagara Falls Electric Railway through Tonawanda.

The public road coach, "Red Jacket," which had such great success the last two years, will run every day, Sundays excepted, between Buffalo and Niagara Falls, beginning May 1897.



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THE BUFFALO AND NIAGARA FALLS ROAD COACH ROUTE.



PASSING THROUGH QUEEN VICTORIA PARK.

The Red Jacket is driven by its owner, Mr. Seward Cary of Buffalo, one of the best known gentleman whips of America. Mr. Cary runs this line for recreation and the pleasure of handling his beautiful and stylish coach horses. The "Red Jacket" is the well known Brewster coach, Vivid, which took first prize at the World's Fair in 1893, and ran between New York and Philadelphia in the spring of '94. It will start from The Iroquois



THIRD RELAY.

Hotel, Buffalo, stopping at The Genesee, every morning at ten o'clock. Its route will be down Genesee St. to Niagara Square, up Delaware Avenue, Buffalo's principal residence street, along the edge of Buffalo's beautiful park, and through Kenmore to ferry over the river. The first stop



ON THE ROAD.

will be made at Pleasant Point, eight miles from the start, on the banks of Niagara River, at the head of Grand Island. There the first change of horses will take place. With the second relay the coach will keep along the edge of the river, on the Canadian shore, crossing Frenchins Creek, known in history at the "Lasalle" period, arriving at Black Creek, 7 miles farther down the river, at 11.20, when the third relay is taken on.

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The coach still continues down the river to Chippewa, where the fourth relay is taken on, then following the road down through the Dufferin Islands and the Canadian drive, crosses Queen Victoria Niagara Falls Park, and the Suspension Bridge, giving a perfect view of the falls in its detail, from all points.

Thence the coach will pass along the American reservation drive by the side of the rapids to the end of its journey. It will draw up in front of the Cataract House at noon.

The distance is 24 miles. Twelve miles of the road is of asphalt and brick pavement, and the rest of the way is a good hard dirt road. The scenery throughout is agreeable; the river drive, some six miles, is especially delightful.

For the return trip the coach will leave the Cataract House at 3.30 P.M., arriving at The Genesee and Iroquois at 6.30 P. M. The entire distance of 48 miles will be covered, with eight relays, in five hours, and the passengers will have some time at the Falls, in which to take their luncheon and see the various points of interest about the place.

Mr. Cary will be found a most agreeable conversationalist and the pleasure of a seat on the Box with him, is fully as enjoyable as the trip itself. This will account for the necessity of booking seats early for the trip.



ON SUSPENSION BRIDGE.





AMERICAN FALLS FROM CANADIAN SIDE.

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## NIAGARA FALLS.

Of all the specimens of Nature's handiwork on this continent, the Falls of Niagara are the grandest. At all seasons and under all circumstances, under all the varying effects of sunlight, or moonlight, or the dazzling glare of electric illumination, the scene is always sublime. The whirling floods, the ceaseless monotone of the thunderous roar, the vast clouds of spray and mist that catch in their depths the dancing sunbeams and transforms them into hues of a thousand rainbows, seem striving to outvie each other in the tribute of homage to the mighty "Thunderer of Waters."

The Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of 334 feet ; the greater part of the descent is confined to a distance of seven or eight miles, within which space are the grandest Rapids and Falls in the world. The rapids are so strong two miles above the Falls as to entirely prevent navigation.

The Falls of Niagara are justly classed among the wonders of the world. They are the pride of America, and their grandeur, magnitude and magnificence are familiar to all the civilized world. Ever since the discovery of this wonderful cataract, hundreds of thousands have flocked thither from all countries, to gaze with feelings of the deepest solemnity on the tumultuous flood of water, and to adore the power and majesty of the Almighty, as there exhibited and realized, amid the sublime scenery of this stupendous water-fall.

Over this great cataract has been pouring ceaselessly through the centuries of the past, with the deafening roar of a thousand thunders, a torrent of water over three-fourths of a mile wide and 200 feet in depth, or an aggregate, it is calculated, of a hundred million tons per hour. No wonder that to this grandest of natural shrines, the untutored aborigines

were wont to come yearly and worship the Great Spirit, and propitiate him by the sacrifice of an Indian maiden, sent down on the current in a flower-laden canoe to her death in the terrible vortex ; no wonder that they led thither the first missionaries who penetrated these wilds, and pointed in speechless awe to the mighty cataract ; and no wonder that in these latter days thousands of tourists from every part of this continent and Europe annually make this spot their destination, and stand gazing in mute surprise, as did the savage and the priest before them, at this peerless marvel of Nature.

Charles Dickens has given us a vivid picture of the impression made by a first glimpse of the Falls : "I could see an immense torrent of water tearing headlong down from some immense height, but had no idea of shape or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river, immediately below both cataracts, I began to feel what it was ; but I was in a measure stunned and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—Great Heaven ! on what a fall of bright green water !—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect and the enduring one—instant and lasting—of the tremendous spectacle, was peace. Peace of mind, tranquility, calm recollections of the dead, great thoughts of eternal rest and happiness ; nothing of gloom and terror. Niagara was at once stamped upon my heart, an image of beauty, to remain there, changeless and indelible, until its pulses cease to beat forever."

In the following pages we shall attempt to guide the traveller to the various points, whence the finest views of the Falls and the scenery surrounding them, may be obtained,

and thereafter conduct him to the spots of peculiar interest in the neighborhood.

Father Hennepin, the French Jesuit missionary, was the first white man to see the Falls of Niagara, when on an expedition of discovery in the year 1678, over two hundred years ago, and the first description of them was published by him in 1683.

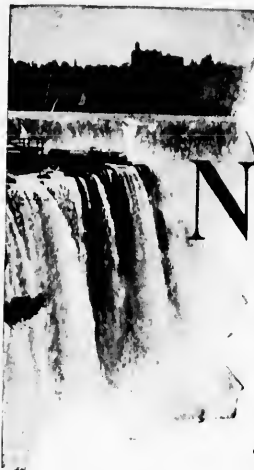
They are shown upon Sanson's map of Canada (spelled "Ongiara") published at Paris in 1657, and on Champlain's of 1632.

The points of interest to be visited, besides the great Fall itself, and the National Park surrounding it on both sides of the river, are, The Rapids above the Falls, and the old town of Chippewa; the ground where the memorable battle of Lundy's Lane was fought; the Whirlpool below the Falls, and the Rapids on both sides of the River; the Suspension bridge; the Gorge to Lewiston, 7 miles in length; and the Lower Niagara River, from Lewiston to Lake Ontario, 14 miles distant—on the American side; the Gorge to Queenston and to Queenston Heights; General Brock's Monument; and the Lower River to Lake Ontario, Niagara-on-the-Lake—on the Canadian side.

General opinion is much divided as to which side of the Falls affords the greater attractions, many travellers asserting that the American side has superior charms, as the Rapids and Goat Island are to be reached from that side only; whilst others take the broader view of the question—that the minor attractions ought to give place to the Falls, and that the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side.

The city of Niagara Falls, on the American side, lies on the east bank of the river, in the immediate vicinity of the grand cataract, 22 miles by rail from the city of Buffalo on

Lake Erie, and 300 by rail from Albany. This is a fashionable place of resort during summer and autumn, and a most pleasant resting-place for those who intend to sojourn for a time within sound of the Falls.



**N**IAGARA FALLS, N. Y. has, in the INTERNATIONAL HOTEL, one of the best summer resort hotels in America. It opens early in June and will continue open all the year. It is the nearest hotel to the Falls, and from many of its rooms, as well as from its own private park, the rapids and the American Falls are in plain view. The building is of stone and brick construction and is modern and up to date in all its conveniences and sanitary arrangements. It has large ball and billiard rooms, and comfortable and spacious bedrooms and halls. For the accommodation of its guests, it has in its spacious rotunda, a high class cigar and news stand owned by Mr. Chas. Mumford, one of Niagara's most progressive citizens, and a reliable tradesman. Tourists may be sure that their wants will be carefully looked after by the management of the International Hotel at Niagara Falls.

Before leaving the Falls tourists usually wish to obtain some memento of their visit. We may mention that their taste in this respect may be amply gratified at

#### TUGBY'S MUSEUM

where photographs, curiosities and interesting souvenirs of endless variety may be procured. Mr. Tugby is located



INTERNATIONAL HOTEL PLAZZA, NIAGARA FALLS, N.Y.

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on the main street a short distance from Prospect Park on the American side, and he makes a specialty of articles manufactured from the rock of the Falls.

It is scarcely necessary to say that days of sojourn at the Falls are desirable to see them in all their varying aspects, and become fully impressed with their beauty and grandeur, underrated by those who only make a flying visit. But a short time since, Niagara Falls had gained an unenviable notoriety for the tax—if not indeed to be termed extortion—which was levied upon every visitor for the privilege of obtaining access to any point from which the Falls could be viewed.

Particularly was this the case on the American side; but now all that has been changed, and "Free Niagara" invites the whole world to come and view its beauties, as the greatest wonder of Nature on this continent.

To see the Falls thoroughly formerly cost over \$5 for admissions; but now the whole is thrown open *free*, excepting, of course, such extras as passing under the Falls, crossing the Ferry, taking the Inclined Railway, or going over the Suspension Bridge. A visitor can conveniently reach the whole on foot, or take a carriage for the purpose, without any additional expense, further than a charge of 10 cts. for crossing the bridge to the Canadian side on foot, and from 25 cts. to 50 cts. in a carriage.

The movement for the preservation of the scenery of the Falls of Niagara originated with the State of New York in the year 1869. On the 30th of April, 1883, the State Legislature passed an Act entitled: "An Act to authorize the selection, location and appropriation of certain lands in the Village of Niagara Falls for a State Reservation, and to preserve the scenery of Niagara Falls." On April 30th, 1885,

the establishment of the Reservation was provided for by the passage of an Act, entitled: "An Act to provide for the payment of the awards for the lands selected and located by the Commissioners of the State Reservation at Niagara."

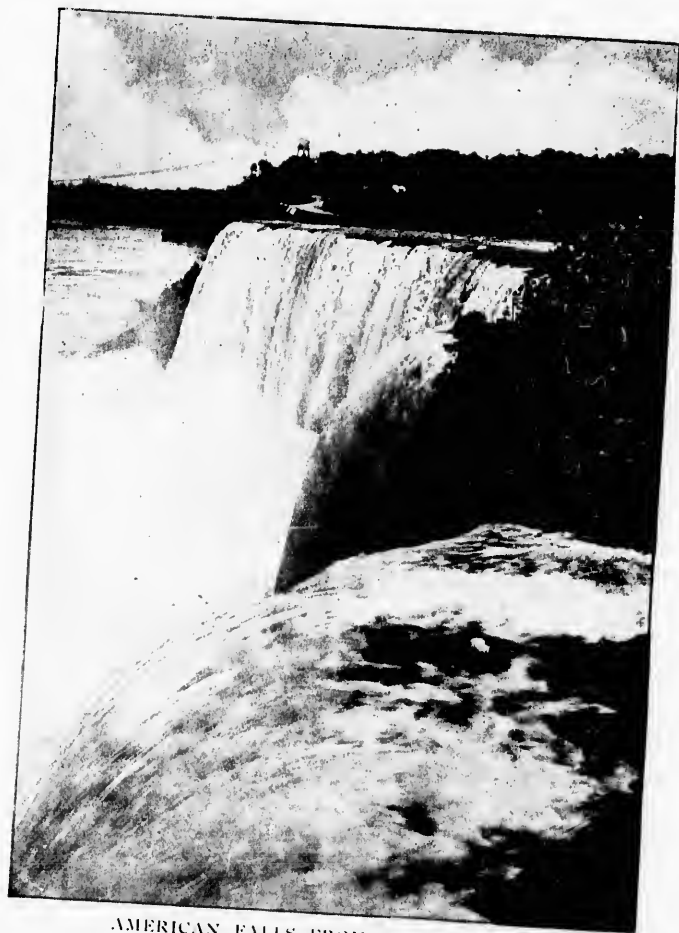
The sum of \$1,433,000 was devoted to the purchase of lands, etc., and a tract of 107 acres was made a Reservation, which was declared formally open to the public on the 15th of July, 1885.

The area expropriated by the American Government includes Goat Island and adjacent smaller islands, with what is known as Prospect Park, and a strip of land on the mainland. By this noble act, which received official imprimatur at the hands of Grover Cleveland, then Governor of the State of New-York, afterwards twice elected President of the Union, the freedom of the Falls in the United States territory was effected by the removal of all obstructions, while the simplicity and grace of the many lovely spots surrounding the great cataract were restored by the removal of many of the unsightly buildings and eyesores which overspread them. In viewing the scenery of the Falls of Niagara from the American side, the visitor should take in what is called the Grove, on the mainland, then the Islands—followed by the points of view on the River Road, and the places of interest not included in the Reservation. The Grove comprises the grounds of the old Prospect Park Company, including what are familiarly known as the "Ferry Grove" and "Point View," purchased by the Prospect Park Company in 1872. Within the "Ferry Grove" are the Ferry Pavilion, Groves and Fountains; rarely, indeed, do Nature and Art so perfectly combine to spread before the delighted gaze so much that is wonderful, beautiful and sublime. Passing through the umbrageous grove, along the beautiful winding carriage drives, we emerge upon the Point, where thousands of visitors have been photographed,



the grand scenic environment being utilized to fill in the pictures.

A solid wall of masonry guards this spot, and continues along the banks of the river to the Suspension Bridge. Standing at the angle, directly over the American Falls, so close that one might almost thrust out his hand into the roaring mass of water as it rolls seething by, we have spread before us the magnificent view of Goat Island, the Horseshoe Falls, the Suspension Bridge, the American Falls, with frowning rocks below, and the ferry to the Canada side. Cool, shady walks run in all directions through the Grove, and rustic seats at intervals invite the visitor to linger here and gaze at the magnificent scenery. In the beautiful pavilion, visitors can "trip the light fantastic toe" within sound of the roar of the great cataract. A fine restaurant is also on the grounds, where refreshments may be obtained when tired of sight-seeing. Then we may enter the ferry house and descend the Inclined Railway through a cut in the bank to the water's edge, a distance of 360 feet, to the steamboat landing at the base of the American Falls. The spiral stairs constructed here in 1825, having become shaky with age, the present novel but commodious contrivance was inaugurated. The flight of steps leading along the railway consist of 290 steps. The car is drawn up the inclined plane by water power, an overshot wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade. At the foot of the stairs, turning to the left, from the base of the descending torrent, one of the most magnificent views of the Falls may be obtained, through those wond-

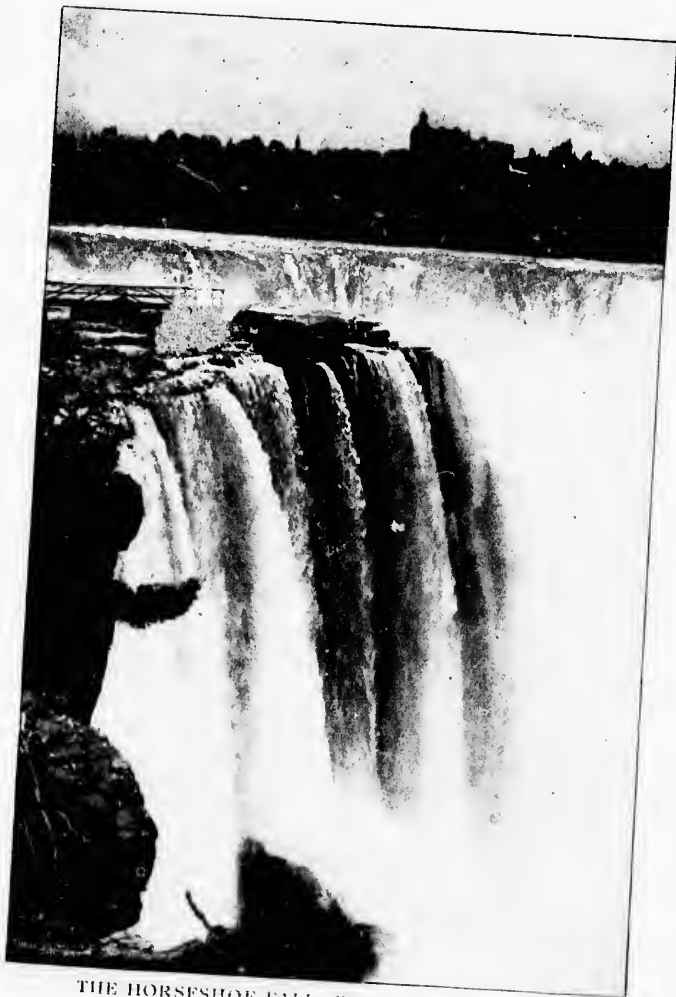


AMERICAN FALLS FROM GOAT ISLAND.

erful clouds of rising spray, refracting the sun's rays in all the glorious colors of the rainbow, and sparkling and shimmering in the light, like clouds of diamond dust. The ferry to the Canadian side is close at hand, and from this point, called "Hennepin View," the best general view of the Falls from the Grove may be had. Seating ourselves in the ferry boat we are soon dancing over the agitated waters. From the river the Falls are seen to great advantage. Formerly the shades of night brought the pleasures of the day to a close, but science and enterprise have lengthened the hours of enjoyment for us. Electric lights pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints, and illuminating the rolling waters with a brilliancy beyond description. The Canadian side stands out clear and distinct, and the whole scene is wonderfully beautiful, weird and sublime.

There is a fascination about this mighty cataract which seems to chain us to this spot; and when we seek to leave it, draws us irresistibly back again. Even in describing it, however inadequately the task may be accomplished, we are loth to lay down the pen and tear ourselves away. The Almighty has invested Niagara with a power that none can resist; and they who gaze upon it for the first time, have a new era in their existence opened up, new thoughts and impressions stamped indelibly upon their minds, which haunt them in after years, and linger in their memories till time is swallowed in eternity.

It should be explained that the larger cataract, stretching from shore to shore, is the Canadian or Horseshoe Fall, whilst the smaller one is the American. The dimensions of the Falls must necessarily be a matter of computation, and they are estimated as follows:



THE HORSESHOE FALL, FROM GOAT ISLAND.

The American Fall, 660 feet wide, with a drop of 163 feet; the Central Fall, 243 feet wide with a drop of 163 feet, and the Canadian Fall, 2000 feet, following the contour, with a drop of 154 feet; and it is stated by Professor Lycil that fifteen millions of cubic feet of water pass over this fall every minute.

The traveller, in his first visit to the Falls, is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

#### HORSESHOE FALLS

Who can forget his first view of this grand and stupendous spectacle? The roaring is so tremendous that it would seem, that if all the lions that have ever lived since the days of Daniel, could join their voices in one "Hallelujah" chorus, they would produce but a whisper, in comparison with the deep diapason of this most majestic of all Nature's pipes or organs. The roar created by the Falls can be heard, under favorable conditions, at a distance of 15 miles.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable footing. The sublimity of the scene increases at every step; but when we come upon the mighty Cataract, we gaze in speechless wonder, and words fail in describing the grandeur of this scene and the emotion which it excites; neither can the pencil, any more than the pen, do it justice. The silent and still picture lacks the motion and the sound of that stupendous rush of waters. It is impossible to portray the ever-rising column of spray that spires upwards from the foaming

gulf below, or the prismatic glory that crowns it ; for there indeed has God forever "set His bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

## THE ISLANDS

### BATH ISLAND,

between the mainland and Goat Island, affords a view of the Rapids, the smaller islands and the brink of the American Fall.

### GOAT ISLAND,

separating the American and the Horseshoe Falls, is the largest island in the group, and is covered by a forest primeval. It comprises the greatest part of the territory of the Reservation and on account of its surpassing interest, ample time should be taken in visiting it. From the road as you pass to the Island, and to the right, a carriage-way and footpath lead to *Stedman's Bluff*, a point overlooking the American Fall and the River Gorge ; a stairway and bridge connect *Stedman's Bluff* and *Luna Island* at the brink of the American Fall.

### LUNA ISLAND.

Luna Island is beautifully placed just in the very curve of the American Falls. This island, as it appears in its summer, as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows : " It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favor-

able to vegetation. At night, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is encrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiance at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently; in some, especially evergreens, with pinnatifid leaves, each separate needle is covered with a fine coating of dazzling white. In others, where the boughs and branches are bare, the spray lodges upon the twigs and gives to the eye cubes of ice that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous particles forms in apple-like balls at the extremities of the twigs and nooks of the branches. Those close to the verge of the falls are loaded so completely with dazzling heaps of collected frozen spray that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground the spray falls in granular circular drops of opaque white; but, wherever there is a stone or boulder, ice is massed about in a thousand varying shapes. Let us peep down from the verge, and, regardless of the smoke of the waterfall, give our attention solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry are carried to the skies in the tremendous palaces of pre-Adamite kings. The frozen spray descending upon these covers them with a delicate tracery of flowers and ferns, and even of resemblance to human heads, which is a beautiful and strange sight.



THE ROCK OF AGES.



" In winter time we may not descend on the American side ; but if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock ; and the visitor passes from the stairway into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents that have been changed by the rod of the enchanter into sullen ice.

" It must be remembered that if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the frost giant, and clank around his waist as a girdle. Those who love color and light and majesty or sound will do well to come in the summer ; those who like the strange, the fantastic, and the fearful must come in the winter. But the true lover of the picturesque in nature will come at both times. Each has its special charms ; each has something which the other lacks, but in both are pictures of transcendent beauty."

#### THE CAVE OF THE WINDS

is under the Central Fall, between Goat and Luna Islands, It is reached by descending the Biddle Stairs, on the face of the cliff, between the American and the Horseshoe Falls. A suitable building has been erected for the accommodation of

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those who wish to experience passing under the Falls. Oilskin dresses, clean and dry, are supplied, and for a small fee an experienced guide will accompany parties under the great sheet of water, and describe fully the locality, not forgetting the incidents connected with it. The scene within the Cave is one of inconceivable grandeur. Conversation is impossible, the mighty cavern asserting its right to be alone heard, as its thunders reverberate in every direction.

Visitors to the Cave pass behind the Central Fall, and returning upon the bridge in front obtain the nearest view of the American Fall.

On the bank above, the path follows the edge of the cliff to Porter's Bluff, overlooking the Horseshoe Falls, the Canadian Rapids and the Gorge below the Falls. From the bluff a stairway and bridge lead to Terrapin Rock, a point upon the brink of the Horseshoe Falls, affording the best general view of the Falls from the Islands.

From Porter's Bluff, the carriage road and walk overlooking the Canadian Rapids lead to

#### THE THREE SISTER ISLANDS,

three small islands lying side by side near the head of Goat Island, connected with Goat Island and with one another by bridges spanning small cascades.

These islands afford the best views of the Canadian Rapids. The cascade extends from the head of the third and the most remote of them to the Canadian shore. This latter is the island from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sun-down for Chippewa (a village three miles up the river on the Canada side), had the misfortune to break one of his oars in the midst of the river. The current caught

his boat and bore it rapidly toward the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but failing to strike that he was bearing swiftly past this little island, when knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbott, the hermit of Niagara.

#### THE HERMIT OF THE FALLS.

An interesting story is that of this strange person. Many years ago, in the glow of early summer, a young stranger of pleasing countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract and its wondrous environments, and expressed an intention to remain a week, that he might survey them at his leisure. But the fascination which all minds of sensibility feel when in the presence of that glorious work of the Creator grew strongly upon him, and he was heard to say that less than six weeks was insufficient for the perfect appreciation of its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernacle," that he might indulge in his love of solitary musing, and admire at leisure the sublimity of Nature. He applied for a spot on

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the Three Sister Islands, on which to erect a cottage after a model of his own, one of the peculiarities of which was a drawbridge to ensure isolation. Circumstances forbidding compliance with this request, he took up residence in an old house on Iris Island, which he rendered as comfortable as the circumstances would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening with reading and music. It was strange to hear in such solitude the long-drawn, thrilling notes of the violin or the softer melody of the flute, gushing forth from that lowbrowed hut; or the guitar breathing out so lightly amid the rush and thunder of the never-slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observation—for he had travelled widely both in his native Europe and the East—he sought not association with mankind to unfold or to increase his store of knowledge. Those who had occasionally conversed with him spoke with equal surprise and admiration of his colloquial powers, his command of language, and his fervid eloquence; but he seldom and sparingly admitted this intercourse, studiously avoiding society, though there seemed in his nature nothing of misanthropy or moroseness; on the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary existence was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray

day he went to visit it in the veil of mist ; at noon, he banqueted in the full splendor of its glory ; beneath the soft tinting of the lunar bow he lingered, looking for the angel whose pencil had painted it ; and at solemn midnight he knelt at the same shrine. Neither the storms of autumn nor the piercing cold of winter prevented his visit to the temple of his adoration. There was at this time an extension of the Terrapin Bridge, by a single beam of timber carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and re-passed in the darkness of night. He even took pleasure in grasping it with his hands, and thus suspending himself over the awful gulf, so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favorite gratifications was that of bathing, in which he indulged daily.

On a bright but rather chilly day in the month of June, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes to be still lying upon the brink. The poor hermit had taken his last bath. It was supposed that cramps might have been induced by the chill of the atmosphere or the water. Still, the body was not found, the depth and current below being exceedingly great. In the course of their search they passed on to the Whirpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless as if exhausted, and anon spring upwards, and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged, and it was not until the 21st of June that after many efforts the body was recovered and tenderly



NIAGARA FALLS — FROM PROSPECT PARK.

borne to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group suspiciously, and would not willingly have given them admittance. A stifled wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of man. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the volumes open as if recently used. It was a touching sight: the hermit mourned by his humble retainers, the poor animals that loved him, and the body ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished being, learned in the languages, in the arts and science, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the flower of youth from human society are still enveloped in mystery. All that is known is that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he received from home ample remittances for his comfort. These facts had been previously ascertained, but no written papers were found in his cabin to throw additional light upon the obscurity in which he had so effectually wrapped the history of his pilgrimage.

#### THE THREE SISTERS BRIDGES.

These costly and substantial structures are built over the trinity of channels which separate the Three Sisters from each other and from Goat Island, presenting new grand views of the Rapids and Falls, unequalled from any other point. These

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three bridges being slightly convex, combine strength and beauty. Their ends are fastened into the solid rock. Two rods two inches in diameter pass under each bridge, and are also fastened into the rock at either end. A fourth island, or sister, was discovered while the bridges were being built; to it a bridge has also been thrown. From the head of the third sister, may be seen one continuous Cascade or Fall, extending as far as the eye can reach, from Goat Island across to the Canadian shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty five feet in three-quarters of a mile, and they are one of the prominent features of Niagara.

Viewed from the bridge, they look like "a battle-charge of tempestuous waves, animated and infuriated, against the sky."

For ages before Hennepin's visit opened up this sublime manifestation of nature to civilized man, and for more than two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible" as to be utterly unconscious of the loss of the hundred millions of tons which they pour every hour over the stupendous precipice.

"Still do these waters roll, and leap, and roar, and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense, white smoke. But always does the mighty stream appear to die as it comes down, and always from the unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on



" the deep, and that first flood before the deluge—Light—  
" came rushing on creation at the Word of God."

From the Three Sister Islands, the carriage road and walk continue to the head of Goat Island, where the waters divide, one portion going over the American Fall, and the other over the Horseshoe Falls.

From this parting of the waters a view of the upper Niagara River is obtained, including both banks of the stream and the islands around.

From the head of Goat Island, the road and walk follow the margin, completing the circuit of the Island at the point of entrance, from which there is a midway road to the Canadian Rapids, and a footpath through the woods to the Horseshoe Falls, and another foot-path to the Three Sister Islands.

#### POINTS OF VIEW ON THE RIVER ROAD.

On the Mainland, the River Road, commanding views of the Rapids, the Islands, and the Canadian shore, extends up the stream along the river bank to the Old French Landing, at the eastern boundary of the Reservation.

From this road many historical points on the Niagara frontier are visible. At the mouth of the Cayuga Creek, five miles above the Falls on the American side, Robert Cavalier de La Salle, in 1679, built and launched the " Griffon, " the first vessel that sailed the upper lakes. Further down at the Old French Landing, within the Reservation, La Salle and the missionary, Louis Hennepin, embarked after the portage of their canoe from Lewiston, a point on the river seven miles below the Falls. The landing place was used by the early French and British traders, and before their coming, by the Indians of the Neutral Nation and their successors, the Senecas. The wooded shores of Navy and Buckhorn Islands, noted for occurrences in the French and British wars, are

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visible. About a mile above the Falls is the site of the French Fort du Portage, destroyed by Joncaire before his retreat in 1759. The chimney of the barracks, built in 1750, is yet standing, and the outlines of Fort Schlosser, built by the British in 1761, are discernible. December 29th, 1837, during the "Patriot Rebellion," the steamer "Caroline" was seized at Schlosser Landing, about two miles above the Falls, towed out into the river, set on fire, and allowed to drift with the current over the cataract. Further down upon the river bank, within the Reservation, where the bluff terminates near Mill Street, is the site of the saw mill erected by De Peyster, a British officer, in 1767, and used for preparing timber for stockades along the river. Immediately below are the sites of the Stedman and Porter mills, the first structures of the kind erected on the western frontier.

#### THE NEW SUSPENSION BRIDGE,

one-eighth of a mile below the American Fall, was erected in 1869. The towers on the Canadian side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from tower to tower. The height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has on each side a strong railing five feet high.

The view from the center of it is exceedingly fine; suspended in mid-air and in full view of both the American and Horseshoe Falls, with the river above and below, and its beautiful banks from 150 to 250 feet perpendicular, a scene of unsurpassed beauty and grandeur is spread before the entranced beholder.

## THE RAILWAY SUSPENSION BRIDGE

which spanned the river two miles below the Falls, was universally admitted to be a wonderful triumph of engineering skill. As the name implies, it was constructed on the suspension system. The two towers which supported the entire structure, which was in one span of 825 ft., were about 70 feet high, and built on and into the solid rock, the height from rail to water being 258 feet; the bridge was supported by four cables, each composed of 8,000 wires, and measuring  $9\frac{1}{2}$  inches in diameter, the aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the bridge was 12,400 tons. Its cost was half a million of dollars. It was constructed for the joint purposes of railway, road and pedestrian traffic. At the time of going to press with this publication the cables of the Suspension Bridge have been removed and the steel arch bridge is nearing its completion. The arch will measure about 840 ft.,—the longest single arch ever designed,—and the centre will be 260 ft. above water level. The entire length will be over 1100 ft. A peculiar feature of the method of construction is that, while the new bridge occupies the exact position of the old one, traffic has not been interfered with. The total cost is estimated at about half a million dollars. A stone's throw from this Bridge is the

## CANTILEVER BRIDGE

owned by the Michigan Central Railway. It is interesting from an engineering standpoint, as being one of the first bridges of this description ever erected. Work was commenced on it April 15 th, 1883, and the whole structure was completed the following December. The total length of the

bridge is nine hundred and ten feet, and height of rail above water, two hundred and forty five feet. A short drive on the American side brings us to the

#### WHIRLPOOL RAPIDS,

which leap along exultingly until they are arrested about one hundred rods below the new Steel Arch Bridge which has replaced the Railway Suspension Bridge, by the Whirlpool, one of the finest and most interesting spots about Niagara Falls. This delightful spot is visited by many thousands of people annually. It is a magnificent sight. The river here turns abruptly to the right, forming an elbow ; in its rage it seems to have thrown itself against the lofty rocks which form the gorge, as if determined to find a new outlet, and round and round in that awful maelstrom, the current has beaten for centuries, until there is a vast indentation of the bank ; and as the waters rush against the opposite banks, a whirlpool is formed, on which logs, and often bodies, have been known to float many days.

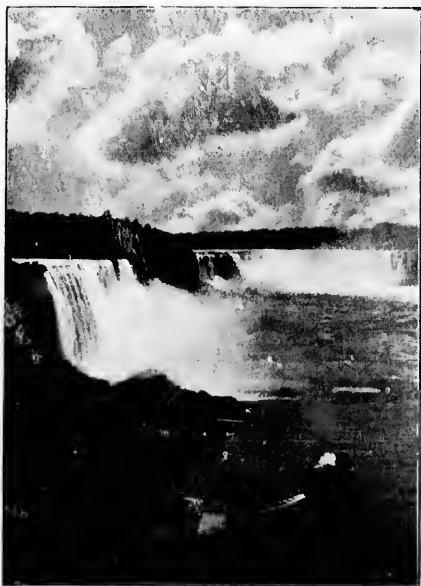
There is no perpendicular fall or external outlet at the whirlpool. The distance across it is one thousand feet ; perpendicular height of the banks, 350 feet. Here bursts upon the view one of the most beautiful and sublime sights in the world. Through a narrow gorge rush, in their tumultuous and maddening course, all the waters of the Great Upper Lakes, and the immense undercurrent forces the water in the centre thirty or forty feet higher than at the edges.

The ever-varying changes the waters constantly undergo are indescribably beautiful and fascinating. One is never tired of gazing at this wondrous scene. The rocky banks of the river plainly showing the different strata, exhibit the wonderful processes of nature. From this point the finest view of the new Steel Arch Bridge can be obtained. To

look at this beautiful structure from the water's edge, at this point, one could almost believe it the creation of fairies. It was near this spot that Blondin crossed the gorge on a rope, with a man on his back, and won world-wide fame.

"MAID OF THE MIST."

No visit to "The Falls" is complete that does not include a trip on "The Maid of the Mist." She is quite an "institution," and there



have been several of the name engaged successively in conveying tourists up to the very spray of the cataract. The trip is perfectly safe, and no accident has ever occurred to steamer or passenger. The starting point was until recently from the Canadian side, but now two vessels, bearing that name, perform the trip from both sides of the river, and can be reached by the Incline Ry. A view

of both falls, of unequalled grandeur is obtained in this way, and the visitor, who has been disappointed in the height of the Falls from the banks, will realize their magnitude perfectly. The fare for the round trip is 50 cents.

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It is now a matter of history how this tiny steamer, which conveyed tourists under the spray of the Great Horse-shoe Fall, successfully escaped the hands of the sheriff, by passing through the whirlpool.

She left her moorings about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and steamed holdly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the bridge, and with the velocity of lightning passed on her dangerous course. Many beheld this hazardous adventure, expecting every instant she would be dashed to pieces, and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careens; she is *lost!* she is *lost!*" But, guided by an eye that dimmed not and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

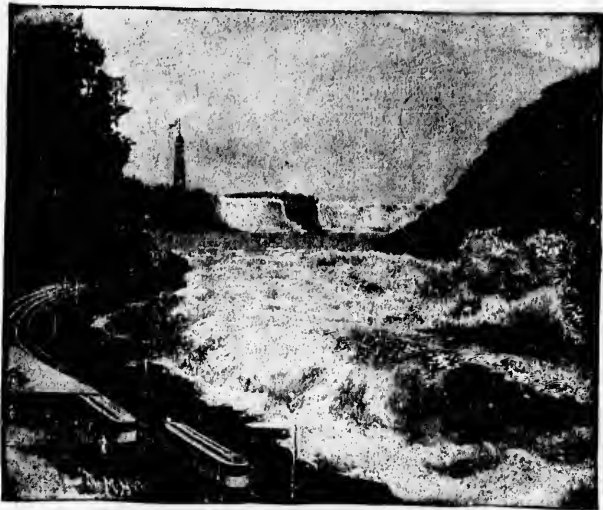
On this trip there were but three men on board — the pilot, engineer and fireman.

She is the only craft, so far as is known, that ever made this fearful trip. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last rash act in taking "The Maid of the Mist" through the Whirlpool is the climax of his perilous adventures.

#### THE DEVIL'S HOLE

is a large triangular chasm in the bank of the river, on the American side, three and a half miles below the Falls. The

Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.



GREAT GORGE ROUTE.— *American Side.*

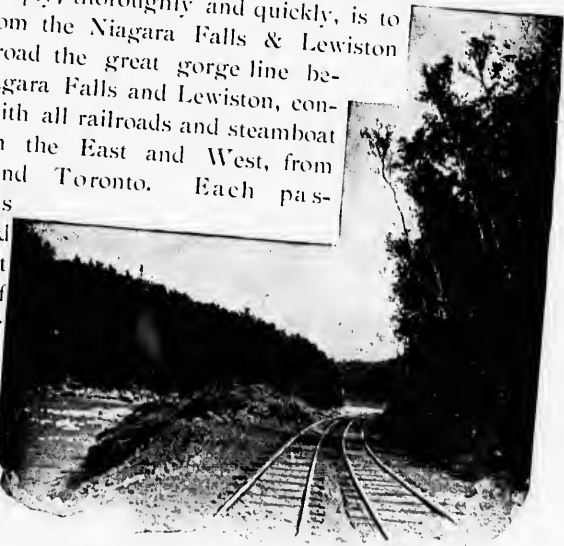
To see Niagara as it should be seen, cheaply, thoroughly and quickly the tourist should ascend the Observation Tower and later take a trip over the Gorge Electric Road.

What has been accomplished in the building of the Niagara Falls & Lewiston Electric Railroad has been a dream for years, but a feat heretofore believed to be impossible. An electric railroad running at the foot of the frowning walls which line the great gorge from the Falls to Lewiston, penetrating its deepest mysteries, exposing to view for the first time in the history of man, many weird and strange formations, the work of pent up forces of nature, is now one of the grandest attractions at Niagara Falls.

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To see Niagara and all its glories, to see it easily, cheaply, thoroughly and quickly, is to see it from the Niagara Falls & Lewiston Electric road the great gorge line between Niagara Falls and Lewiston, connecting with all railroads and steamboat lines from the East and West, from Buffalo and Toronto. Each passenger is privileged to stop off at any or all of the many stations along the line for the single fare, and without extra charge.



GREAT GORGE ROUTE. — American side.



## THE CANADIAN SIDE OF THE FALLS.

A few years ago, the Canadian shore of the Niagara River, along the greater part of that grand natural curve, that affords the grandest view of the grandest scene on earth, had been almost robbed of its natural beauty by the settlers in the vicinity. Here was to be seen a grist mill, there a saw mill, here a most unpicturesque-looking second class hotel, here again a cheap restaurant, and every here and there an ugly wooden residence all more or less out of repair from constant exposure to Niagara's summer spray and winter icicles. All that has been changed now. The mills are gone, the restaurant is abolished, the hotel is wiped out, and in place thereof we have a long two-mile-and-a-half stretch of green turf and gravelled walks and drives, bordered on the west by the turbulent waters of the Niagara, and on the east by the towering cliff which forms a fitting background to the majestic scenes it overtops. This long stretch of turf and drives and walks, beginning within a hundred yards of the Clifton House, and running around the bend of the river till it seems to be within almost a stone's throw of the pretty village of Chippewa, is the Provincial Park, which was laid out during the years 1887-8, and on May 24th, 1888, was opened to the public under the somewhat ponderous but very expressive title of

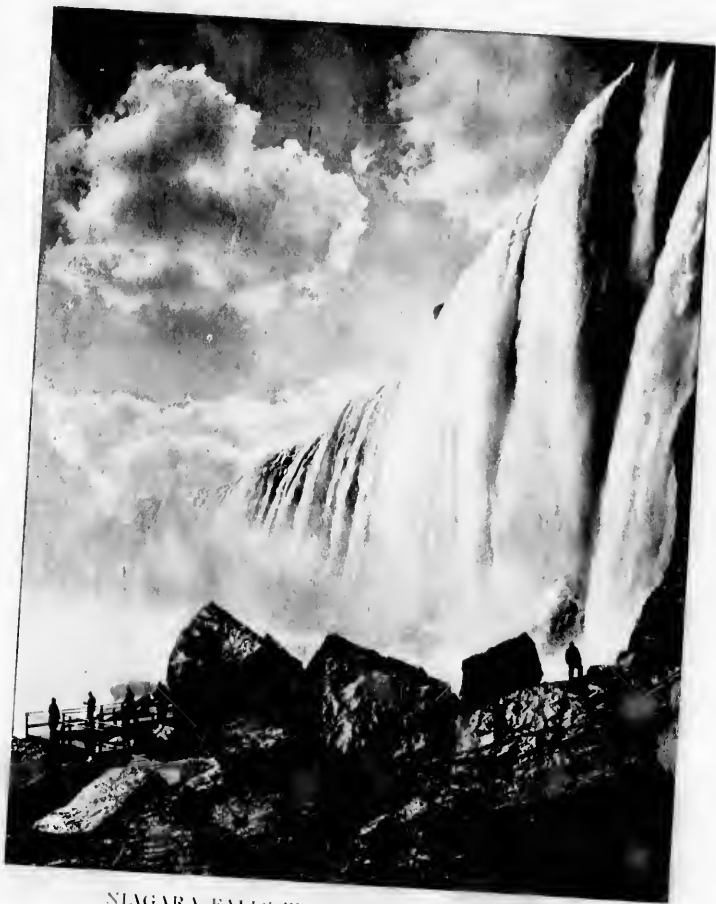
## "QUEEN VICTORIA NIAGARA FALLS PARK,"

or, as it is now called for the sake of brevity and euphony, "Niagara Falls Park."

The chief entrance to the Park is at the northern extremity, through what is aptly named "The Mowat Gateway," in honor of the statesman who has reclaimed this beautiful domain for the public benefit. The gateway is a pretty piece



(Photo.



NIAGARA FALLS FROM BELOW TABLE ROCK.

(Photo. by Zybach &amp; Co.)

of rustic architecture, and of no inconsiderable dimensions. It is built entirely of cedar, the sidewalks being each inlaid with the Provincial coat-of-arms in cedar also. At this entrance, as at the other, there are placed registering turn-stiles.

Once through the gateway, the visitor finds himself upon a substantially built roadway, eighteen feet in width, which winds easily and gracefully through the park at a distance of forty or fifty feet from the river bank, till it comes to a junction with the old road, in front of the old museum garden. Here it is joined also by a road which leads from the western entrance of the park, known as the "Murray Street" entrance, distant over half a mile from the main entrance. On either side of the carriage-way, and separated from it by a narrow margin of sod, runs a finely-gravelled pathway, four feet wide, for pedestrians. Here and there during the course of the winding avenue, and always opposite the points of chief interest, run side-paths or turn-outs which lead to the edge of the cliff, and enable visitors to approach without risk—for a strong rustic fence has been erected all along the brink of the shore—to within a few feet of Niagara's waters, and so drink in at their ease, free from the annoyances of dusty roadways and importunate cabmen, the unparalleled beauty of the scenes that surround them. At the point in front of Table Rock house, where many thousands of the fair and the brave annually encase themselves in ugly oilskins, that they may experience the sensations produced by a trip beneath the famous "sheet of water," and where hitherto, to do so, they have had to make the toilsome descent and ascent of the circular wooden stairway used for the purpose, a very great improvement has been made. The old method was a most uncomfortable and inconvenient means of securing the desired sensation; and to

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avoid it, a powerful hydraulic vertical lift has been erected a little distance north of Table Rock house, and at a point where the cliff is nearly vertical instead of overhanging. The lift is sufficiently large to accommodate ten or twelve persons, and makes its drop of ninety feet in about 45 seconds. The car runs in an open iron tower of great strength and stability. Beautiful as was the spectacle hitherto enjoyed by those who made this novel trip, its interest is greatly intensified, and the scene becomes an exquisite and almost kaleidoscopic panorama to the visitor, who glides silently and gently down in the open cage to the pathway under the overhanging cliffs, by which he is conducted behind the falling waters. This reference to Table Rock house reminds us that that building and the large stone structure which used to be Mr. Saul Davis' museum, are almost the only relics of the old buildings that are left, inside the park. Parts of the Table Rock house are used as dressing rooms by those who make the elevator trip, and part of the ex-museum is utilized as a refreshment room, Curio and Souvenir depots, all under the excellent management of Zybach & Co. It might be well to mention here that Zybach & Co. have the finest series of Niagara Falls photographic views ever offered to tourists and at very reasonable prices. It will be remembered that under the old regime it cost a dollar a head to go under the sheet of water; now, with an infinitely more pleasant means of making the trip, the charge is only fifty cents—the only charge of any kind that is made to visitors, for the first mile or so of the park, which includes nearly the whole of the Falls and river scenery.

The other division of the park, which includes Cedar Islands, the group of Dufferin Islands, and another strip of mainland, is not actually free, though the charge for the admission of pedestrians into it is but nominal—only ten

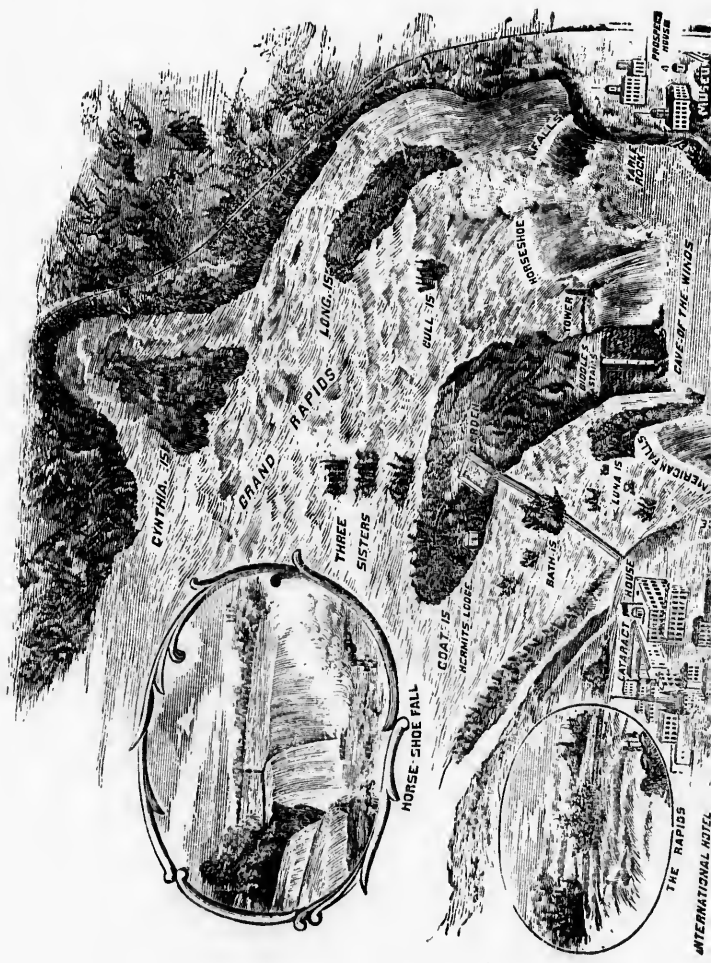
cents each, while a carriage, full of people, passes the gate for fifty cents, and rolls into a perfect paradise of beauty. Entering this division of the park, from that which we have already traversed, and crossing a substantial iron bridge, we come upon Cedar Island—so named from the abundance of trees of that species found upon it. The island has been neatly laid out with walks, and well planted with a variety of trees and shrubs. Cedar predominates, that being indigenous to the soil, but the beautiful catalpa, the odorous magnolia, and other specimens of less familiar trees have been introduced and add to the natural beauty of the spot. Leaving Cedar Island by another bridge, the beautiful Dufferin Islands are reached. But the visitor cannot cross the bridge without having his attention arrested and his admiration excited by the view to his right. A hundred yards or thereabouts farther down, the river is again crossed by a pretty foot bridge. One end rests upon the Dufferin Islands, and the other makes a junction with a beautiful valley that runs around the base of Clarkhill, which could hardly be excelled in fairyland itself. A rustic cedar rail protects the outer side, and through the whole of its length it is overhung by cedars and willows, hanging low as though to kiss the turbid waters that wash their roots as they course swiftly by.

Coming back again to the main bridge—on which we have lingered so long—we cross to the islands. Here there is a succession of exquisite sylvan scenes, of which we can mention but one or two. Chief among them stands "The Lover's Walk," a beautiful promenade which extends for a considerable distance around the great band of the Dufferin Islands, and which rests upon cribwork, designed as a protection against the erosive action of the swift current. The cribwork has been fully packed with large stones, and a firm fenced walk erected over them. The town has been

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BATH IS

HORSE SHOE FALL

INTERNATIONAL HOTEL



THE RAPIDS  
INTERNATIONAL HOTEL

NIAGARA FALLS HOTEL

CLIFTON HOUSE

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left far behind,—it might be many miles for anything seen or heard of it. In the midst of the thick woods of the islands the only sounds that break the stillness are the roar of the distant cataract, the swift coursing of the river hard by and the trickling everywhere of the water over the cribwork.

A little way from the main group of these islands lies a pretty islet, appropriately named "The Lovers' Retreat," which has an excellent walk with an arbor at the end of it. There are numerous other points of beauty in and about the islands, which will present themselves to visitors. Driving rapidly through the remainder of the park, we come to the southern, or Dufferin gateway, being what was in former days the Burning Spring establishment. A Chippewa farmer, several years ago, in digging a well a mile from the spot, tapped the source of supply of the Burning Spring, and so inadvertently provided the Park with an excellent gateway. The Park contains in all 154 acres, and upwards of \$400,000 have been expended in expropriation and improvements.

No description of the Falls would be complete without reference to the old

#### TABLE ROCK

from which such a grand view of all the Falls was formerly obtained. It now exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. It was situated at the angle formed by the Horseshoe Falls and river bank. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway and many other Canadian



TABLE ROCK.

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undertakings might not have so early been accomplished, for a very short time previous to the disappearance of the huge mass, there was standing upon it, viewing the Falls, the distinguished engineer of those great works, with several of his colleagues.

WHIRLPOOL RAPIDS PARK—(CANADIAN SIDE).

This attractive resort (always in the shade after noon) is situated on the Canadian side of the Niagara River Rapids, one minute's walk north of the new Steel Arch Bridge, and is reached by a double hydraulic gravitating elevator running to the water's edge. From thence, picturesque, shady and level walks wind along the edge of the mighty rapids, passing a superb fountain throwing up spray to the height of one hundred feet, across a rustic bridge, beneath which rushes a beautiful cascade, making three distinct leaps from the cliffs, over two hundred feet above the river. At the grandest point of the rapids a rustic platform has been constructed, projecting forty-five feet over the wildest part of the river, affording the most sublime view of the wonderful rapids. Beneath this platform is the Boiling Well, which bubbles up with mighty impetuosity, bidding defiance to the raging rapids.

Landing at the edge of the Grand Rapids below, the visitor finds himself in the midst of a scene of wild grandeur which is almost indescribable. For nearly 250 feet, cliffs rise in a nearly perpendicular line. Above them and across the gorge stretches the new steel arch bridge, the passing trains looking like playthings in the distance. Beyond and through the framework of dark green, formed by the overhanging trees, Niagara rushes ceaselessly, obscured at times by the clouds of white mist that ascend to the sky, and for the very obscurity, all the more grandly beautiful. Dashing,

roaring, whirling on through the narrow passes, beating its way against the rocks, that for ages have born up against the shock, comes the accumulation of waters. Rising higher and higher as they flow onward, crying out almost in agony for more room to move, they are still hemmed in by the silent, awful cliffs. Dashing onward, driven forward by the never-ending flowing from behind, they reach the most contracted part of the channel. Here for a moment it seems almost as if the mighty volume paused, unable to struggle further, and then with renewed effort, impelled by some all-powerful but invisible force, it dashes up in one great volume of 20 to 30 feet into the air, and with a noise of thunder bursts through the iron rocks that seek to imprison it, and boiling, swirling, bubbling into crystal foam, at last it finds its way into the calm green channel beyond the gorge. When it is remembered that the river at this point is only 300 feet wide, that the Falls of Niagara present a front of one and a quarter miles, and that the flow of water over them averages four feet deep, it will be seen that the channel of the Whirlpool Rapids sinks to a depth of at least 200 feet. At no point near the Falls can the visitor obtain so good an idea of the great volume of water that forces its way through Niagara River, and consequently the Whirlpool Rapids Park is one of the principal points of interest. It should be visited by everyone who goes to Niagara Falls.

Having done justice to the beauties of "The Falls," we must decide upon the route to be taken for Toronto. There are several means of getting there : on the American side of the river, by the Niagara Falls & Lewiston Electric R.R. ("The Gorge Route"), New-York Central R.R., to Lewiston, another, on the Canadian side by the electric railway, to Queenston ; and by the Michigan Central R. R. to Niagara-on-the-Lake. The Niagara Navigation Company makes close

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connection at these places, and on a calm sunny day nothing can be more pleasant than the water excursion by the magnificent side-wheel palace steamers "Chicora," "Corona" and "Chippewa," which daily make trips each way across Lake Ontario, between Toronto and Lewiston. From Niagara Falls to Lewiston, the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. The fourth route is by the Grand Trunk Railway System. If your tickets read by this line, take the cars at Suspension Bridge, and enjoy a pleasant ride through a lovely country to St. Catharines and Port Dalhousie, connecting at the latter place with the magnificent steamer "Empress of India," which makes two trips daily to and from Toronto in close connection with G. T. R. trains.

#### LEWISTON, N. Y.

This village is situated at the head of navigation, on the lower Niagara, where it is met by the Rome, Watertown & Ogdensburg Railway, as well as the N. Y. Central, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

It is an exceedingly pleasant and very well built town, but its commercial prospects have been very much injured by the construction of the Erie and Welland canals. It contains, besides a proportionate number of stores and hotels, churches of the various denominations and an academy of considerable size. In 1812, it was the headquarters of General Van Rensselaer, of the New York Militia.

The Niagara Falls Park and River Electric Railway, on the Canadian side, running from Chippewa, three miles above the Falls, closely follows the course of the river to

Queenston. The route is so laid out as to take in all the best views of this interesting trip. From the cars of the company unobstructed views are had of the mighty cataract, the turbulent rapids, Suspension Bridges, Brock's Monument on historical Queenston heights, the foaming and raging whirlpool and the great stretch of quiet waters beyond.

### QUEENSTON

is about six miles from the mouth of the river, and about the same distance from the Falls. It is at the head of navigation, and is well adapted for the terminal point of the splendid steamers which leave Toronto. It is a small town situated nearly opposite Lewiston. It was the Canadian termination of the first Suspension Bridge, and is associated in history with the gallant defence made by the British, on the adjacent heights in the war of 1812. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the winsom. The monument which has been referred to stands on the Heights of Queenston, whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The shaft is one hundred and ninety feet high, and is overtopped by not more than two or three monuments anywhere. On the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a half feet square, ten feet high, surmounted by a heavy cornice, ornamented with lion's heads and wreaths in alto relievo. In ascending from the top of the

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pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of free-stone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought in relief a figure of the Goddess of War. On this capital is the dome, nine feet high, which is reached by 250 steps from the base, on the inside. On the top of the dome is placed a colossal statue of General Brock. Standing on the gallery supporting this, there is unrolled to view a matchless panorama of battlefield and vineyard, of cataract and quiet stream, of dark wood and steepled villages, and breadth of peach orchards, and far away across the blue waters of Ontario the smoke of the great city to which our feet are set. Here we embark on one of the palatial steamers of the Niagara Navigation Co'y, the "Chippewa," "Corona" or "Chicora," which make close connection with all railway and steamer lines.

### NIAGARA-ON-THE-LAKE.

This is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is 12 miles from the Falls, and is situated where the old town of Newark stood, opposite Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Catharines, since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest, and from its healthful and beautiful situation and attractions, in the way of boating, fishing and shooting, it has become a popular summer resort, and boasts of an excellent hotel in the





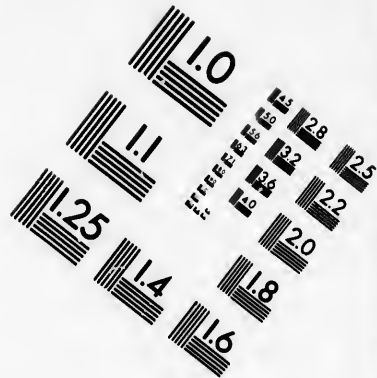
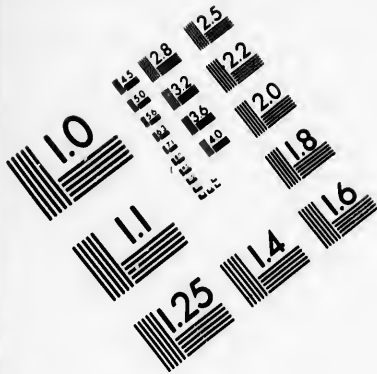
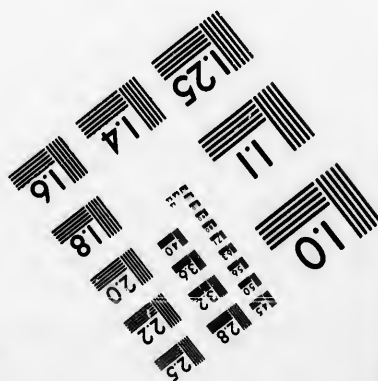
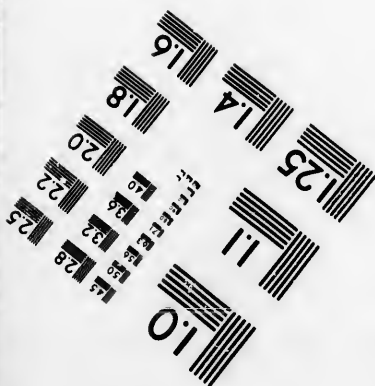
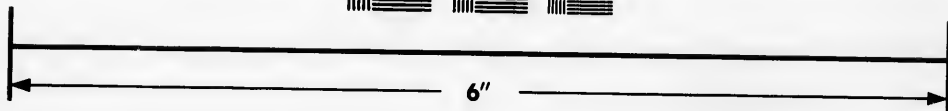
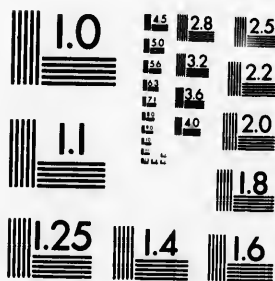


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QUEEN'S ROYAL HOTEL.

(McGaw & Winnett, Proprietors.)

open from June to September, is one of the most delightful summer houses on the continent. It is beautifully and picturesquely situated in a private park at the mouth of the Niagara River on the shore of Lake Ontario, and has excellent facilities for golf, tennis, bowling, boating, bathing, black bass fishing, and other recreations.

It is accessible by boat from Toronto, and by boat and rail from the "Falls."

Visitors at Niagara Falls can reach this delightful resort by the most picturesque river journey in the world. N.F. & L. R.R. on American side and N.F. P. & R. R. R. on Canadian side connect every half hour with boat on lower Niagara for the hotel, also by M. C. R. on Canadian side, four trains daily each way.

Some of the historical features of the place will be of interest to our readers. Here the first parliament of Upper Canada met, in 1792. From Fort George (1792) the gallant

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General Sir Isaac Brock went forth to meet his untimely end at Queenston Heights, in 1812. The old barracks of Butler's Rangers (1778) on the great common or military reserve, St. Mark's and St. Andrew's churches, which have both celebrated their centennial anniversary, are all worthy of a visit.

Almost immediately after leaving Niagara we pass between the two Forts, Niagara and Mississauga : the former garrisoned by American troops, and the latter, in by-gone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that, it is said, on a calm night, the watchwords, as given by the troops on changing guard, could be heard distinctly from one side to the other across the water.

#### FORT NIAGARA.

This fort stands at the mouth of the Niagara river on the American side. There are many interesting associations connected with this spot. During the earlier part of the last century it was the scene of many bloody encounters between the Whites and the Indians, and subsequently between the English and French. The names of the heroic La Salle, the ever courtly De Nouville, and the gallant Prideaux will retain a place in the history of the country. The village adjacent to the Fort is called Youngstown, in honor of its founder, the late John Young.

Important repairs have been made around the Fort, and the entire wall has been re-constructed. Here was fought the battle of the 24th July, 1757, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

## TO TORONTO

One of the most popular ways of reaching Toronto is by taking the special G. T. R. steamboat express from Suspension Bridge (twice daily), which passes through the "Garden of Ontario," and gives us a splendid view of the Welland Canal with its wonderful locks and shipping. Passing through the tunnel under the canal, we shortly arrive at the busy city of St. Catharines, with a population of over 10,000, which, besides being the principal point in the Niagara District for business, and having quite a fame for a number of factories of various kinds, enjoys the widest celebrity for its medicinal springs which are much resorted to from both sides of the line, and, with the excellent hotel accommodation to be had, combine to make St. Catharines a favorite resort. The tourist on continuing his journey will take the express of the Grand Trunk Railway, and after a few minutes' run will arrive at Port Dalhousie, at the mouth of the Welland Canal, where the trains run directly alongside of the fine lake steamer "EMPRESS OF INDIA," and after an enjoyable two and a half hours' sail across the blue waters of Lake Ontario he arrives at the city of Toronto, landing in the very centre of the city, near all the railways and hotels, and alongside of the river steamers for Montreal. The view of Toronto from the water is very fine indeed, and its public buildings and wharves indicate it to be a city of importance and prosperity. Toronto is not only the capital of the Province of Ontario, and one of the most flourishing cities in Canada, but it is one of the most progressive cities in Her Majesty's dominions. It is situated on a beautiful bay separated from the lake by a peninsula, known as Gibraltar Point, which serves to form a safe and well-sheltered harbor.



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## TORONTO

TORONTO boasts of several fine hotels, prominent amongst which is

## THE QUEEN'S.

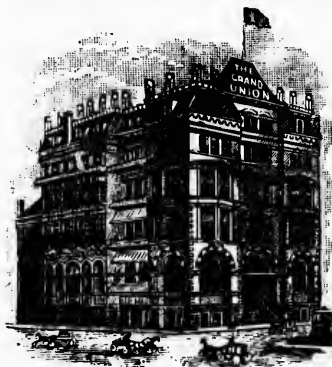
It is situated on Front St., between York and Bay Sts.,



and is but a short distance from the Union station and steamboat landings. This hotel, under the veteran management of Messrs. McGaw & Winnett, is the most comfortable hotel in the Dominion. While possessing every modern convenience, and the latest and most scientific improvements, the Queen's has always been famous for the solid, cosy, home-like comfort which is characteristic of the best English hotels. Elegance and comfort are combined in the happiest

manner. The Queen's is one of the largest houses in Canada, and is the temporary home of nine out of every ten of the English tourists who come to the city. On the occasion of visits of members of the British Royal Family to Toronto, this hotel has always been their stopping place. The Governors-General and Prime Ministers of the Dominion also make the Queen's their headquarters when in Toronto. The hotel is remarkable for its coolness in the hottest days of summer, on account of its pleasant situation, two hundred yards from the lake. Rooms en suite with bath rooms and dressing rooms are found on every floor.

The GRAND UNION is a new first-class hotel, and thoroughly modern in all its appointments. Situated just opposite



the entrance to the new Union Station, it is particularly convenient for tourists. The house is right up to date,—steam heated throughout, gas and electric light, speaking tubes from every room, bath room on every floor, passenger elevator, private dining rooms, etc., and with rates, of \$1.50 and \$2.00 per day, the popularity of the house is assured. Mr. Chas.

A. Campbell, the proprietor, is an experienced hotel man and knows how to care for the comfort of his guests.

The PALMER HOUSE, on the American plan, and the KENSINGTON, on the European plan, both under one management, are situated on the corner of King and York Sts., and within two blocks of the Union Station. They are both

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excellent hotels and tourists appreciate the convenience afforded by the combination.



CORNER OF KING AND YONGE STREETS.

Those who prefer to go to a *Restaurant* will find everything that they may desire at WEBB'S, 66 and 68 Yonge St., the largest and most complete restaurant in Canada. Special

accommodation is furnished tourists, and parcels are checked for the day free of charge.


TORONTO, the "Queen City," formerly Little York, was founded in 1794, and by the last census, that of 1891, is given a population of 181,220, now swelled to 220,000. The official numbering of 1881 was 86,445, showing an advance in wealth and population greater than any other city in the Dominion. This beautiful city, which is in the form of a parallelogram, is built with great regularity, and its streets are well paved and always clean, spacious and well lighted with electricity and gas. The houses and private residences are generally well built and substantial, and in the principal thoroughfares have often an elegant appearance. Its public buildings are numerous, very substantial, and many of them beautiful and well worthy of inspection by tourists and visitors. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. Many of the dwellings and business structures are built of brick, which has a light, soft and pleasing tint. The name of York was changed, after it was incorporated as a city, in 1834, to Toronto—meaning, in the Indian (Iroquois) language, "The Place of Meeting." It was twice captured in 1813 by the Americans who destroyed all the fortifications and burned the public buildings; since then, enterprise and capital have taken the place of shot and shell, and now it can with pride boast of some of the finest structures of their kind in America, among which, with other objects of interest, may be mentioned:

WEST OF YONGE STREET,

Custom House, Front St.

Lieut.-Governor's Residence, cor. of King and Simcoe Sts.

Old Parliament Buildings, Front St.



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PARLIAMENT BUILDINGS, QUEEN'S PARK.

- St. Andrew's Church, King St.  
 Central Prison, Strachan Ave.  
 Zoological Gardens, Industrial Exhibition Grounds.  
 Industrial Exhibition Grounds and Palace.  
 Osgoode Hall, Law Courts, Queen St.  
 The New University Buildings.  
 Dominion Observatory, south of University Buildings.  
 McMaster Hall, Bloor St.  
 Monument to the late Volunteers who fell at Ridgeway,  
 Queen's Park.  
 Monument to the late Hon. George Brown, Queen's Park.  
 Provincial Lunatic Asylum and Grounds, Queen St.  
 The New City Hall and Court House.  
 Ferresters Temple, Richmond, St.

Trinity College, Queen St.  
Knox College, Spadina Ave.

EAST OF YONGE STREET.

Normal School, Museum, etc., Gould St.  
Horticultural Gardens, Gerrard St.  
St. Michael's Cathedral (Roman Catholic), Bond St.  
St. James' Cathedral (Episcopal), King St.  
St. Lawrence Market and City Hall Buildings, King and  
Front Sts.  
Metropolitan Church (Methodist), Queen St.  
Baptist Church, Jarvis and Gerrard Sts.  
Old St. Andrew's Church (Presbyterian), Jarvis St.  
Unitarian Church, Jarvis St.  
Post Office, Adelaide St.  
Public Library, Church St.  
General Hospital, Gerrard St.  
Rooms of the Ontario Society of Artists, King St.  
The Cemeteries—The Necropolis, St. James' and Mount  
Pleasant.  
The Rosedale Bridges, the Bank Buildings, etc.

THE CHIEF PLACES OF AMUSEMENT ARE THE

Pavilion Music Hall, Horticultural Gardens, Gerrard St. E.  
Grand Opera House, 5 Adelaide St. West.  
Toronto Opera House, 27 Adelaide St. W.  
Princess Opera House, King St. W.  
Massey Music Hall.

The Normal School, Upper Canada College and Trinity College are fine edifices; the University of Toronto, before its destruction by fire, was one of the finest buildings in America, and inferior to none on this side of the Atlantic as

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a seat of learning. The style of architecture was Norman, with such slight deviations as the climate demands, and the building was one which any city might justly feel proud of possessing. New buildings on the same site and in the same



UNIVERSITY, TORONTO.

unique style of architecture are now completed. They are situated in a large, beautiful park whose avenues are ornamented with stately trees, etc., and approached by College Avenue, which is one-half mile long, and lined with double rows of beautiful shade trees. Adjoining these beautiful grounds on the east is the Queen's Park, which comprises about 50 acres, tastefully laid out; here may be seen a monument, consisting of a brown stone shaft surmounted by a magnificent marble statue of Britannia. This monument

was erected to the memory of the Canadians who fell in re-



VOLUNTEERS MONUMENT, QUEEN'S PARK, TORONTO.

PELLING the Fenian invasion of 1866. Osgoode Hall, on Queen street (named after the first Chief Justice of the Province), is another imposing building of the Grecian-Ionic style, and is surmounted by a beautiful dome. Its library and rotunda are unsurpassed in America. The City Hall and

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Court House, in course of erection, will be among the finest to be seen anywhere; they will cost over \$2,000,000.

QUEEN'S PARK, TORONTO.



Toronto has numerous manufactures, among which are extensive foundries, tanneries, breweries, distilleries; furniture, carriage, reaping and mowing machine manufactories; starch, glue, soap and candle factories; extensive ropewalks;

flour mills are also to be found,—in fact, every line of trade is represented by enterprising business firms whose characteristics are such as to warrant allusion to them in eulogistic terms.

It has a splendid harbor, which admits of vessels of the largest size navigating the lakes ; it is remarkably well sheltered, and affords great facilities for its extensive and constantly increasing trade.

### TO NORTHERN WILDS.

A very pleasant detour from Toronto, and one which is very fashionable, is the run up the Northern Railway line to the beautiful waters of Lake Simcoe and Couchiching. This should on no account be omitted from the itinerary of any St. Lawrence tourist, and we shall make a slight digression to conduct him to its beauties. Taking the Northern and North-Western Division of the Grand Trunk Railway, we pass through a populous and fertile country with extensive farms, substantial farm-houses and large saw-mills, stopping at intervals at stations which are models of neatness and beauty, being adorned with flower gardens and lawns watered by refreshing fountains. A few hours' pleasant ride brings us to Kempenfeldt Bay, the southern arm of Lake Simcoe, on which is situated

### BARRIE,

the county town of Simcoe, a prosperous place of 6,000 inhabitants, beautifully situated upon sloping hillsides, which show off to picturesque advantage its pretty residences and handsome edifices. Barrie is a delightful summer resort, with an excellent fleet of yachts and boats, whose charming lines and sea-worthy appearance indicate that the place is



favoured with the possession of superior boat-building advantages.

A further run by train from Barrie, skirting the lake, and affording beautiful vistas of its waters at many points, and we come to the neck of land which connects Simcoe with Couchiching, called the "Narrows," and reach Orillia. This is beautifully situated on a slope by the lake, and is fast rising in importance. Sailing and boating are the favorite summer pastimes of the people, and are extensively indulged in.

Couchiching! Well may the curious tourist, struck by the peculiarity of the name, ask its meaning. Indian nomenclature is always appropriate and descriptive; here the varying breezes, welcome adjuncts of a summer resort, that fan the surface of the lake, have given the Indian name for "Lake of many winds." This locality is among the highest in America, being 750 feet above Lake Ontario, 415 above Lake Huron, and 390 feet above Lake Superior. The rapidity of the rise from Lake Ontario may thus be judged; and the consequent elevation and clearness of the atmosphere and the cool breezes would, apart from any other consideration, be sufficient to commend the locality as a favorite one for a summer visit.

Having returned to Toronto, we may continue our tour eastward, either by boat in one of the fine steamers of the Richelieu & Ontario Navigation Co., or by rail via the Canadian Pacific or Grand Trunk Rys.

#### TO MONTREAL BY THE C. P. R.

It is a pleasant ride from Toronto eastward in the luxurious cars of the Canadian Pacific Ry., which run through an interesting and picturesque part of the country. The

route is past the famous fishing lakes at the headwaters of the Trent, past Tweed and Sharbot Lake, where connecting lines lead to Kingston at the head of the Thousand Islands, through whose wonderful maze and the numerous rapids of the St. Lawrence the trip to Montreal, may be continued. From Smith's Falls (128 miles from Montreal) branch lines extend to Brockville on the St. Lawrence, and to Ottawa, and passengers instead of proceeding direct to Montreal, may here change their route and proceed via the capital, Ottawa.

The celebrated fishing resorts of the Rideau Lakes may also be reached from Smith's Falls by steamer, and the voyage continued by river and canal to Kingston. The trip to Montreal by rail, however, is equally interesting. Passing through a well-settled section, quaint old French villages are touched, and a glimpse obtained of *habitant* life. The Ottawa river is crossed at Ste. Anne's, made famous by its picturesque beauty and the magic pen of the poet Moore, and soon the mighty St. Lawrence comes into sight. The approach to Montreal through orchards and farms and pretty villages furnishes a pleasing view, the train running on elevated tracks almost into the heart of the city. The tourist is landed at the imposing Windsor Street Station, one of the finest depots in America, near which are many of the chief points of interest which delight the sight-seer. From this station, trains leave for New York, Boston and New England points, the Maritime Provinces, Chicago and the Western States, and for Toronto, Ottawa, the Soo, the Canadian North-West and the Pacific Coast.

#### TO MONTREAL BY G.T.R. OR STEAMER.

After leaving Toronto by the G. T. R. or steamer, the first place of any importance we come to is

## BOWMANVILLE,

a thriving town of about 5,000 inhabitants, in the midst of a very fine agricultural district, and prettily situated on an elevated plateau, from which two streams run on either side into Lake Ontario. About two and a half miles from the town is its port, styled Port Darlington, which affords excellent harborage, where the daily line of steamers first stop after leaving Toronto.

The next place of importance is

## PORT HOPE,

situated sixty-three miles from Toronto. A small stream that here falls into the lake has formed a valley, in which, and on the rising hills beyond, the town is situated. The harbor formed at the mouth of this stream is one of the best on the lake. Port Hope is a very pretty town, it is incorporated, and contains over 5,000 inhabitants. On the western side, the hills rise gradually one above another, the highest summit called "Fort Orton" affording a fine prospect, and overlooking the country for a great distance.

## COBOURG

lies 6 miles below Port Hope. It is a town of about 5,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, produce, etc., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings. It is a popular and healthy summer resort, and the many summer residences add to the beauty and picturesqueness of the place.

About 30 miles east of Cobourg, and 12 miles west of Belleville, on the Grand Trunk Ry., and at the meeting of the beautiful River Trent with the Bay of Quinte, lies the town of

### TRENTON,

beautifully situated at the base of a mountain, and surrounded by a charming country whose fertility is famous. Its population numbered 4,364 by the census of 1891, and it is the seat of an extensive lumber and milling industry. The country watered by the River Trent is very picturesque, and is considered one of the most desirable shooting, fishing and camping grounds on the continent. Traced to its source, the Trent passes through Rice Lake, reserved by the Government for fishing purposes on the payment of a small sum; and, from the quantity of wild rice which gives to it the name, and fringes its borders, it is the home of the wild duck and other fowl. The River Otonabee is reached further on, and

### LAKEFIELD

nestles in quiet beauty, where it widens into the Lake of Rapids. A few days fishing and shooting is recommended in the far-famed sporting district of Rice Lake. At Lakefield, canoes and boats of a very high order are manufactured by Mr. J. G. Brown and Mr. Thos. Gordon, who also rent boats to those desiring them.

Thence between bold and rocky banks the river races to

### PETERBOROUGH.

Both these places may be easily reached by the Grand Trunk R'y. from Port Hope or Belleville, and by the Cana-

dian Pacific direct from Toronto to Peterborough. Peterborough is a thriving town surrounded by a most productive as well as attractive country; it is now aspiring to the dignity of a city, having more than 10,000 inhabitants. It is joined to the village of Ashburnham, opposite, by a fine bridge. The river has excellent fishing, and canoeing is much in vogue amongst the inhabitants—a taste which has been fostered by the superior article turned out by the Canadian Canoe Co'y., which has its factory there.

Having made this pleasant *detour*, we return to the main line of the Grand Trunk, and reach

### BELLEVILLE,

a city of considerable importance, with a population of over 11,000, situated on the Bay of Quinte, 44 miles from Cobourg. It is well built, well lighted, and possesses a fine harbor, with an unlimited water power supplied by the River Moira, which passes through the city and furnishes power for the numerous manufacturing industries of the place.

It is here that the "Quinte" bicycle is made by the firm of Greenleaf & Son, who are also extensive and careful repairers of bicycles, sporting goods and travelers requisites generally, a fact which tourists might do well to remember. Jas. A. Roy is recognized here as a leading brewer and maltster.

In the summer time, steamers leave daily for different ports along the bay and River St. Lawrence. Massassauga Point on this bay is quite a resort, and excellent fishing is to be had there. Among the winding and romantic shores of this bay the more destructive form of enterprise has happily stayed its hand, so that much of the primitive beauty remains. Then, too, the charm of this famous bay is in no slight measure due to cloud effects and the changeful humor of the sun,

while the inlets and wooded headlands, and the waving barley fields beyond—for the barley of the Bay of Quinte is far-famed—all add to the beauty of the surrounding scenery. Tourists will find the Anglo-American hotel, a very comfortable place to stop.

### KINGSTON

is reached 50 miles further east. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name.

This fort was alternately in the possession of the French and the Indians, until it was destroyed by the English under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name. Pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinte and the great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Lawrence the distance is 700 miles. Including the series of lakes to the head of Lake Superior, the total length of this great inland water course is about 1900 miles.

As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martello-towers, form a formidable and efficient defence against any aggressive movement which might be directed against the city. The Royal Military College is situated here.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom

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House, City Hall, Banks, Post Office, etc., not forgetting the imposing Sir John A. Macdonald monument in the park. The population is about 20,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Lunatic Asylum.

Opposite Kingston are Wolfe and Garden Islands, between which and the city lies the bay, a beautiful sheet of water.

Kingston is 172 miles from Montreal, and at this point, which is also reached from Toronto by C.P.R. and connecting lines, we purpose leaving the train, and continuing our journey by water on one of the steamers of the Richelieu & Ontario Nav. Co'y.

Before describing the 1000 Islands and route to Montreal, we will make a slight detour to enlighten the tourist upon the beauties of a trip through the Rideau Lakes.

### KINGSTON TO OTTAWA

#### VIA THE RIDEAU RIVER AND LAKES.

Probably no trip is attracting more of the attention of tourists just now, than that between Kingston and Ottawa via the Rideau Canal. The distance is 126½ miles, and the journey is made by the steamer "James Swift" in twenty-six hours. The Rideau is not an ordinary canal; it is a waterway between the two cities mentioned, made by connecting a large number of the most beautiful lakes on the continent. The actual canal is comparatively short, while the lakes afford delightful sails and scenery, and invigorating air.

The canal was constructed by the British government as a military work, at a cost of five million dollars, as far back as 1830. If, in time of war, the navigation of the St. Lawrence were interrupted, this canal, in conjunction with

the Ottawa River, would furnish direct communication between Montreal and the great lakes.

Although the first locks of the canal are six miles distant, Kingston, at the foot of Lake Ontario, is practically the starting point. The steamer leaves that city on Mondays and Thursdays, at 6 a.m. Passing through Cataraqui Bridge, which connects Kingston with a military reservation on which is Fort Henry and the Royal Military College, the boat enters a very pretty channel, with bluffs on both sides, which finally converges into a narrow ravine with perpendicular sides towering up fully two hundred feet high. After winding along for fully half a mile between those walled rocks, the first lock of Kingston Mills is reached. There are four locks, and the total lift is forty-seven feet. The dam that holds back the water is over six thousand feet long by fourteen feet high, and some hundred feet overhead the Grand Trunk Railway track spans from hill to hill. The scenery here is awful yet sublime, and people travel long distances in order to enjoy the surroundings. The locks at Kingston Mills, as along the whole line of the canal, are built of finely cut stones of large dimensions.

The next stretch of ten miles is formed by backing up the water of the Cataraqui River. This construction, while it made the water deep enough for navigation and rendered excavation unnecessary, flooded considerable of the surrounding country, which now bears the name of the "Drowned Lands" — the home of different kinds of wild fowl.

A short cut connects the "Drowned Lands" with Washburn Lock, where there is a lift of about ten feet. A continuation of the same cut brings the boat to the Brewers' Mills Lock, at which place the lake navigation proper begins. After leaving the lock no way of exit appears. Tourists expect the steamer to go aground every minute, but she

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doesn't. A sharp turn to the right and a beautiful stretch of water and some grand bluff scenery, three quarters of a mile long and two hundred feet high are in view. Out of this bluff projects an *excellent profile of the Duke of Wellington*. It is fully twenty feet from chin to top of forehead, and standing out boldly as it does beyond the line of bluff, it would be easily recognized by the tourist, who saw it for the first time, as a profile of the Iron Duke.

Cranberry Lake is then almost immediately entered. It is a large expanse of water and contains many islands of considerable extent. Connected to the north are several lakes in which there is superb fishing. Large bass and pike abound. Towards its foot, the lake contracts sufficiently to allow



STEAMER "JAMES SWIFT".

of it being bridged at a place called Brass Point. Two miles further on is the flourishing village of Seeley's Bay, which is prettily situated in a beautiful bay about half a mile off the channel. Next comes a winding channel, varying in width from one hundred to three hundred feet; the banks are very steep and wild and covered with trees to their summit.

One of the most striking bits of scenery along the route is seen just when the boat is entering Whitefish Lake from this channel. Half a mile away are towering red granite rocks, here and there, on which are fringes of trees and

brush. The tops of the rocks have a purplish hue in the sunlight and remind one of the far-famed "Hills of the heather" of Scotland.

Five miles farther on, Jones' Falls, one of the most beautiful spots in Ontario, is located. Those who have seen it and been in a position to compare it with other "beauty spots" on the Continent, state positively that while they may have witnessed its equal, certainly they never saw its superior, all points of excellence taken into consideration. It is not only beautiful, but interesting and historic. The dam at the Falls is a stupendous piece of work, and at the time it was built, was



CHANNEL NEAR JONES' FALLS.

the largest structure of the kind in the world. Read the size of it: four hundred feet long, three hundred and one feet thick at the base and ninety feet high. It is horseshoe in shape and the mason work is most enduring. The locks, four in number, were cut through the solid rock, and each one lifts the boat twenty-two feet. At the top is simply fairy land. There are many nooks, bays and inlets, and pretty places which are taken advantage of by camping parties. No better fishing exists anywhere than there is in this locality. There are many small lakes lying in different directions from the Falls, in which black and green bass and pike are abundant. An empty string on the return journey is an unknown thing here.

the largest structure of the kind in the world. Read the size of it: four hundred feet long, three hundred and one feet thick at the base and ninety feet high.

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Leaving "Jones' Falls," "The Quarters" are entered. Here is where the headquarters of the construction staff were established. It is said that on pay day wheel-barrow had to be used in taking the silver money to the different paymasters. The scenery is very fine and in several places passengers on the steamer can easily pluck leaves off the trees lining the banks, the stream is so narrow. The canal is serpentine and strangers are unable to tell what direction the boat is likely to take. The sail in the Quarters is most enchanting.



LAKE OPINICON, OR WILD POTATOE LAKE.

Sand Lake is next entered. It is from one to three miles wide, contains clear blue water and a number of pretty islands. It is one of the loveliest of the whole Rideau series, and a glance at it makes one long for a skiff. The next lake is Opinicon, or Wild Potatoe Lake. It is six miles long and two wide and is literally covered with islands. The Indians found wild potatoes growing on its shores before the canal was built.

Passing through Chaffey's Locks, a most picturesque spot and highly desirable as camp grounds, Indian Lake is

reached. Its shores are high and rugged and the scenery wild. The steamer glides through a little isthmus and into Clear Lake, a small body of water, surrounded by white granite hills, and later through Fiddler's Elbow, a mystifying place, into Newboro Lake, which is dotted with beautiful islands of different sizes. Black and green bass are as plentiful here as pollywogs in a rain barrel. In the fall wild fowl are abundant.

Touching at Newboro, a pretty village of one thousand inhabitants, the boat is lifted by the last lock on the up-grade. She then passes through a cut, a mile long, and into Little Rideau Lake, which is the summit level, or one hundred and seventy-one feet above Lake Ontario. At the head of the lake is the village of Westport, two thousand inhabitants. It is called the city of steeples, because of the number of churches that are in sight from the deck of the steamer. The next body of water is Big Rideau, which is twenty-one miles long and varies in width from one to eight miles. There are fully two hundred islands in this lake, so that the scene it presents can be fairly imagined. Salmon trout are taken here on trawl, and large black bass are plentiful. Portland village is on the south shore and has about five hundred inhabitants. After calling here, the next stopping place is Garrett's Rest, on an island at the mouth of German Bay.

Winding through the numerous islands the steamer reaches the Rocky Narrows, which has towering granite shores, and later Oliver's Ferry. Three miles from Oliver's Ferry is the mouth of the Rideau River, where may be seen the ruins of houses built by English officers who came to this country on hunting expeditions. Years ago deer abounded in this section. Percival's Cut is about three miles down the river. Any person who has passed through this cut will never forget it; trees form an arch over the steamer, and

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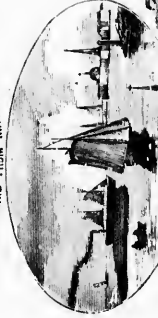
LAKE ONTARIO STEAMER



LAKE ONTARIO FROM NIAGARA RIVER



CAPE ST VINCENT R.R. DEPOT



KINGSTON



FORT HENRY



MAYELLO TOWER DEPOT ST.

CANADIAN



CUMBERIDGE LIGHT HOUSE



ONE OF THE 1000 IS.



VIEW AMONG 1000 IS.



PARK ISLANDS

RAILWAY

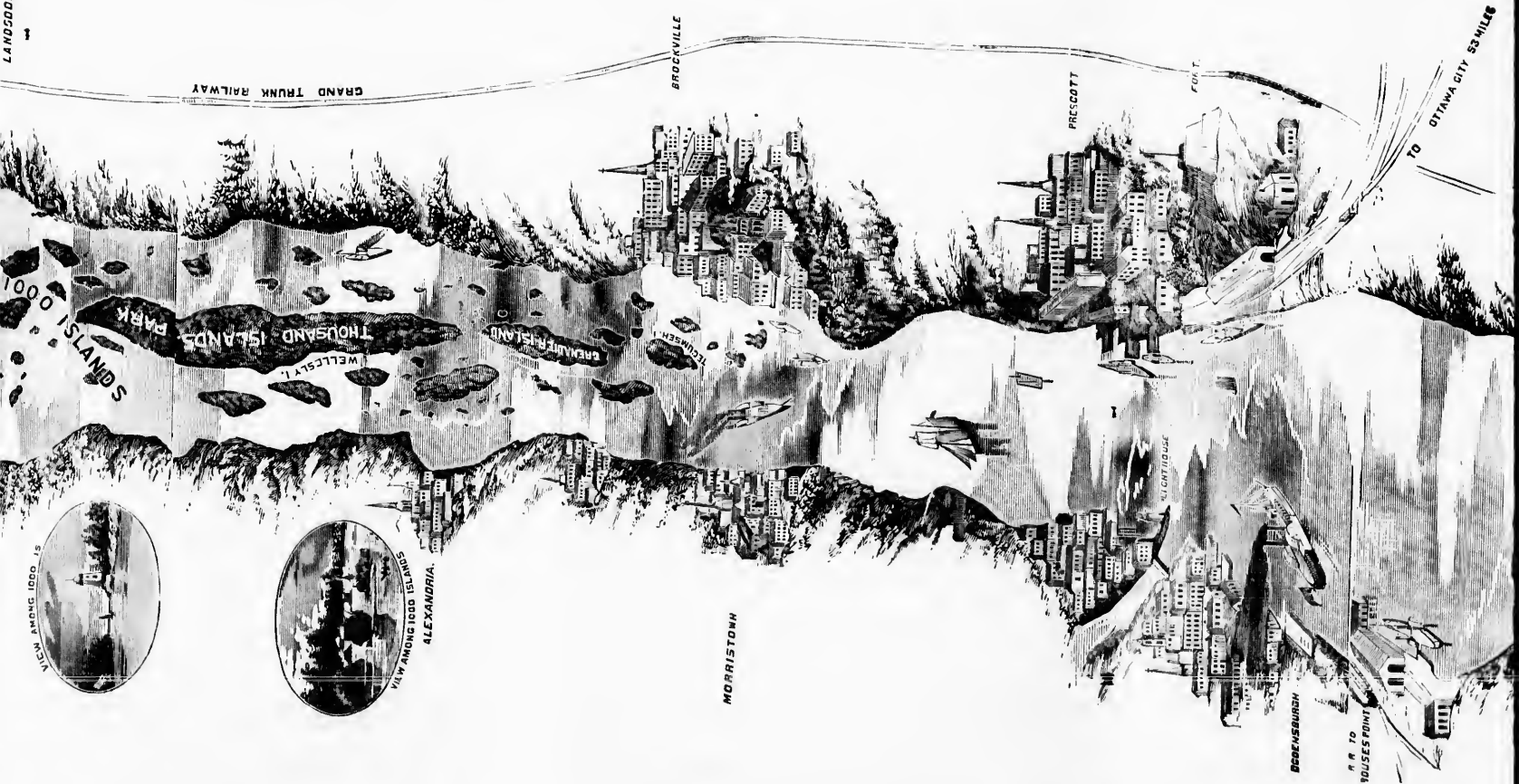
LANDSCAPES



VIEW AMONG ISLANDS



VIEW AMONG ISLANDS  
ALEXANDRIA



GRAND TRUNK RAILWAY

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TO OTTAWA CITY 53 MILES

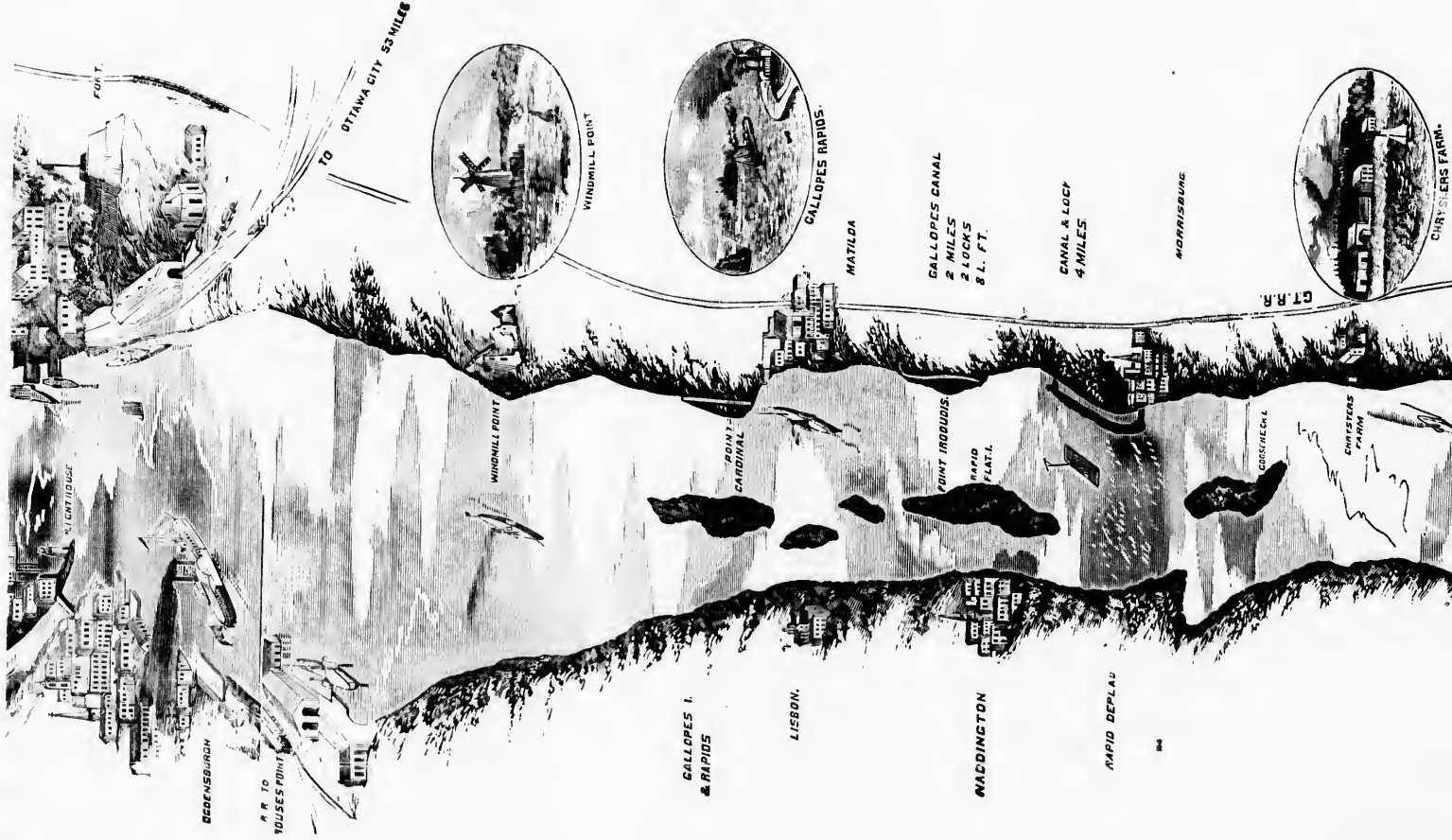
MORRISTOWN

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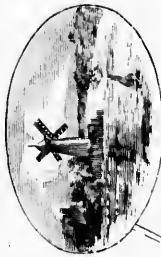
BOCKENBURGH

P. R. TO  
TOUQUES POINT

ST. CATHERINE



TO OTTAWA CITY 53 MILES



WINDMILL POINT



GALLOPES RAPIDS.

MATILDA

GALLOPES CANAL  
2 MILES  
2 LOCKS  
8 L. FT.

CANAL & LOCK  
4 MILES

MORRISBURG

G.T.R.R.



CHRISTERS FARM

ST. CAT LODGE

BODENBURGH

R.R. TO  
TOULSES POINT

WINDMILL POINT

GALLOPES I.  
& RAPIDS

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G.T.R.R.

COSBRIECH L.

CHRISTENSEN FARM

FARRER'S PL. CANAL  
7 1/2 MILES LONG

ISLAND OF 3 CHANNELS

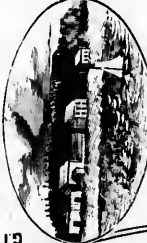
GRÖNS ISLAND

SWISS DESCENDING THE  
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LONG

CORNWALL CANAL  
7 LOCKS  
48 L. FT.

BARNHARTS, L.



GRASS RIVER

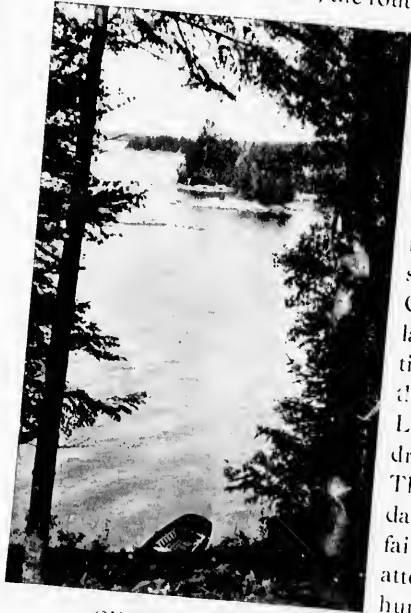
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at times foliage has to be removed in order to make way for the smokestack. Two miles farther on is the town of Smith's Falls, which is about midway between Kingston and Ottawa. Twelve miles farther down the river is the village of Merrickville, and between the two places there are seven locks. From Smith's Falls to Ottawa, the route is river with varied scenery.



ON THE RIDEAU.

There is a twenty-seven mile run just after leaving Burritt's Rapids, the next place to Merrickville. This run is teeming with maskinonge, pickerel and black bass. No place along the route affords better genuine sport than does this run. On its banks are the villages of Kars and Manotiek, and two miles from the latter place are the Long Island Locks with a drop of twenty-eight feet. There are two extensive dams here, which cannot fail to arrest the tourist's attention. One is three hundred and thirty feet long and twenty-nine feet high; the other seven hundred and fifty feet by ten feet. A stretch of five miles and Black Rapids, where there is one lock, is reached. The dam is three hundred feet long and twelve feet high and over it is passing continually a film or veil of water which has a very beautiful effect in the sunlight.

Hog's Back is four miles nearer Ottawa. This place gets its name from the shape of large boulders over which the water dashes furiously. Appearances indicate that at some time an earthquake occurred in this locality. The cataract rushes down into the Rideau River, which at this point becomes unnavigable, hence the steamer enters a canal cut, that is not left until she arrives at the Capital. The dam is another object of interest, being three hundred and twenty feet long and forty-five feet high. Every summer large numbers of citizens of Ottawa camp at Hog's Back. As it is only four miles from the city, they are enabled to go and come morning and evening.

The last lock is Hartwell's, about two miles from Ottawa. Passing through it the steamer enters Mutchmore's Cut, the



MUTCHMORE'S CUT, NEAR OTTAWA

The deep cut, about a mile in length, navigated and the steamer drops into the Basin at Ottawa, terminating one of the most delightful summer trips it is possible to make. The "James Swift" leaves Ottawa for Kingston every Tuesday and Friday at 3 p. m.

shores of which are lined with cedars and summer residences. The Exhibition Grounds next loom into view. They can be thoroughly inspected from the boat's deck.

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## CAPE VINCENT

is a pretty frontier village of Northern New York, situated immediately at the point where the blue waters of Lake Ontario flow into the broad channel of the St. Lawrence.

Steamers leave Cape Vincent several times daily for points in the Thousand Islands and Canada; there is also a regular ferry to Kingston.

The steamer which leaves Toronto in the afternoon is due at Kingston early next morning, enabling the tourist to view all the scenery down the river to Montreal.

## THE THOUSAND ISLANDS.



The Thousand Island region is practically an estuary of Lake Ontario, projected from its eastern extreme, and thickly strewn with rocky islets of all shapes and sizes. The actual number of islands, when considered as fragments of soil or rock projected above the surface of the water, is dependent largely upon the slight effect of a dry or wet season, a fall of a foot in the depth of the river adding very materially to the count. In the Treaty of Ghent the islands are officially stated as numbering 1692.

This remarkable archipelago begins near Kingston at the outlet of Lake Ontario, and extends some forty miles down the river to Brockville. They present to the view of the passing traveller everything conceivable in the way of an island from a bare rock a yard across to an island covering many acres, some heavily wooded, some covered merely with grass, some cultivated as farms, some containing only a beautiful summer residence with its surrounding pleasure-grounds, and others fitted up with rustic seats and tables for pleasure parties. Some of the islands are hilly, while others scarcely rise above the water's surface, and viewed from the deck of a steamer winding its way among them, make an impression upon the mind that memory tenaciously clings to. Between and among these thread innumerable channels, here pouring a swift and crystal tide through some pent up chasm, and there forming in deep, stilly pools much loved by the wary black bass, neath the shadow of some castellated crag. Of course these localities are the haunts of sportsmen, especially those who enjoy fishing and wild fowl shooting, and every facility for these pursuits, as well as for boating and other watering-place recreations, is furnished by the summer hotels among the islands.

At times the vessel passes so close to the islands that a pebble might be cast on their shores. Again looking ahead, it sometimes appears as though further progress is effectually barred, but the boat winds about tortuous passages until a "clear road" is once more seen. Suddenly the river seems to come to an abrupt termination, but approaching the threatening shores a channel suddenly appears, and you are whirled into a magnificent amphitheatre lake. This is, to all appearances, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little isles appear in its place.

These ever-varying features, and the constant change of vista afforded the voyager, overflowing at every turn with unexpected instances of those combinations of water, land and sky which we recognize as beautiful, make up the charm and glory of the upper St. Lawrence River.



STEAMER "CAPTAIN VISGER" AT STAVE ISLAND ESTATE.

These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels amongst them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837 and for the American sympathizers with them, who under the questionable name of "patriots" sought to overthrow British government in Canada. Among these was one man, "Bill Johnson," who, from his ability and daring, became an object of anxious pursuit to the Canadian authorities.

Here he found a safe asylum, through the devotedness and courage of his daughter "Kate," whose skilful management of her canoe was such that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing from one place of concealment to another under the shadow of night.

The trip by steamer among these islands lasts for several hours, and for scenic effects and variety of picturesque views 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, presenting the appearance of thriving villages, while the snowy tents of camping and picnicking 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 Canadian side, particularly in the vicinity of Horse Block Point on the north shore (mainland), is beautiful Stave Island, an ideal spot for sportsmen and campers. Here is found the most beautiful scenery, by far the best fishing on the St. Lawrence and most desirable sites for camp or cottage.

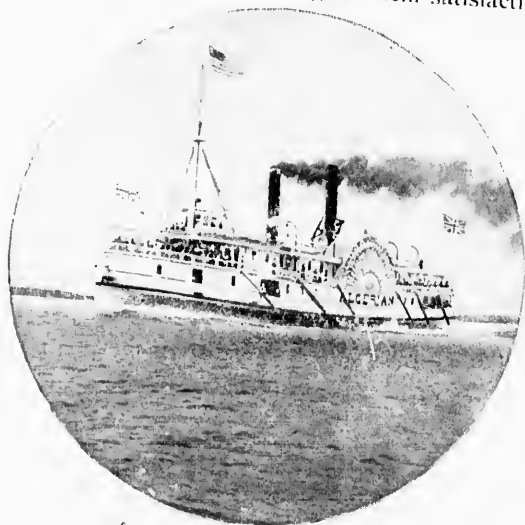
#### TREMONT PARK, TIDD'S ISLAND.

Tremont Park on Tidd's Island, is directly opposite the Thousand Islands Railway terminus at Gananoque. Ferries between Gananoque and Clayton, N. Y., call here regularly.





TREMONT PARK, TIDD'S ISLAND, GANANOQUE, ONT.  
Tremont Park Hotel is managed by W. Farren Stevens,  
who understands the requirements of the public and will  
make his guests comfortable and give them satisfaction.



R. & O. MAIL LINE STEAMER.

## GANANOQUE.

The first place of importance on the North Shore, (Canadian side) after leaving Kingston, is the pretty town of Gananoque, about 18 miles to the east, and situated at the confluence of the St. Lawrence with the Gananoque River.

Gananoque was famous as a health resort long before the white man settled there. Before civilization reached the lake and river regions in its march, the Indians of the upper Ontario lake territory, suffering with malarial diseases, were wont to tour in their canoes down the shores of the lake until they reached the St. Lawrence, passing along down past where Kingston now stands, finally halting at the point where the swift running and rock-riven Cadanoryhqua river joined its waters with the St. Lawrence. The Indian name "Cadanoryhqua" was pronounced as if spelled "Gananoque," and translated means "place of health" or "rocks seen under running water," the location relieving the red men of their malarial difficulties. The place was located by them as the "place where the running water danced over the rocks." At this old Indian summer resort is now where modern Gananoque stands beckoning health and pleasure seekers to the Thousand Island region.

The town has a population of about 5,000 and is noted for the number and variety of its manufactures. To the tourist, however, its chief interest lies in the fact that it is almost in the midst of the Thousand Islands and is easily accessible by rail and steamer from all points.

The facilities for fishing and boating are unsurpassed, and the roads for a hundred miles east and west are veritable bicycle paths.

Of the hotels, "Gamble's Hotel" is specially deserving of mention. It is proverbial for its excellent accommodation



SQUAW PT., GANANOQUE.

and generous well-provided table and is a familiar resort among travellers and tourists. The hotel is located near the up-town railway station and most convenient to the depot and wharf, where polite and obliging porters meet all passengers, with an omnibus in attendance.



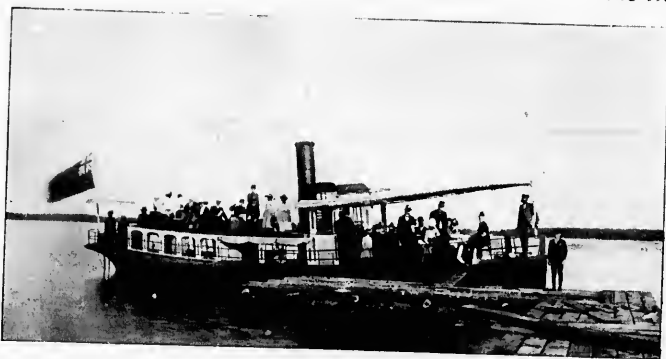
STEAMER "NELLIE CUTHBERT," (CAPT. R.J. COOK)

THE "HEART OF THE 1000 ISLANDS ROUTE."

GANANOQUE AND BROCKVILLE.

Since the late Government of the Dominion of Canada sold a portion of the Islands, formerly an Indian reservation,

much has been done in the way of settlement and improvement on the Canadian channel, on the north shore of the St.



STEAMER "ANTELOPE."

Lawrence between Gananoque and Brockville. The increase of travel on this route has warranted daily service, performed alternately by two fast and comfortable steamers, the "Nellie Cuthbert" and "Antelope."



1896 CHAMPION "MAB," DOWN THE WIND.  
(From Outing.)

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These steamers leave Gananoque in the early morning and run down through the Gananoque Narrows at Macdonald's Light, passing Stave Island, Grand View Park and Squaw Point, where the A.C.A. have pitched



From "OUTING."

"MAB" BELAYING SHEETS.

their camp for many seasons, and where this year they meet during the month of August.

The Championship canoe races take place on Eel Bay, opposite Squaw Point, and for pure sport and intense excitement they cannot be excelled by the regattas of larger craft. The Championship race for the Association trophy for 1896 was won a



From "OUTING."

"MAB" SHOWING STEERING GEAR.

second time by Mr. C. E. Archbald, of Toronto, with his canoe "Mab," and it is quite probable he may repeat his success this season. During the canoe meet period the steamer "Valeria" runs from Gananoque to Clayton, via the Canoe Camp, for the accommodation of members.

The steamer route then follows the main channel and up through the islands on the north shore to a charming and delightful resting place.



SHIPMAN'S GLEN HOUSE, 1000 ISLANDS.



GLEN HOUSE BEACH.

The Glen House, (W. W. Shipman, proprietor,) is located on the Canadian shore, six miles west of Rockport, Ont., eight miles from Alexandria Bay, N. Y., and across the channel from Grand View Park. It is in the immediate vicinity of one of the

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finest groups of the Thousand Islands of the St. Lawrence, and close to the Shipman Flats, where there is the best of fishing. No place could be more advantageously situated for fresh air, pure water and all the pleasures, comforts and enjoyments of river life. It is easily accessible by land or water. The sleeping rooms are in a separate building from the office and dining room, thus ensuring perfect quiet. The buildings are new and furnished with every requirement for comfort.

While the "Heart of the Thousand Islands Route" is applied to the run from Gananoque to Brockville, which embraces the most numerous islands and intricate channels, the actual spot which is "the hub," as it were, of this portion of the river is



ECHO LODGE, IVY LEA P. O., ONT.

This is a new Summer Resort, situated in the very heart of the Thousand Islands, in a beautiful secluded and picturesque spot near the celebrated "Fiddler's Elbow," in view of the "Lost Channel" and within speaking distance of the famous "Echo Rock." Fishing and scenery are acknowledged to be the grandest on the river.



ECHO LODGE, PASSING OF STEAMERS.

Echo Lodge, (Mr. O. L. Potter, proprietor,) is reached by conveyance from Lansdowne Station, G.T.R., only a few minutes drive, and easily accessible by boat from Brockville, Alexandria Bay, Rockport and Gananoque. From Echo Lodge on the north shore of the Canadian channel, is seen many picturesque and charming summer residences, the proximity to Alexandria Bay making the location particularly attractive.

Immediately opposite Alexandria Bay, on the Canadian north shore, is the village of Rockport.

#### ROCKPORT.

Rockport is situated twenty miles west of Brockville and fifteen miles east of Gananoque and three miles from Alexandria Bay, from which point many American sportsmen cross the river to avail themselves of its attractive fishing grounds.



The Island View House, Rockport, (Theo. Lear, prop.),



A MORNING'S CATCH, AT ROCKPORT.

is in the midst of the 1000 Islands, near the most attractive scenery and is surrounded by the best fishing grounds on the river. It is located in close proximity to the steamboat dock, has ample accommodation for one hundred

red guests, and has long been regarded as a popular summer resort on the St. Lawrence River.

In close proximity to the Island View House is one of the natural wonders of the 1000 Islands,—The Smuggler's Cave.



AN "ISLAND VIEW FISHING PARTY."



SMUGGLERS' CAVE NEAR ROCKPORT.

Guides can be secured to take tourists to this and all other points of interest on short notice and at very moderate charges.

Midway between Rockport and Brockville, on the river

seven miles from Alexandria Bay, and near the town of Mallorytown by carriage road on the north shore of the St. Lawrence River, is situated Poole's Resort.



POOLE'S RESORT, FROM THE RIVER.

Poole's Resort, (Mr. Robert Poole, proprietor,) is a cosy retreat where a desirable class of people who seek recreation and pleasure, with good plain substantial country fare, at moderate charges, can find their desideratum. Mr. Poole is one of the most successful farmers on the north shore who found, in the accommodating of summer boarders, some years ago, a profitable market for his produce. Recently he has gone into the summer resort business more extensively, and built several additional buildings for the better accommodation of his guests, which has been the means



STR. ANTELOPE AT POOLE'S RESORT.

Part  
Hutchinson

# THE GILBERT BOAT CO.,

Originators, Designers and  
Wholesale Manufacturers of

## The Celebrated GILBERT

... Boats and Canoes.

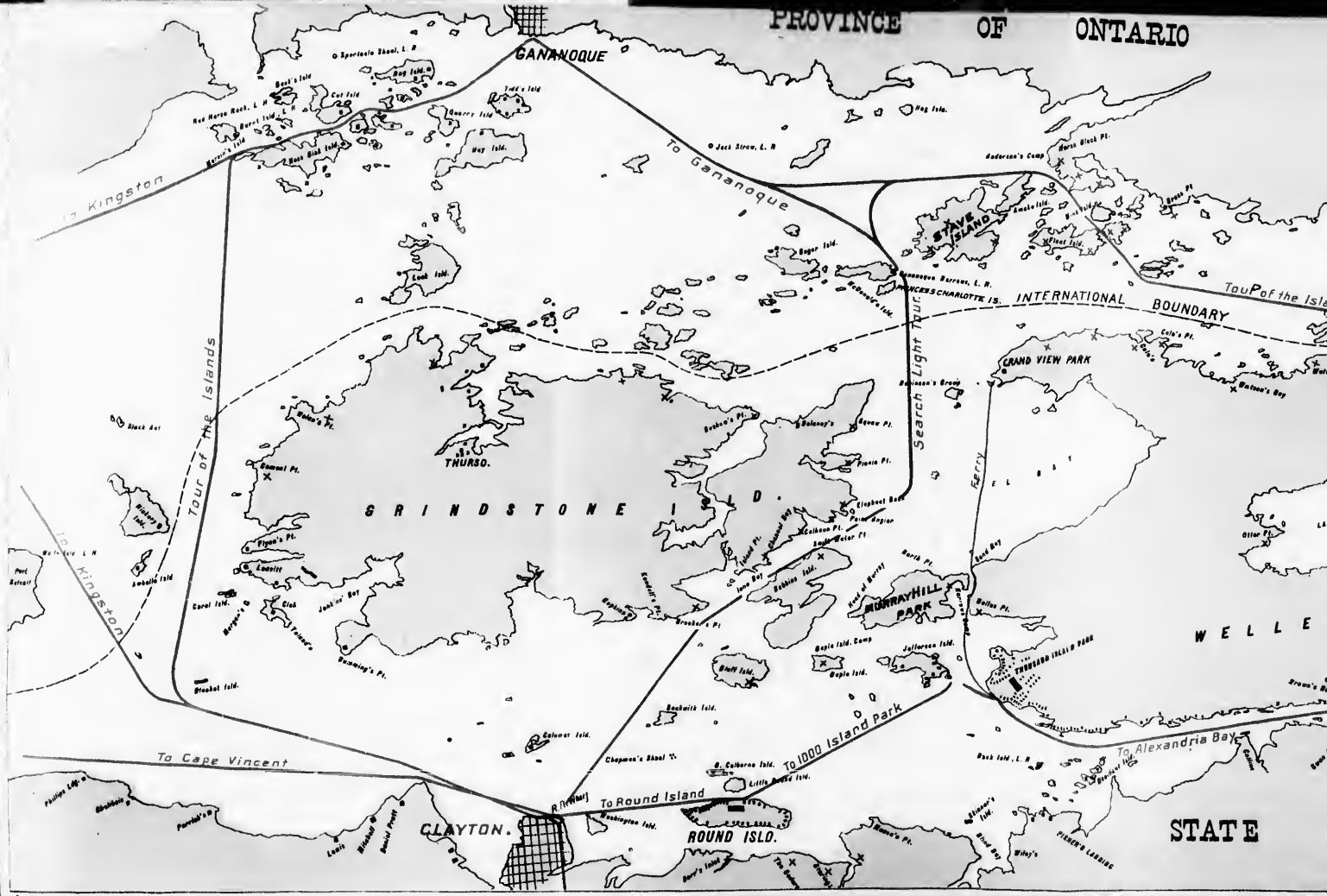


THIS cut is an exact reproduction of the Canoe Mab, designed and built by the Gilbert Boat Co., for Mr. Chas E. Archbald, of Toronto, Canada. At the A. C. A. meet, Grindstone Island, 1896, Mab made a record unparalleled in the history of canoeing, winning every race open to decked sailing canoes. Not alone in speed but in construction and finish, she far surpassed all other canoes at the A. C. A. Price and description on application.

The Gilbert Boat Co.,

— Brockville, Ont.

PROVINCE OF ONTARIO



GANANOQUE

THURSO.

GRINDSTONE I. D.

CLAYTON.

ROUND ISL.

STATE ISLAND

STATE

To Kingston

To Gananoque

INTERNATIONAL BOUNDARY

Tour of the Islands

Search Light

To Kingston

To Cape Vincent

To Round Island

To 1000 Island Park

To Alexandria Bay

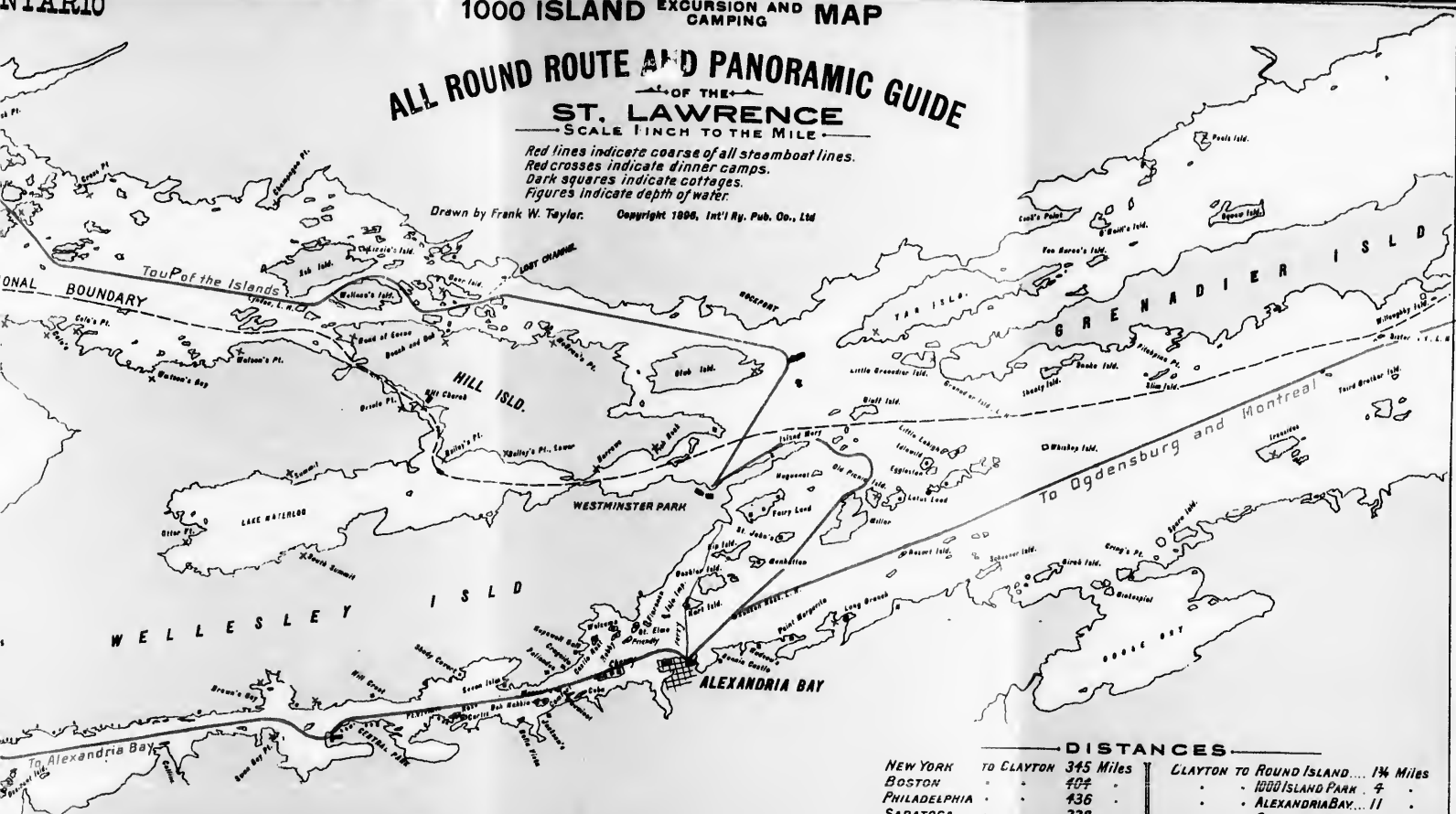
WELLES

1000 ISLAND EXCURSION AND MAP  
CAMPING

ALL ROUND ROUTE AND PANORAMIC GUIDE  
OF THE  
ST. LAWRENCE  
SCALE 1 INCH TO THE MILE

Red lines indicate course of all steamboat lines.  
Red crosses indicate dinner camps.  
Dark squares indicate cottages.  
Figures indicate depth of water.

Drawn by Frank W. Taylor. Copyright 1896, Int'l. Hy. Pub. Co., Ltd



STATE OF NEW YORK

DISTANCES

|               |            |           |                         |             |
|---------------|------------|-----------|-------------------------|-------------|
| NEW YORK      | TO CLAYTON | 345 Miles | CLAYTON TO ROUND ISLAND | 1 1/4 Miles |
| BOSTON        |            | 407       | 1000 ISLAND PARK        | 4           |
| PHILADELPHIA  |            | 436       | ALEXANDRIA BAY          | 11          |
| SARATOGA      |            | 228       | GANANOQUE               | 10          |
| CHICAGO       |            | 801       | CAPE VINCENT            | 14          |
| NIAGARA FALLS |            | 287       | A.C.A. CAMP             | 15          |
| TORONTO       |            | 174       | KINGSTON                | 19          |
| SYRACUSE      |            | 111       | OGDENSBURG              | 42          |
| UTICA         |            | 108       | MONTREAL                | 159         |
| ROCHESTER     |            | 192       | PORTLAND                | 456         |

## Stave Island Estate.

### ...THOUSAND ISLANDS.

A beautiful indented Island, of one hundred and fifty four acres will be offered for sale to persons of refined and cultivated tastes, for camp and summer home sites, in parcels of from one half to five acres in extent. Stave Island has thirty-one desirable points and seventeen bays; and the interior of the Island rises up one hundred and twenty-five feet above the river level and over one hundred above the majority of the adjacent Islands.

Prices are reasonable and terms will be made agreeable.  
Address owners:

STAVE ISLAND ESTATE,

P. O. Box 179,

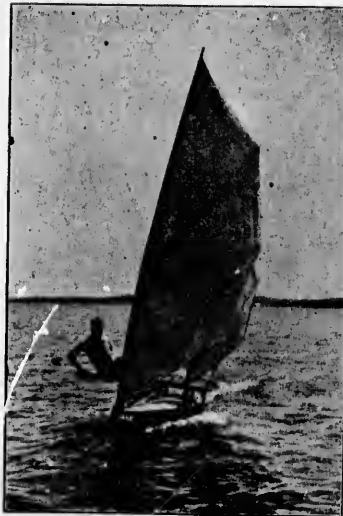
MONTREAL.

## THE GILBERT BOAT CO.,

Originators, Designers and  
Wholesale Manufacturers of

### The Celebrated GILBERT

... Boats and Canoes.



THIS cut is an exact reproduction of the Canoe Mab, designed and built by the Gilbert Boat Co., for Mr. Chas E. Archbald, of Toronto, Canada. At the A. C. A. meet, Grindstone Island, 1896, Mab made a record unparalleled in the history of canoeing, winning every race open to decked sailing canoes. Not alone in speed but in construction and finish, she far surpassed all other canoes at the A. C. A. Price and description on application.

The Gilbert Boat Co.,

Brockville, Ont.

The CANADIAN



## THOMAS

Hunting, Fish

Price List sent o

SOLE AGENT FOR MO

Wal

Where stock is always

The CANADIAN CANOE COMPANY, Ltd.

PETERBOROUGH, ONT.

Builders of \_\_\_\_\_

Paddling,  
Racing,  
Cruising,  
Sailing  
and War

CANOES,

every class  
of Pleasure Boat,  
from a Canoe to a  
Steam Yacht.

Oars, Paddles,  
Sails,

and all kinds of Boat  
and Yacht fittings.

CATALOGUE . . .  
SENT FOR STAMP.



THOMAS GORDON,

Manufacturer of

CANOES

LAKEFIELD, ONT.

.. FOR ..

Hunting, Fishing, Pleasure Sailing, Etc.

Price List sent on application. Canoes and Boats for hire.

SOLE AGENT FOR MONTREAL:

Walter H. Cottingham,

1822 NOTRE DAME STREET.

Where stock is always on hand . . .

LAKEFIELD CANOE FACTORY.



J. G. BROWN,

... MANUFACTURER OF ...  
... ALL KINDS OF

BOATS and CANOES.

FACTORY: QUEEN STREET,  
... NEXT G. T. R. STATION, LAKEFIELD.  
BOAT HOUSE:  
CORPORATION WHARF.

THE NEW SIR JOHN MODELS USED.

WRITE FOR PRICES.

Central Park Hotel... <sup>And</sup> COTTAGES

... 1000 ISLANDS

ST. LAWRENCE RIVER

ONE of the most attractive and homelike Hotels on the  
River, Sanitary arrangements perfect. The hotel is only  
 $2\frac{1}{2}$  Stories, and with cottages in connection, afford safe accommodation,  
free from any danger of fire.

No safer boating.—No better fishing.—Or more charming Views.  
The table supplied with the best the market affords, and only the  
freshest of vegetables and eggs, and the purest of milk and butter—all  
from the hotel farm.

The prices for rooms and board are lowest, consistent with first class  
service. For transients \$2.00 to \$3.50 per day. Special rates for families  
by week or month.

P. O. ADDRESS...

INGLEHART & WYLIE

ST. LAWRENCE PARK,  
JEFFERSON CO., N. Y.



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of several people locating in the immediate vicinity and building summer houses; notable among such are, Mr. A. W. Fleck and Mr. F. P. Bronson, of Ottawa. On the Poole property are located historic spots in the war of 1812,



AFTER MILKING (POOLE'S RESORT.)

in form of pitfalls built by the soldiers who camped on the river bank during the winter of those stirring times.

Poole's Resort is the pioneer of its class on the St. Lawrence, and its patrons will find the proprietor a charming and intelligent man whose sole aim is to make his guests comfortable, and place the best his farm affords at their disposal in a most inviting and palatable manner, with a nice service.

The gentlemen guests are accommodated in a separate building known as "Saints' Rest," where neither the young children, elderly persons or ladies are disturbed by late arrivals or early departures for the neighboring fishing grounds.



F. P. BRONSON'S RESIDENCE.

From Poole's to Brockville, Corn

Island, a beautiful and well situated island in mid-stream, and Chimney Island, the relic of an old fort, on the north shore are passed. Having made a detour through the Canadian channel we return to the route through the American channel at

### CLAYTON.

Originally "French Creek," was called Cornelia until 1823, when it was re-christened Clayton, presumably in honor of the Delaware senator of that name. It is the first stopping place of the R. & O. steamers on the American side. Fine fishing is found in the immediate vicinity. Experienced and attentive oarsmen, the best of boats, and splendid hotel accommodation render this the favorite resort for fishing parties. All lines of steamers stop at Clayton.

The New Windsor, Clayton, (W. P. Hawes, proprietor,) is a well appointed hotel, with modern conveniences for the



THE NEW WINDSOR, CLAYTON.

comfort of the one hundred guests which it can accommodate. It is complete in all its appointments and has had many recent improvements. It commands a superb view of the river. Its broad verandas, wide halls, large rooms, spacious

parlor and cozy sitting rooms at once find favor with guests. There is no better fishing in the world than is to be obtained in the St. Lawrence river at Clayton. The waters teem with black bass, pickerel, muskallonge and wall-eyed pike. Expert river guides and boatmen with first-class boats can be engaged at any time.

parlor and cozy sitting rooms at once find favor with guests.

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It is well to note here that the river is about seven miles in width at Clayton—all of the land seen to the westward and north from the steamer's deck being islands, beyond which, at a distance of about four miles, the international boundary line is drawn in midstream. Immediately opposite Clayton about one mile distant is Calumet Island owned by Mr. C. G. Emery of New-York, this being one of the ideal private residences of this section.



ROUND ISLAND COTTAGE.

At certain centres of these transient communities are landings for steamers and objective points for the traveller, the first of them being at Round Island, which lies to the east of Clayton, whose shores are embellished with scores of tasteful, and in some instances, costly cottages.

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. A very short distance from Clayton and opposite Round Island en route to Thousand Island Park is Murray Island.

THOUSAND ISLAND PARK.

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 of worship on Sunday, and for lectures, concerts, and the instruc-



From "OVERTIG."

CHAMPION "MAB" SHOWING SAIL PLAN.

tion 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 Wellesley Island is another hotel settlement named Westminster Park, under the influence of the Presbyterian church.

From this point to Alexandria Bay, a distance of about seven miles, the stream is contracted upon the American side of the river to a width averaging about a quarter of a mile. Groups of small cottages line the rocky banks of Wellesley Island upon the left, and at some points on the mainland. Central Park is the midway point of this channel. Central Park Hotel, managed by Messrs. Inglehart & Wylie, is located here, and ranged beyond it are a number of cottages. The hotel is a modern structure with a decided air of comfort; its rooms are large and airy, and the fare as good as the best. Our advertising pages give a more detailed description of this excellent hotel.

#### ALEXANDRIA BAY

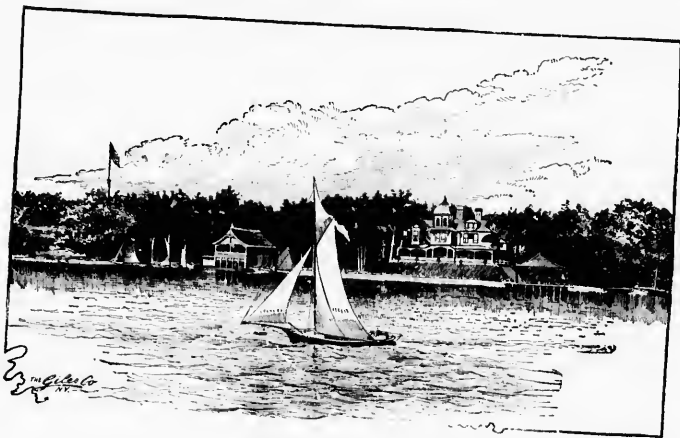
is the very centre of summer life in the Thousand Islands. As a summer resort Alexandria Bay is fairly entitled to the



VIEW OF ALEXANDRIA BAY.

name of the "Saratoga of the St. Lawrence." It is one of the most popular, as well as one of the most ultra-fashionable

watering-places in America, and among its cottage owners and regular visitors are many who have distinguished themselves in various walks of life.



FAIRY LAND.

Some two or three hundred yards below the village is a position from which one hundred islands can be seen at one view. Within sight of "the Bay," are the beautiful lawns of Westminster Park, the handsome villas of Hayden Island, the commanding situations of Mr. Hart's "Eyre," George M. Pullman's "Castle Rest," W. C. Browning's "Hopewell Hall," and the breezy site so dear to the lamented Dr. J. G. Holland, "Bonnie Castle," the rugged promontories of Carleton Island, associated with scenes of the early French history of the continent, and many others, named and unnamed, upon which Nature has left her sweetest impress.

The Crossmon is the leading hotel at Alexandria Bay. The old Crossmon House, the pioneer of Summer Resort Hotels on the St. Lawrence under the same management



CASTLE REST and HOPEWELL HALL.

as the new, had for over a quarter of a century been the resort of all fishing parties and tourists visiting Alexandria Bay.



AN ISLAND RETREAT.

THE CROSSMON, ALEXANDRIA BAY N. V.

The new Crossmon, (Mr. Charles W. Crossmon, manager,) as the illustration shows, is an elegant five-story building, constructed in the most substantial manner, and is unsurpassed in arrangement and pleasing effect by any hotel on the St. Lawrence. It is most charmingly situated close to the river on the north, with the little gem of a bay, from which the village takes its name, on the east, thus having two water sides.

The hotel will accommodate 300 guests. It is supplied with an elevator, lighted with gas, bath-rooms with hot and cold water on every floor, electric bells, etc.; has telegraph office, and the table service will be found all that could be desired. It has verandas around the second and third stories, and is topped by seven towers. The grounds about the hotel consisting of three acres, are nicely graded, having a tennis court, etc., and at the Crossmon docks plenty of good boats are always in readiness for fishing parties.



STARTING ON A HOUSE-BOAT CRUISE.

The majority of the most ornate and costly island properties, which have made the Thousand Islands so famous, are located in the immediate vicinity of the Crossmon and Alexandria Bay.



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THE CROSSION HOUSE, ALEXANDRIA BAY.



TO SEE THE ISLANDS TAKE THE

"CAPTAIN VISGER."

The best and most unique way to see the Islands and to pass through the most enchanting channels, is to take that beautiful and charming steamer the "CAPTAIN VISGER" which is the largest and staunchest yacht in these waters.



AT ORIOLE POINT IN THE RIFT.

(Canada and the United States).

The "Visger" has the air, appearance, conveniences and comforts of a private yacht and it is a privilege to take the trips on her even were the fare \$2.00 instead of the modest charge of 50 cents. She leaves Alexandria Bay every week day at 8.30 A. M. and 2.30 P. M., and makes the round trip

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THE CAPT. VISGER.

in about three hours. Nine-tenths of all the islands are passed in review—most of them within speaking distance. All the beautifully improved islands from Clayton to three



A STAVE ISLAND VISTA.

miles below Alexandria Bay, in either the American or Canadian channels, are shown to passengers. Besides showing the islands, the boat takes you through even the narrowest of passages including the Lost Channel, Rift Entrance, Lake Waterloo, Fiddler's Elbow, Echo Point, and the Gananoque Narrows separating "Princess Charlotte," and "Little Stave" (or "Macdonald's") Islands from the famed and beautiful Big Stave Island—a charming tract embracing upwards of one hundred and fifty acres of undulating meadow, orchard and forest, in the heart of the Thousand Islands on the cool north shore of the St. Lawrence at one of its widest parts, equally distant from Gananoque and Clayton.

Stave Island has twice been selected as the camping ground of the American Canoe Association on account of the freedom from swift waters, its health-giving pine groves and forest and the beautiful shores and sandy bathing beaches. Squaw Point on Grindstone Island, (American side) one mile distant from Stave, has for a fourth time been chosen for the Camp which conclusively shows the locality, in its selection for six camps, is an unexcelled spot for sailing, paddling and camping.

As this is such an ideal spot in the Islands it may prove of interest to know that the beautiful estate of Stave Island has recently been acquired by well-known Canadian and American gentlemen who, it is understood, will establish



HOUSE-BOATING, ON THE ST. LAWRENCE.

thereon an ideal and exclusive resort, disposing of but fifty acres in villa lots and devoting one half of the remaining hundred acres, for flower beds and tennis lawns, etc., to surround a unique Club House, Hotel and Casino the remaining 50 acres to remain in their primitive forest state for camp sites. The island which is greatly indented will give residents the seclusion of an individual island and at the same time afford

the younger members of the family an opportunity of enjoying desirable social intercourse. By limiting the number of cottages to be built, overcrowding is prevented and a perfect state of sanitation and health is ensured. We return to Alexandria Bay from the wild and natural north shore via the improved and much-frequented American channel.

Resuming the trip down the St. Lawrence from Alexandria Bay, we shortly approach the cluster known as the "Three Sisters"—the eastern sentinels of this extraordinary group of 1000 Islands; and after they are passed, the glittering roofs and spires of the handsome town of

#### BROCKVILLE

on the Canadian side are sighted. It is built on an elevation which rises from the banks of the St. Lawrence in a succession of graceful ridges, and is one of the prettiest towns in Canada. It receives its name from General Brock, the hero of Queenston Heights in 1812. It is on the line of the Grand Trunk Ry., and a branch of the Canadian Pacific Ry. runs from it to Ottawa, the Canadian capital. Many fine public buildings and private residences attest the prosperity and enterprise of its inhabitants. The hotel accommodation is very good. The population is about 10,000.

Mr. Charles E. Archbald's successful "Mabs" have been built by the Gilbert Boat and Canoe Co. of Brockville who have a world-wide reputation and patronage. Their works are located in the immediate vicinity of the steamboat dock and to the amateur oarsman, canoeist or sailor the names "Brockville" and "Gilbert" are inseparable.

Brockville is probably brought more forcibly to the notice of the general public at the present time through the energetic and extensive advertising of a patent medicine manufacturer whose headquarters are situated here and whose enterprise as within a decade placed him in most affluent circumstances.

## OGDENSBURG

is situated on the American side of the river, directly opposite Prescott and connected with it by ferry. In the year 1748, the Abbe Francois Piquet, who was afterwards styled the "apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire to embrace Christianity. A settlement was begun in connection with this mission, and a fort called "La Presentation" was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort and two of the vessels belonging to the colony. The Abbe Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has railroad connection in every direction, and from its facilities for transshipping grain and merchandise, has secured a large forwarding trade from the west.

## PRESCOTT,

named after General Prescott, is situated on the Canadian side of the St. Lawrence opposite Ogdensburg, and contains 4000 inhabitants. It is one of the most beautiful towns in the valley of the St. Lawrence. Amongst its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. Travellers visiting Ottawa, the Canadian Capital, only 54 miles distant by the C. P., R. or those desiring a day's lay off, will find every comfort and convenience at the well managed Daniel's Hotel.

About a mile below Prescott at a place called Wind Mill Point, the Dominion Government has reconstructed from the

old wind mill one of the largest and best light-houses in the Dominion of Canada. It was at this place that in November, 1837, the patriots under Von Schultz, a Polish exile, establish-



ed themselves, but were driven from it by the Canadian militia with fearful loss. About four miles below Prescott on the American shore is Point Arie, where the State of New York has erected an Insane Asylum; the cost of this mammoth and magnificent structure will be almost three millions of dollars. The grounds comprise 1,000 acres. On the left of the steamer, and opposite the new asylum,

is Chimney Island, on which the remains of an old French fortification are still to be seen.

### IROQUOIS,

on the Canada side, is about fourteen miles east of Prescott, at the foot of the Iroquois Canal. It is one of the most pleasantly situated towns on the river, and boasts of boating and fishing. The Powell House furnishes good hotel accommodation.

The next town on the American side is Waddington; and in the river opposite it is Ogden Island. On the Canadian side is Morrisburg, which contains about 2,000



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VIEW IN THE LONGS  
CORNWALL



CORNWALL I.

RACKETT RIVER

INDIAN VILLAGE  
OF ST FRANCIS

LINE BETWEEN  
UNITED STATES  
AND CANADA



LAKE ST FRANCIS.  
LENGTH, 25 MILES  
WIDTH, 5 "

GRAND TRUNK R.R.

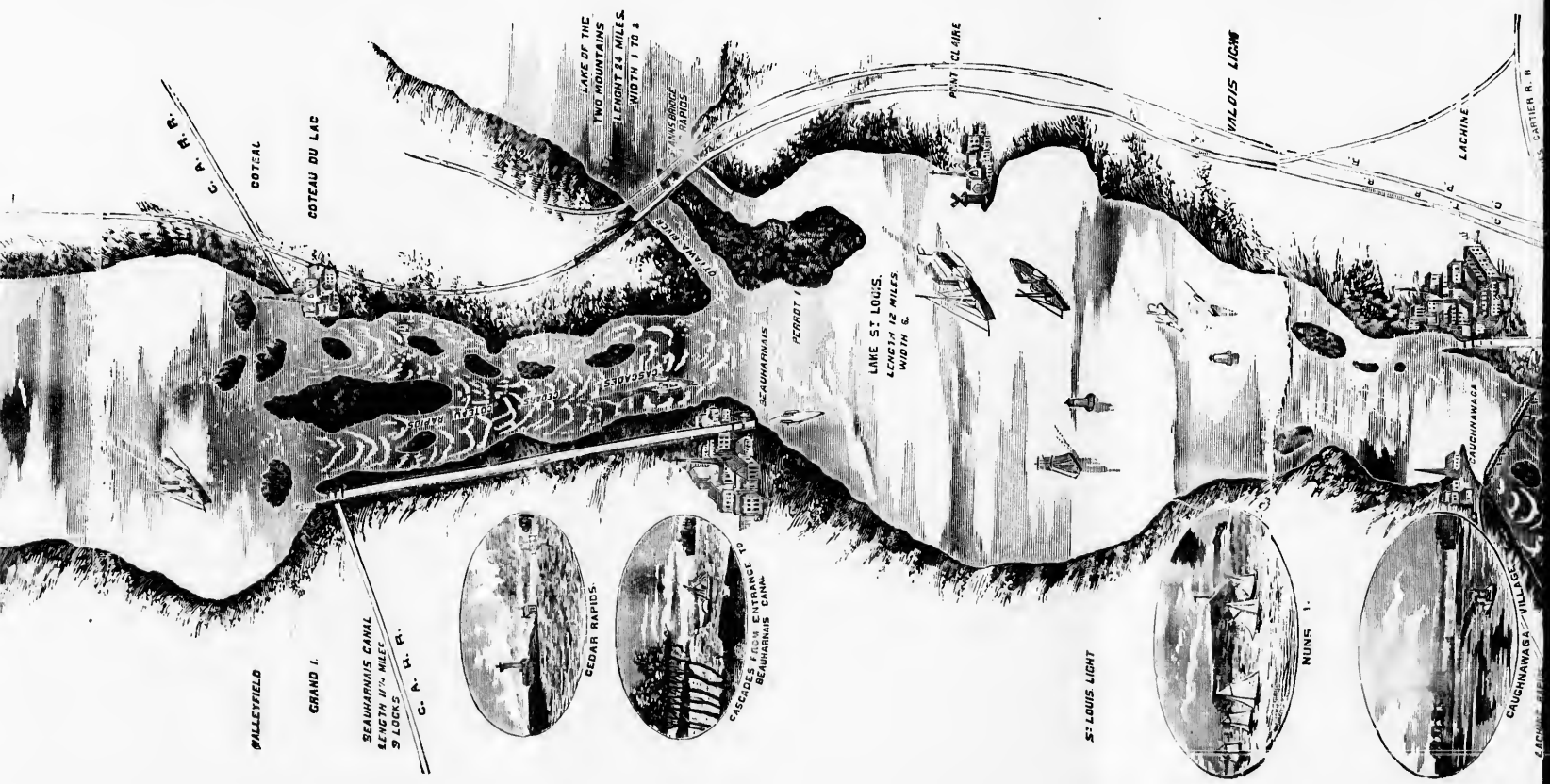
LANCASTER



C. A. R. R.

COTEAU

WALLEYFIELD



VALLEYFIELD

GRAND I.

ST. LAWRENCE CANAL  
SEVEN 7/8 MILES  
5 LOCKS  
C. P. R.



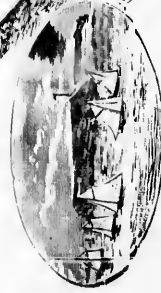
CEDAR RAPIDS.



CASCADES FROM ENTRANCE TO  
BEAUHARNOIS CANAL.

LAKE ST. LOUIS.  
LENGTH 12 MILES  
WIDTH 6.

ST. LOUIS LIGHT



NUNE I.



CHUGUNAWAGA VILLAGE

C. P. R.

COTEAL

COTEAU DU LAC

LAKE OF THE  
TWO MOUNTAINS  
LENGTH 24 MILES  
WIDTH 1 TO 2

FAVUS BRIDGE  
RAPIDS

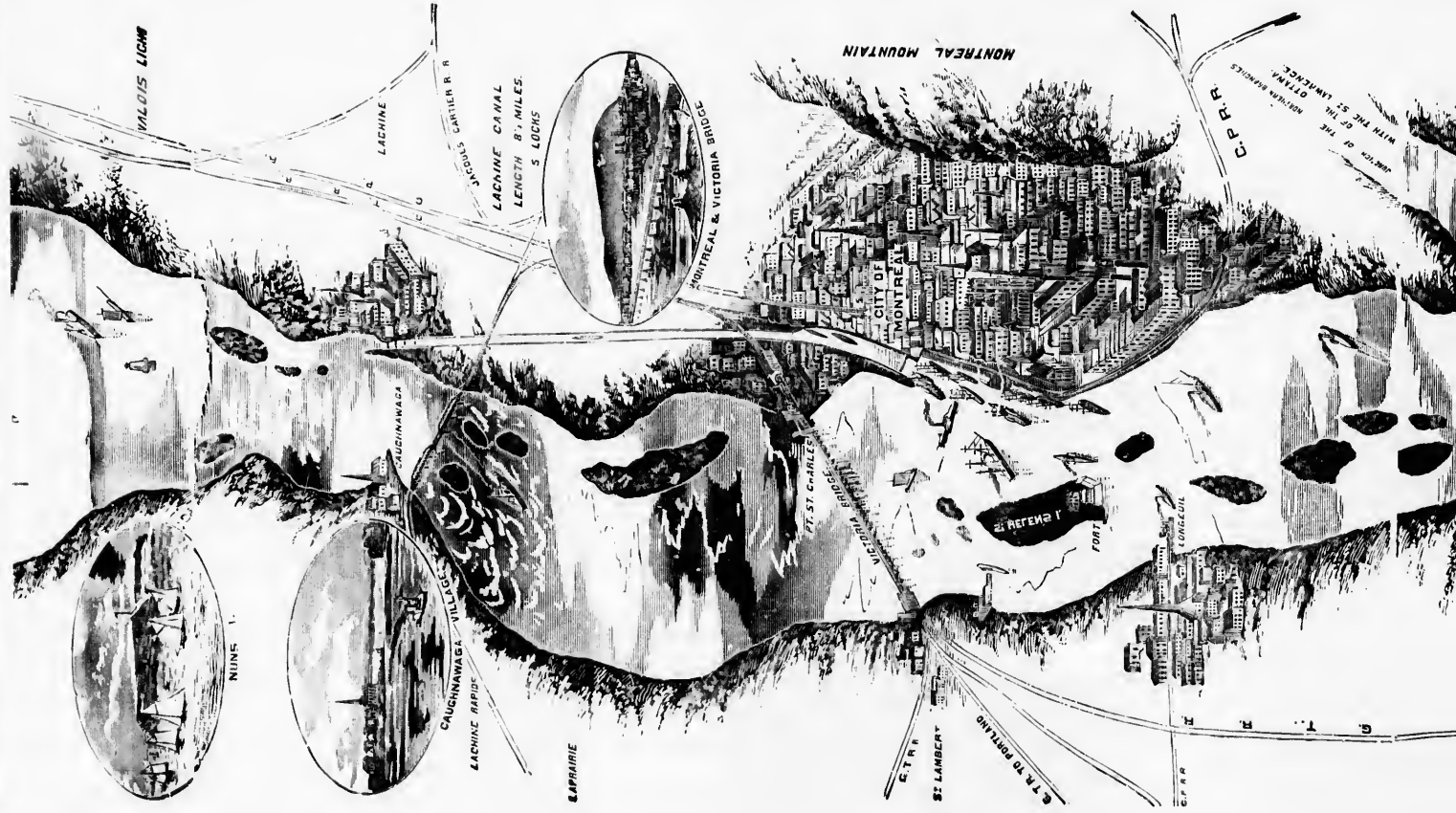
PERROT I.

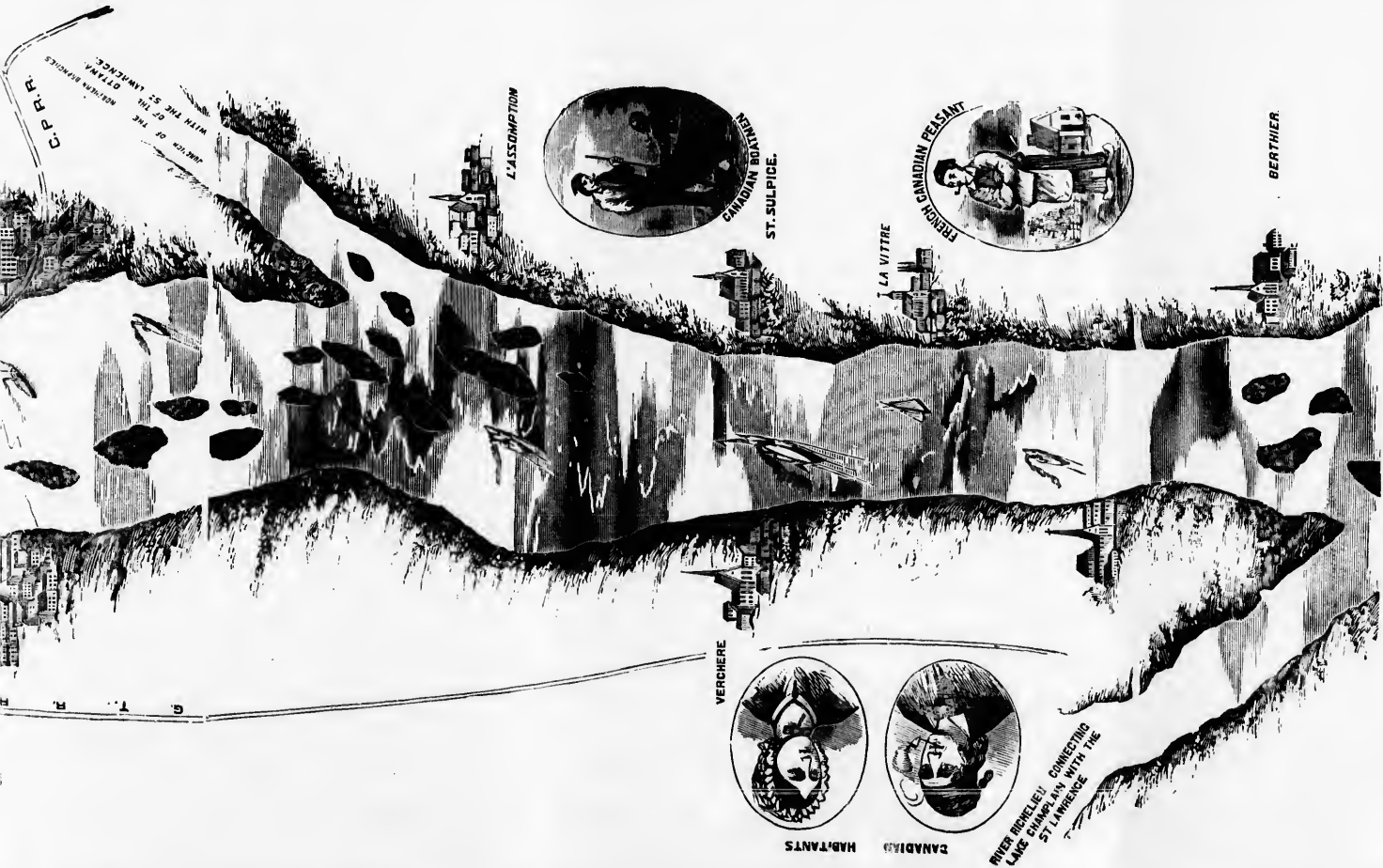
POINT CLAIRE

WALDUS LIGHT

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CARTIER R. I.

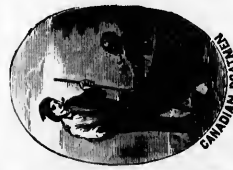




C.P.R.R.

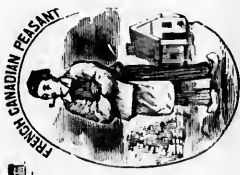
SECTION OF THE RIVER BANKS WITH THE ST. LAWRENCE

L'ASSOMPTION



CANADIAN BOY ST. SULPICE.

LA VITTE



FRENCH CANADIAN PEASANT

BERTHIER

VERCHERE



HABITANTS



CANADIEN

RIVER BUCKLEY CONNECTING CANADA WITH THE ST. LAWRENCE

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inhabitants. A short distance below Morrisburg, on the Canadian side, is Chrysler's Farm, where in 1813 a battle was fought between the English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, distant about 7 miles, a place of popular resort and of beautiful surroundings.

When six miles below Prescott the descent of the Gallops Rapids is made, being the first rapids of the St. Lawrence; at the head of the Edwardsburg Canal, at this point, the Dominion Government has expended some two and a half millions of dollars in enlarging the canal and removing obstructions from the river channel.

Following the descent of the Gallops, another rapid is passed almost immediately; this is called *Rapide du Plat*. The descent of these rapids is made with full head of steam on, yet there is scarcely anything to indicate that our steamer is not pursuing its usual smooth and even course, until, after passing Morrisburg, tourists will observe the steamer's increased speed, thus indicating the near approach of the most fascinating and exciting event of the trip.

#### LONG SAULT.

The increasing swiftness of the current of the river soon reveals the fact that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the Rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been almost unknown. The rapid we now enter is known as the "Long Sault," so called from its extent, it being a continuous rapid of nine miles, divided in the centre by an island. The rapids proper are scarcely a mile and a half in length, but

there is a continuance of comparatively swift water for several miles further. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes. The first passage made by a steamer down these rapids was about 1840, and then under the guidance of a celebrated Indian named Teronhiahere. The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is carried onward by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the staunch steamer strains and labors, but unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong boiling current. Great nerve, force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid; for if she diverged in the least, presenting her head to the current, or "broaching to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

When descending the rapids a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady while descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering.



A canal 12 miles long, with seven locks, offers safe passage for such craft as dare not try the "shoot," and also permits the passage of steamers on the upward trip. There are four similar canals at other points. But our vessel is already feeling the full power of the stream, and after the first starting thrill of this sliding down a water-step 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.

At the head of these rapids is a village of some 500 inhabitants, and known as Dickinson's Landing.

At the eastern entrance end of the Cornwall Canal, which all craft must use on the ascending journey, since none could hope to stem the Long Sault, stands the town of

### CORNWALL

which, in recent years, has developed into a notable manufacturing centre. Among the industries here are located large cotton, paper and wollen mills. The government has recently erected a handsome grey limestone building for the accommodation of the Custom House and Post Office. Cornwall has an excellent electric railway service between the G. T. R. depot and the town and wharves.



THE ROSSMORE HOUSE.

Tourists will find an excellent and well kept hotel in the Rossmore House (M. A. Ross, proprietor). The house

has one hundred rooms, is electric lighted and sets an unexceptionably good table and is very convenient for tourists visiting Cornwall by either boat or rail.

The Rossmore is centrally located in the town and is headquarters for the visiting Lacrosse and sporting clubs of Canada who hie thither to meet the famous Cornwall Lacrosse team. It is also a favorite resting place for wheelmen between Montreal and Brockville. Near it runs the "Province Line," and we pass out of Eastern Ontario into Quebec. Near the same point, also, the boundary line, which divides Canada from the United States, recedes from the St. Lawrence, and the course of the river is hereafter in Her Majesty's dominion.

#### SUMMERSTOWN AND STANLEY ISLAND.



THE ALGONQUIN HOTEL, STANLEY ISLAND.

About eight miles east of Cornwall is the pleasant little village of Summerstown. Just off the shore lies Stanley Island, quite a popular summer resort, furnishing good fishing—black bass, pickerel and maskinonge in abundance;

there is also good boating and a fine sandy beach. The Algonquin Hotel on the island is owned and managed by Mr. J. R. Duquette. The Algonquin is a large modern summer resort hotel, 300 rooms, with broad and lofty piazzas and its interior is of high and airy appearance. In its main hall or assembly room, on the office floor, is an open fire-place for use in the early and late season. The parlor is particularly attractive, all windows having a river view. The house has electric bells and is lighted with electricity. Among the attractions are billiards, bowling, boating, bathing, sailing, tennis etc., etc., and it is an unexceptionally favored spot for fishermen on account of its location in the heart of an excellent fishing ground. The R. & O. Steamers stop here on signal going up and down the River. Under the control of the hotel are a few small cottages which are rented at reasonable rates for the season.

Both sides of the river gradually open into the wide expansion of Lake St. Francis, prettily diversified with woods and farms, while bosky islands at intervals afford a welcome retreat for campers, and tents and light summer residences gleam pleasantly under the trees by the river side. On the left bank is the little town of Lancaster. On the right shore are St. Regis and Dundee, on Canadian territory, with Fort Covington and Salmon River contiguous in the United States.

The tourist will observe from the deck of the steamer the old Church of St. Francis built about the year 1700, lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken to Salem, Massachusetts, where it was sold to the church at Deerfield, in that State. The Indians hearing of the destination of their bell set out for

Deerfield, attacked the town, killed forty-seven of the inhabitants, and secured one hundred and twelve captives, among whom were the pastor and his family. The bell was then taken down and conveyed to St. Regis, where it now hangs.

#### COTEAU DU LAC

is a small village situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. Just below the village are Coteau Rapids, which are about two miles in extent and very swift.

In the expedition of Gen. Amherst (1759,) a detachment of three hundred men, sent to attack Montreal, was lost in the rapids near this place. The passage through these rapids is very exciting. After leaving Coteau, the steamer passes under a magnificent new iron bridge constructed across the river by the Canada Atlantic Ry., and  $1\frac{1}{2}$  miles in length.

#### BEAUFARNOIS

is a small village at the foot of the Cascades, on the right bank of the river. On the north bank, a branch of the Ottawa enters the St. Lawrence.

#### CEDAR RAPIDS.

At first sight this rapid has the appearance of the ordinary rapids; but once the steamer has entered it, the turbulent water and pitching about renders the passage very exciting. There is also a peculiar motion of the vessel, which seems like settling down, as she glides from one ledge to another. A short distance below this we enter the

#### SPLIT ROCK,

so called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge, which is distinctly seen from the deck of the steamer, is passed. At

one time the vessel seems to be running directly upon it, and you almost feel certain that she will strike, but a skillful hand is at the helm, and in an instant more it is passed in safety. We now come to the

#### CASCADE RAPIDS,

remarkable on account of the numerous white crests foaming on top of the darkish waters, through which the vessel passes; and as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascade, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa by one of its branches join the St. Lawrence. This series of four rapids are eleven miles in extent, and have a descent of eighty-two and one-half feet. On this lake the tourist from the deck of the steamer has a magnificent view of the Montreal mountain about thirty miles distant. After passing the lake

#### LACHINE

is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers thinking, when they reached this point, that they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. Opposite stands

#### CAUGHNAWAGA,

a quaint old Indian village which derives its name from the converted Indians, who were called *Caughnawaga*, or praying Indians. Shortly after leaving this Indian village, the tourist can contemplate the magnificent C. P. R. bridge recently constructed, being the second span over the mighty St. Lawrence we pass. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is ahead. Stillness reigns on board; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the

## LACHINE RAPIDS.



INDIAN PILOT.

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 gives additional zest to the adventure. The pilot is an interesting study as the steamer begins the flying race. He stands with all an Indian's stoical indifference, his strong hands grasping the wheel and his keen eyes reading the tumult of waters and tracing the path 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 the confidence born of long practice and a perfect knowledge of the channel, and he attaches but slight importance to the task of guiding the

The next and last great obstacle is just ahead—the far-famed Lachine Rapids. An Indian pilot takes charge of the steamer at Lachine, in whose practised hands the vessel can laugh at the wrath of the torrent, and immediately after passing the C. P. R. bridge (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 excitement steadily increases with the journey

vessel to the calm of quiet water below. What to the tourist is a blood-stirring, intensely interesting adventure is to him



SHOOTING THE LACHINE RAPIDS PAST.

merely a matter of business; and so you dart down the daring rush, feeling a joyous excitement, and wishing the



SHOOTING THE LACHINE RAPIDS PRESENT.

"shoot" were 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. The sensation tingles through every nerve as one stands on a steamer pitching down an inclined plane of water at the rate of twenty miles an hour. This is how the experience has been described :

"Suddenly a scene of wild confusion bursts upon the eye; waves are lashed into spray and into breakers of a thousand forms by the submerged rock which they are dashed against in the headlong impetuosity of the river. Whirlpools, a storm-lashed sea, mingle their sublimity in a single rapid. Now passing with lightning speed within a few yards of rocks which, did the vessel but touch them, would reduce her to an utter wreck before the crash could sound upon the ear; did she even diverge in the least from her course if her head were not kept straight with the course of the rapid she would instantly be submerged and rolled over and over. Ere we can take a glance at the scene, the boat descends the walls of waves and foam like a bird, and a second afterwards you are floating on the calm unruffled bosom of the river below."

But though this trip is full of pleasant excitement, it is attended with practically no danger. An experienced Indian pilot, who knows each rock and almost every wave, has guided the steamers which make the "shoot" for years, and no accident of any consequence has ever happened, nor has a single life been lost in this beautiful but dangerous spot.

"And we have passed the terrible Lachine,  
Have felt a fearless tremor through the soul  
As the huge waves upreared their crests of green,  
Holding our feathery bark in their control  
As a strong eagle holds an oriole."



But we speedily forget the perils as we pass the beautiful wooded shores of Nun's Island, with its shady green pastures, and come upon the royal-looking city. On the opposite shore, behind the villages of Laprairie and Longueuil, rise the isolated mountains of Montarville, Rougemont, Shefford, and the nearer Belœil. As we near Victoria Bridge it seems



VICTORIA BRIDGE.

impossible that the steamer can pass under, and the question is sometimes asked whether there is any arrangement for lowering the funnels. The steamer glides along; we look up and see our mistake, and then down upon the innocent questioner.

The river itself is so fascinating in its strength of crystal purity, so overpowering in vastness and might, that it would dwarf an ordinary city. It does dwarf every other place along its banks—Quebec alone excepted. It bears, lightly as a garland, the chain of the great bridge that binds its opposite shores with multiplied links of massive granite. The green slopes of St. Helen's Island resting like a leaf on the water, the forest

of masts and red and white funnels, the old-fashioned hay and wood barges, the long line of solidly built revetment wall, the new guard pier, the majestic dome of the Bonsecours market, the twin towers of Notre Dame, palatial ware-houses, graceful spires sown thick as a field, and the broad shoulders of Mount Royal uplifted in the background, make up a picture that poet, artist, merchant or patriot each for his own reason may well delight to look upon.

We take a wide sweep in front of the city, and come into port near the Island of St. Helen's, past great hulls of ocean steamers and full-rigged ships, where the old weather-stained Bonsecours market, and still older Bonsecours Church, bid us welcome to Montreal. The steamer rounds up to the Commissioners' wharf, to discharge its Quebec passengers into the huge palace floating alongside, and then continues its way to the "Canal Basin" where we all must leave her.

#### THE TRIP FROM MONTREAL TO OTTAWA

is one which no tourist should miss. It can be made by rail or river, and by either it is a delightful experience. By the Canadian Pacific Railway, which follows the northern bank of the Ottawa, it is a four hours' run up the beautiful Ottawa valley through the narrow well-tilled farms characteristic of the Province of Quebec.

At the French city of Hull, the line crosses the river just above the famed Chaudiere Falls, of which an excellent view is had from the train, and Ottawa is reached. The return trip can be made by boat; but if it is decided to reverse this order, we can take the train which leaves the Bonaventure depot at 8 in the morning for Lachine, and stepping on board the steamer "Sovereign," Captain H. W. Shepherd, sail up the river. By this last route we have a better oppor-

tunity of seeing the beautiful scenery of the St. Lawrence and Ottawa Rivers, where they first meet.

Away we go, stemming the current, until in due time we reach Ste. Anne's, where are a succession of rapids which are avoided by going through a lock. This village was considered the starting point for the Ottawa River by the early voyageurs, as the last church on the Island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Before reaching the canal, we come to Sherringham Park, situated on Ile Perrot, opposite the lower part of Ste. Anne's,—a beautiful spot, which has become a most popular excursion ground, and is admirably laid out and equipped for the purpose. Beyond Ste. Anne's the shores recede on either hand to about eight miles wide, and the recession continues for a distance of ten miles, for we are in the Lake of Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter.

The beautiful summer residence of the late Sir John Caldwell Abbott, ex-Premier of Canada, is on this property, and several prominent citizens of Montreal have built charming villas along the shore of the lake at this point. A few miles further on we arrive at a fine wharf named Oka, situated at the site of the old Indian village of the Two Mountains. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fetes of the church it is frequented by the inhabitants. On one of the hills at Oka is visible from the steamer the

Monastery of "La Trappe." The monks of the monastery wear the peculiar dress of the Order. They are agriculturists, and have purchased a large estate near Oka, which they are rapidly changing into the garden-like scenery of Old France. The rules of "La Trappe" are very strict, only male visitors being admitted into the monastery; ladies are stopped at the threshold. The monks are not allowed to converse with one another. They rise at 2 a. m., and breakfast shortly afterwards in silence, and this meal is the one meal of the day; they retire to rest after prayers at sunset.

Now we stop at the villages of Como and Hudson. Both these places are the resort of many Montrealers, who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, while it continues for about a mile, when it again expands for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern banks is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon, when the rapids impede further navigation and the government have erected a magnificent dam. A railroad overcomes the distance between the two stretches of navigable water, and by it we arrive at Grenville, whence the steamer "Empress" (Captain Bowie) takes us to L'Original, seven miles distant. Upon the Quebec side, opposite the half-way station on the railway, is the Thermopylae of Canada where a deed of daring was performed than which history records none more heroic. In 1660 the young colony of Montreal was threatened with destruction by the fierce Iroquois. Dollard des Ormaux and sixteen other young Montrealers bound themselves by solemn oaths to avert the impending disaster. They sailed up to this

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point where they strengthened a disused fort, and assisted by a few friendly Algonquins repulsed 800 red warriors for several days, every man being killed before the place was captured. The heroic defence by the handful of French and the heavy loss of the bravest Indian fighters caused the Iroquois to return north with their contemplated sweeping of the whites into the St. Lawrence unaccomplished. Leaving L'Original, after a few pleasant hours' sail we arrive at



OTTAWA,

formerly called Bytown, - founded in 1826 by Col. By, R. E. In 1854, the year of its incorporation as a city, its name was changed to Ottawa; and in 1858 it was selected by Queen Victoria as the capital of Canada, in consequence of which, the Government buildings have been erected

there. The Parliament buildings, with the Departmental offices, occupy three sides of a square on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate, and the other for the House of Commons, both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and like their originals very handsomely decorated and conveniently furnished. The grounds in front of the building are handsomely laid out and are faced by another departmental building known as the "Langevin Block." The buildings are designed in the Italian-Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was about \$5,000,000, and the position almost unique, the tourist ought not to lose the opportunity of seeing them, as they alone are quite worth the delay which must necessarily be devoted to the sight. The city is very handsomely and substantially built. Sparks street, the scene of the assassination of the late Hon. T. D'Arcy McGee, is close to the Parliament buildings.

The Rideau Canal (which connects the Ottawa River with Lake Ontario) divides the city near the Parliament buildings. This canal is excavated at the base of a ravine over 150 feet below the roadway. The upper and lower portions of the city are connected by two bridges: one known as the Sappers' Bridge, the other being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament buildings stand. The Rideau Canal here falls into the Ottawa after passing a series of eight massive stone locks.

Amongst the chief attractions in the neighborhood of Ottawa is the Chaudiere Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extrem-

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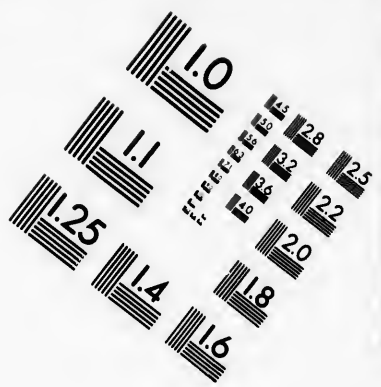
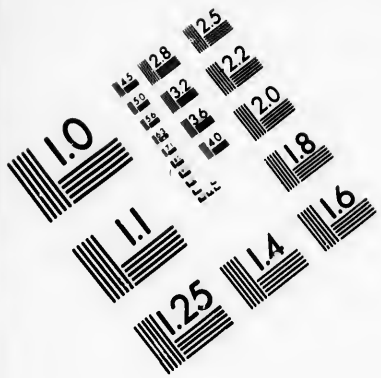


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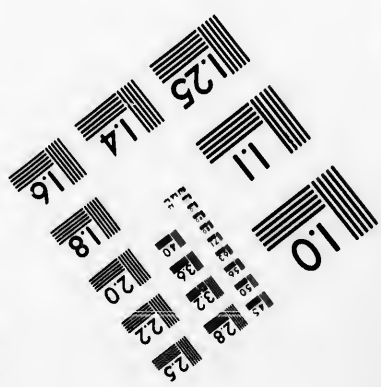
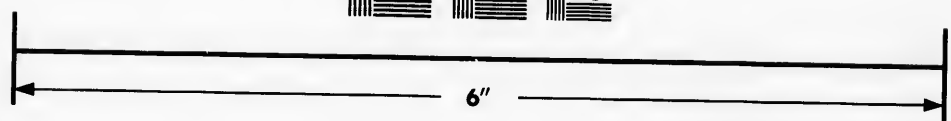
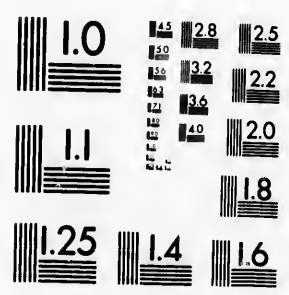
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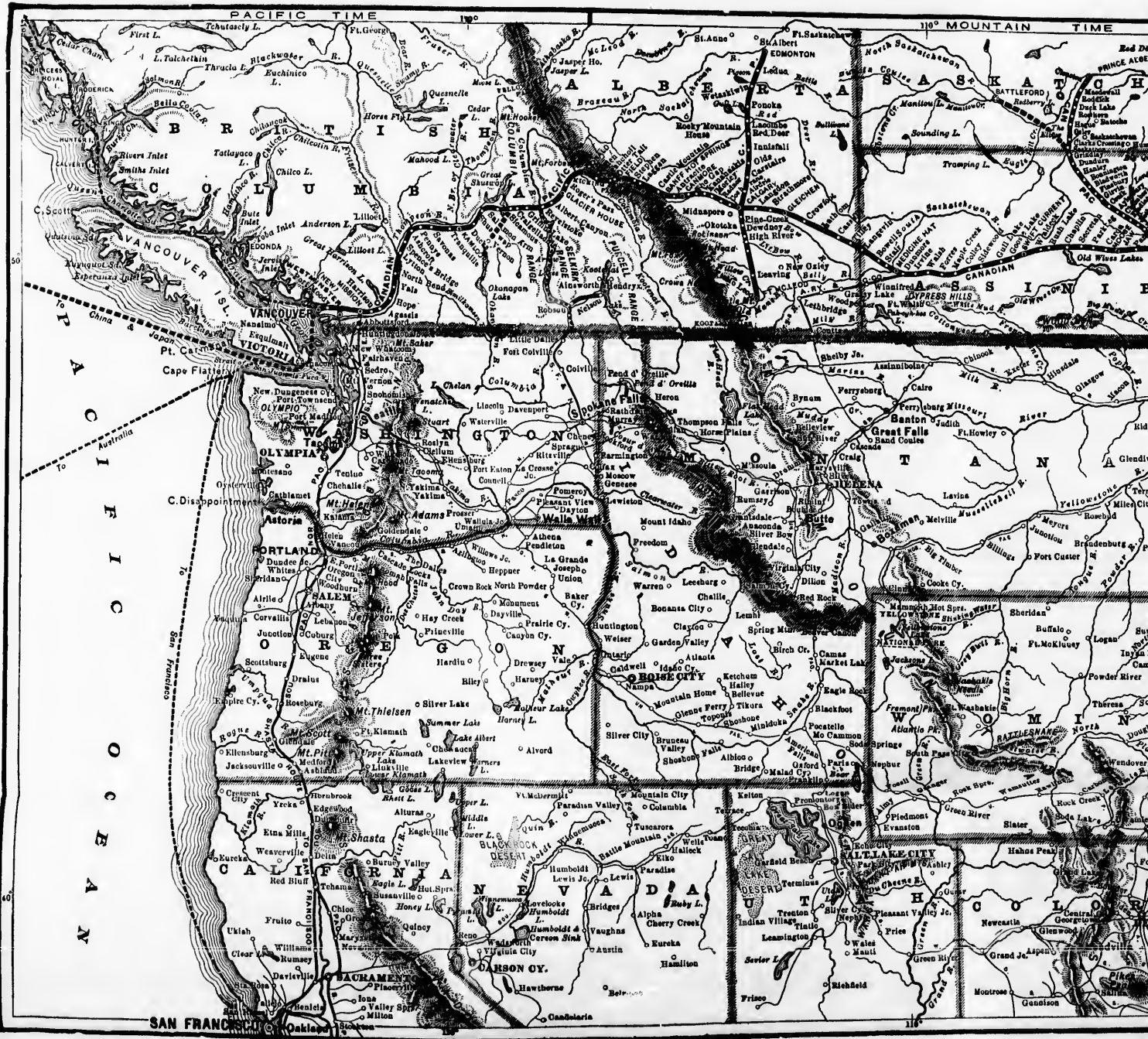


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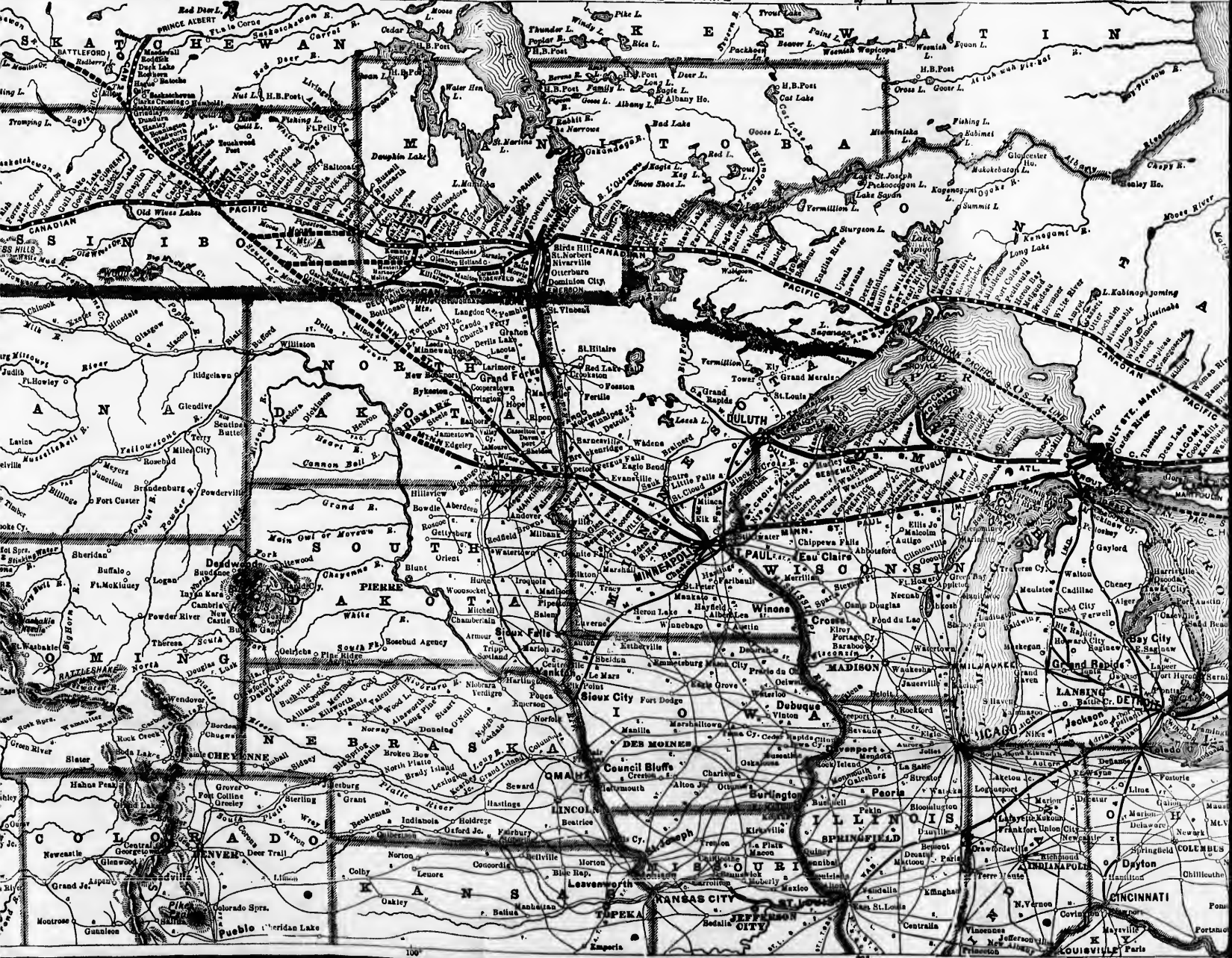
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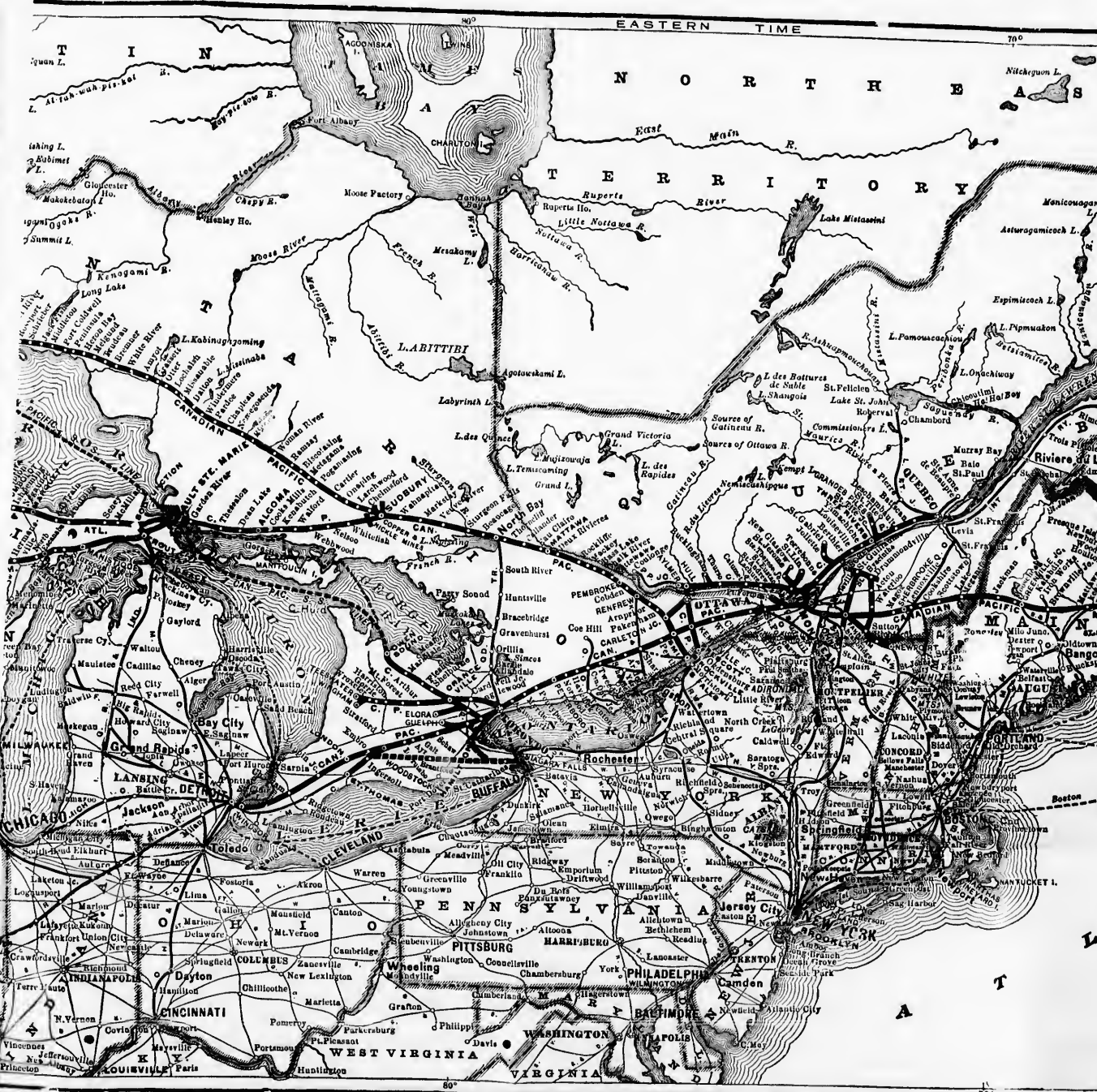
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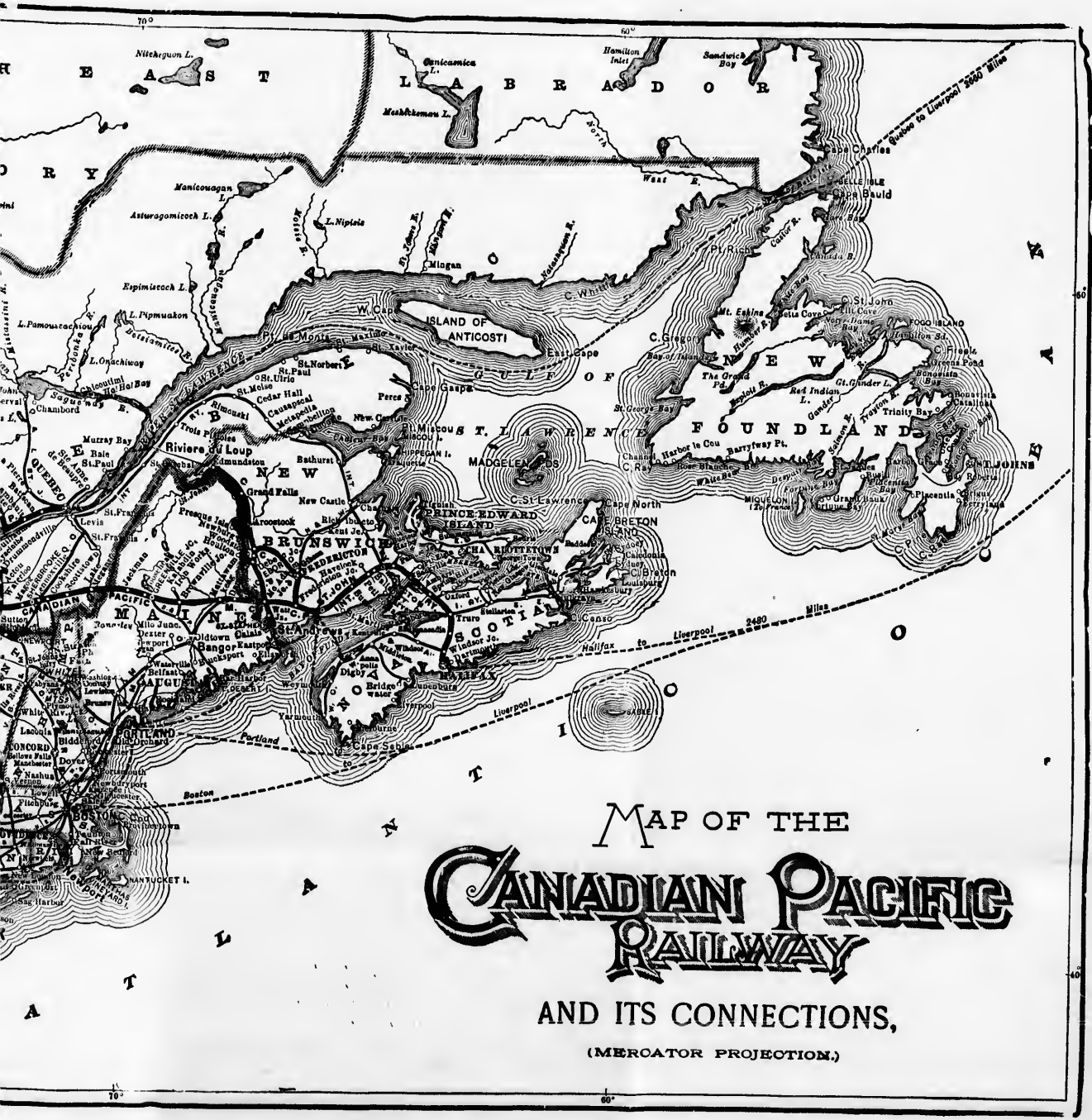
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MOUNTAIN TIME

CENTRAL TIME







MAP OF THE  
**CANADIAN PACIFIC**  
**RAILWAY**

AND ITS CONNECTIONS,

(MERCATOR PROJECTION.)

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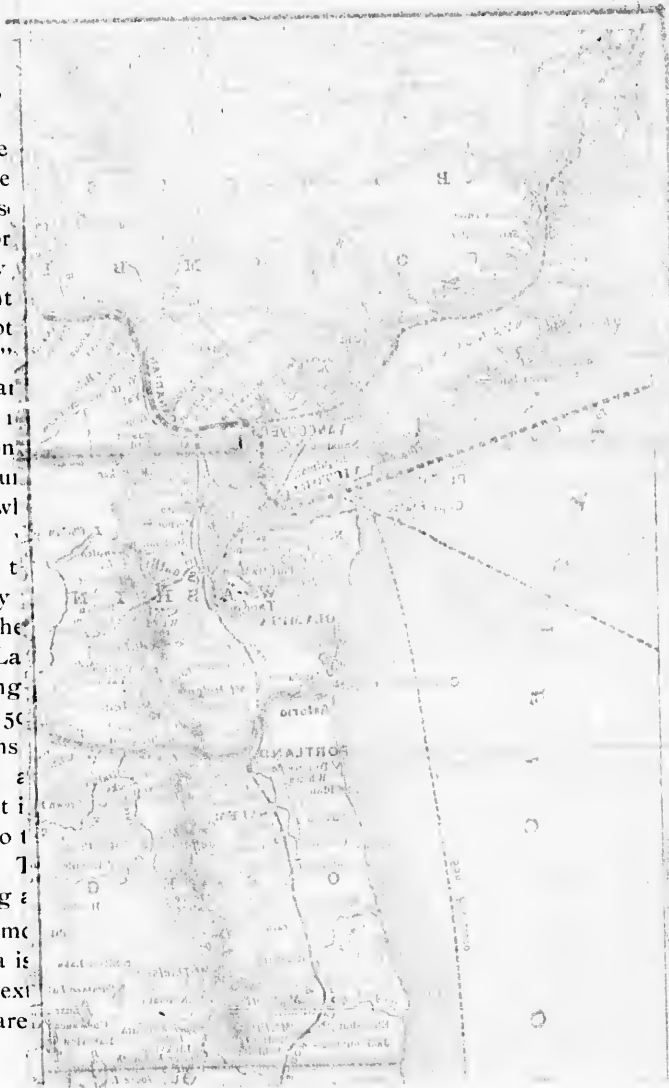
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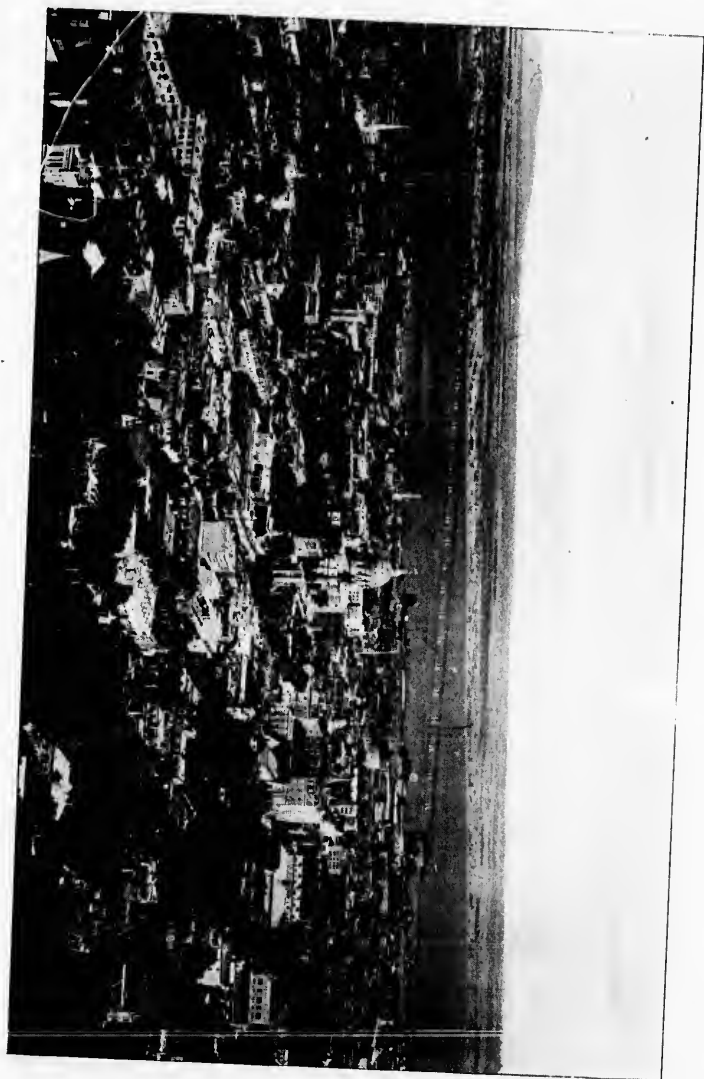
ity. The width of the greater fall is two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller or Little Chaudiere, and here the waters, after their leap, seem to go into some subterranean passage by which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course the existence of such a passage is a mere matter of conjecture, which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving city of Hull on the opposite shore. Before leaving Ottawa, a visit should be paid to one of the timber slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment to watch the fate of one of those huge rafts of hewn wood down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river at the smallest possible cost, and, whenever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess strong and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, while to say that there is none would be as far from the truth. An application to the "boss" of a gang of raftsmen would without difficulty obtain the privilege of a ride down. The population of Ottawa is considerably over 50,000.



## MONTREAL,

the commercial metropolis of the Dominion of Canada, is situated upon the south shore of the island bearing the same name and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. Its population is, with suburbs, about 300,000. The island is about thirty miles long and ten broad, and is formed by the river Ottawa debouching into the St. Lawrence at its western and eastern extremities—the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians situated near the foot of the mountain. He landed a short distance below the city, at a point still known by the name of the Indian village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacona" he was so struck by the magnificent outlook, that he named it in honor of his master the "Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered under buildings on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of these buildings are still standing, a walk through the two or three streets still retaining these primitive buildings and narrow paths

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strongly reminds one of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town : the upper part then being the level of the present court house. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the Free School and the Parish Church. In 1775, the city was captured by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest edifices in Montreal. The view from the steamer can scarcely be surpassed, as we sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well-proportioned tower of the Customs buildings, and the long unbroken line of cut stone flanking the wharf.

At the beginning of the present century, vessels of more than 300 tons could not ascend to Montreal ; its foreign trade was carried on by small brigs and barques, and the freight

and passengers were landed upon a low, muddy beach. In 1809 the first steam vessel, called the "Accommodation," built by Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that 87 years of industry, intelligence, enterprise and labor have produced—ocean steamers of over 8,000 tons; ships from 700 to 5,000 tons, from all parts of the world, lying alongside the wharves of the harbor, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness.

It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main street as a dividing line, all that is east of it is French, and nearly all that is west of it is English-speaking. The two nationalities but slightly overlap this conventional barrier, except in a few isolated cases. The extreme eastern portion is designated the Quebec suburbs, and there the native people can be studied as easily as in the rural villages. They are an honest, hardworking race. Their thrift is remarkable, and they manage to subsist on much less than would satisfy the needs of people of some other nationalities. The old folks speak little or no English, but the rising generation use the two languages fluently, and herein possess a marked advantage over the English, Scotch and Irish. Their poor are cared for by the St. Vincent de Paul Association, and the Union St. Joseph is devoted to the relief of artisans during life and of their families after death. There is a great deal of hoarded wealth among the French inhabitants, but, as a rule, they do not invest it freely.

The western part of the city is English-speaking. Numerically, the English portion is not so great as the Scotch. In perhaps no section of the colonies, have Englishmen and Scotchmen made more of their opportunities than in Montreal. On Sherbrooke street, and the streets running northward

therefrom to the mountain are the chief streets on which are the residences of the merchant princes and railway and steamship magnates. In winter the equipages present a most attractive spectacle. In this respect only St. Petersburg can claim precedence over Montreal.

The south-western portion of the city is occupied almost exclusively by the Irish. It is called Griffintown. Griffintown comprises a little world within itself—shops, factories, schools, academies, churches and asylums.

The city is bountifully provided with summer resorts. Lachine and Ste. Anne's have with St. Lambert, La Prairie and Longueuil, the three latter on the opposite side of the river, long been favorites. Montreal has a Mountain Park and an Island Park. The drive round the former is a favorite afternoon recreation for citizens and visitors. It ascends by curves to the highest altitude, whence a magnificent panorama is outspread. The Mountain Park is still in its native ruggedness, and it will take years before it is completed. The Island Park is St. Helen's Island, in the middle of the river, and within reach of sling or arrow Montreal possesses a pleasure resort nowhere excelled. The Island was purchased by the Imperial Government for military purposes, and barracks were erected thereon. It slopes upwards from the water's edge, and thus affords a capital military position. The same feature makes it one of the best possible points from which to get a view of the city.

The principal streets run parallel with the River. That fronting on the harbor is Common street, on which the most striking and interesting buildings are the Custom Houses at the junction of Commissioners street, originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000.

The Harbor Commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange, and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbor, and generally to supervise all matters connected with the commerce of the city other than the collection of custom duties. The Board has also care of the channel of the river as far as Quebec. The Commission occupies a large cutstone building west of St. Peter street and next to the examining warehouse.

The Inland Revenue Office on Custom House Square, recently christened Place Royal, was, in old times, the market-place of the town.

The Bonsecours market occupies a square on the river front, 500 feet long. It is crowded on the forenoons of market days, when the customs of the *habitant* can be studied to advantage. He has come to the city with his produce, and quiet, patient and courteous he waits for customers. From the market, go up the lane leading to the old-fashioned

#### BONSECOURS CHURCH.

The *relievs* on the wall, the altar, the antique pulpit remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeoise, who laid the foundation-stone more than two centuries ago.

The next street of importance, running parallel with the river, is

#### ST. PAUL STREET,

which is lined on both sides with substantial, massive buildings. This street is the principal seat of the wholesale trade of the city.

A short distance from this street up St. Nicholas St. is the magnificent new Board of Trade Building, in which the Corn

Exchange holds its meetings. This fine block fronts on three streets.

#### NOTRE DAME STREET

is reached next in order, and besides being the oldest and longest thoroughfare in the place, contains a number of buildings both handsome and interesting. At the east end stands the jail, a solid stone structure on the old-fashioned style, and in the rear of it, extending to St. Catherine street, are the extensive workshops of the Canadian Pacific Railway Co.

Going westerly from the jail we come to the quaint architecture of St. Thomas Church, and a little further on reach Sohmer Park where entertainments are given afternoon and evening, during the summer months. A short distance from this is the Dalhousie Square station of the C. P. R. from which trains leave for Ottawa, Quebec, and Ste. Agathe and Labelle in the Laurentians. A short distance on is the

#### CITY HALL,

a very handsome building, 485 feet in length, and built in adaptation of the modern French style, with lofty mansard roof and central pavilion. All the municipal offices are in this building. The Recorder's Court and Police Office are in the basement. Adjoining this is the

#### COURT HOUSE,

built of Montreal limestone after the Grecian style of architecture, and second to few buildings in the city. The most striking feature is its large Ionic portico. The front is divided into five compartments, the wings advancing somewhat less than the centre, so as to give the facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. These buildings flank

## JACQUES CARTIER SQUARE,

which extends to the steamboat landing, and is ornamented with a statue of Nelson. On the east side of the square,



CHATEAU DE RAMEZAY.

facing the City Hall, are the old buildings known as the Chateau de Ramezay, (now a historical museum and library) venerable for their historical association, erected in 1722, and which in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carroll and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestoes.

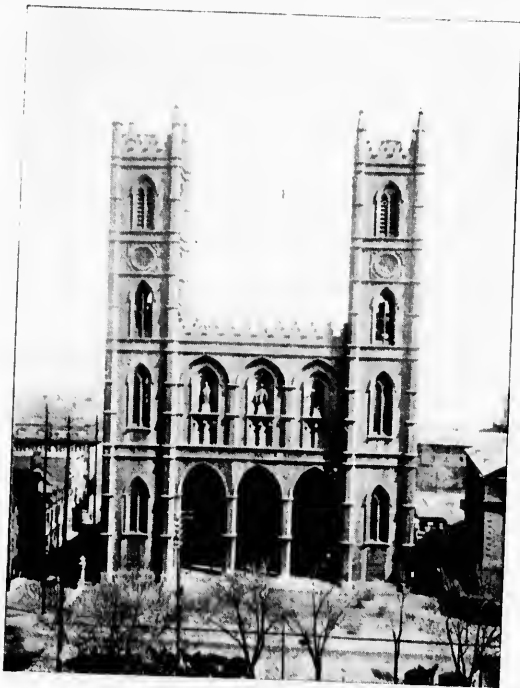
Going westward from this a short distance the

## CHURCH OF NOTRE DAME,

facing Place d'Armes Square, whose towers are seen in such bold relief as we approached the city from the water, is reached. This is the largest completed edifice of the kind in America, except the Cathedral of Mexico; the foundations of it were laid in 1672, and a church, on the present site, completed in 1678. In 1829 it was opened for public worship. The pile was intended to be representative of its namesake,



Notre Dame de Paris. Its towers are 227 feet in height, and contain a peal of eleven bells, unrivalled on this continent. The "Gros Bourdon" of the western tower is numbered among the five heaviest bells in the world. It weighs 24,780 pounds, is six feet high, and at its mouth measures eight feet



NOTRE-DAME CHURCH.

seven inches in diameter. The nave of the church, including the sanctuary, is 220 feet in length, nearly 80 feet in height, 69 in width, exclusive of the side aisles, which measure  $25\frac{1}{2}$  feet each, and the walls are five feet thick. The church will

hold 12,000, and on extraordinary occasions, when chairs are used, 15,000 persons.

In Place d'Armes immediately opposite the cathedral stands the monument of Maisonneuve, the founder of Montreal, erected by the citizens in 1895.

On the eastern corner of the square is a tablet reading thus: "In 1675, here lived Daniel de Gresolon, Sieur Dullhut, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

A little further east, is the site of the house of the founder of another American city, distinguished by a tablet reading: "In 1694, here stood the house of the La Mothe Cadillac, the founder of Detroit."

That venerable pile of buildings next Notre Dame Church

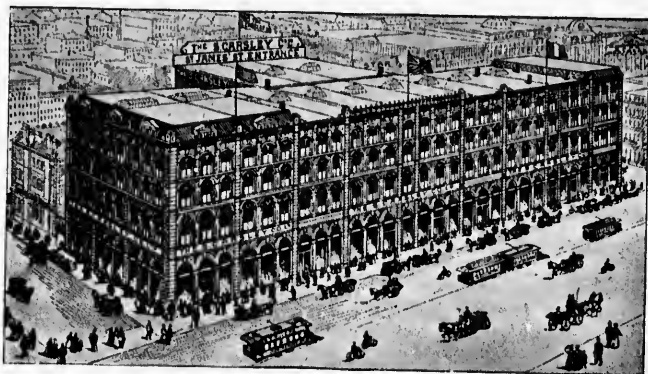


is the headquarters of the Seminary, the seigneurs of Montreal, one of the wealthiest bodies to be found anywhere. After this we pass through a number of

THE OLD SEMINARY BUILDINGS.

fine retail shops on both sides of the street, the largest being that of The S. Carsley Company, Limited, which occupies the whole block from St. Peter street to St. John street and is the largest Departmental store in Montreal. This establishment, after an experience of twenty-six years, is a splendid

example of the application of modern common sense business principles to the successful conduct of commercial enterprise.



THE S. CARSLEY CO., DEPARTMENTAL STORE.

The store is a regular bee-hive of industry with its three score departments and its hundreds of clerks, and from appearances almost everything is kept for sale. To the tourist a visit through the establishment will prove an interesting one as it will afford a view and study of Canadian purchasing and shopping life rarely met with.

A little further on, McGill St., a broad thoroughfare extending from the landingplace of the upper river steamers to Victoria Sq. is reached.

A short distance up McGill street bordering the square is

ST. JAMES STREET,

which starts at the Court House, where it joins Notre Dame street, and runs westerly parallel with it.

Immediately adjoining the Court House and facing this street is a quaint, old-fashioned stone building formerly

known as the St. Gabriel's Presbyterian Church. This is the oldest Protestant church standing in Montreal, but the congregation has long since acquired more modern quarters on St. Catherine Street in the upper part of the city.

On our way west along St. James St. we come to St. Lawrence Main St., a handsomely built and well paved thoroughfare, which is lined with fine retail shops.

Returning to St. James St., we pass the Place d'Armes framed in, as it were, by the Corinthian portico of the Montreal Bank, the Ionic colonnade of the Imperial Buildings, and the towers of Notre Dame.

On the left hand of the square are lofty sandstone buildings. This row is a pretty piece of street architecture. On the right hand side the Jacques Cartier Bank, and at the corner the peculiar architecture of the New York Life towers up in its handsome dress of brown sandstone.



THE BANK OF MONTREAL.

The Bank of Montreal, built in the Corinthian style of architecture, has a frontage on St. James street of over 100

feet, and extends to Fortification lane in the rear. The entrance is by a portico, supported by immense columns of cut-stone. These are surmounted by a pediment the sculpture on which is 52 feet long, and weighs over 25 tons, there being over twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and placed at an elevation of 50 feet from the ground. The arms of the bank, with the motto "Concordia Salus," forms the centre of the group. The sculpture is in Binny stone, executed by Mr. John Steel, R. S. A., Her Majesty's sculptor in Scotland.

Montrealers may well be proud of the Bank of Montreal, which is the third largest banking institution in the world, being only exceeded by the Bank of England and the Bank of France.

Adjoining is the Post Office, on the corner of St. James and St. Francois Xavier streets. The building is constructed of Montreal greystone and cost about \$800,000. The style of architecture is the modern Italian. The Central tower contains a large illuminated clock, with immense dial plate.

The Bank of British North America, west of St. Francois Xavier street, is built entirely of cut-stone, and is of the composite style of architecture.

A few doors west on the south side of the street, is the St. James street entrance of The S. Carsley Company, the largest Dry Goods Store in Montreal, which is elsewhere referred to. They are now extending their representation on this street by two large new stores which will give them handsome frontages on three of Montreal's leading streets, St. James, Notre Dame and St. Peter.

The Molson's Bank on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly orna-

mented. The main entrance is through a portico supported by highly-polished columns of Scotch granite.

The Merchant's Bank of Canada, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sand-stone, with polished Peterhead red granite columns in the principal entrance.



VICTORIA SQUARE.

A short distance on are some of the handsomest shops in the city, chief amongst which are the well-equipped fancy goods and souvenir house of R. Hemsley, and the fur warehouse of John Henderson & Co.

At the intersection of McGill street with St. James is the very fine new sandstone building erected by the Bank of Toronto, and the open space fronting it is Victoria Square,

neatly laid out, the centre being occupied by a large fountain. At the south end of this square is placed the beautiful bronze statue of Her Majesty Queen Victoria. McGill street begins at the south end of the square and runs down to the Canal Basin.

HOTEL CADILLAC. —NOTRE DAME ST. (WEST.)

Most centrally located on Notre Dame street, west of McGill St. and Victoria Square, on the route of the electric railway passing all the railway stations, without transfer, is one of the most recently built hotels in Montreal—The Cadillac Hotel (Reynolds & Co., proprietors.) This house is on the American plan and is liberally managed



HOTEL CADILLAC.

by long experienced hotel men, among whom the public will recognize the familiar face of Mr. Downey formerly at the Windsor Hotel. The furniture and fittings are all new and of the latest and most modern designs. Tourists desiring a comfortable cleanly and moderate priced hotel will



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CRAIG STREET,

parallel to those mentioned, has several places of interest, amongst which is Viger Square at the junction of St. Denis and Craig. It contains three fountains, the largest one in the centre of the square. Close by this fountain is a neat conservatory which supplies the other squares of the city with plants. The grounds are beautifully laid out, and the utmost care and discrimination have been displayed in the choice of trees and shrubs, which are plentifully cultivated. On this square, a monument to Chenier, a leader of the "Patriots" in the rebellion of 1837 was recently erected. Facing it is Trinity (Episcopal) Church.

Chief among the public squares and gardens of Montreal in size and in historic association is the Champ de Mars. In 1812, the citadel or mound on the present site of Dalhousie square was demolished, and the earth of which it was composed was carried over and strewn upon the Champ de Mars. But the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in the old French days, and many is the golden sunset that fired the leafy branches of its Lombardy poplars, as beaux, with peaked hats and purple doublets, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations in martial array. The Champ is immediately behind the Court House, and fronts Craig street ; opposite it is the Drill Hall and Armory of a number of the city volunteer corps.



The Board of Arts and Manufactures is a commission nominated by the Provincial Government for holding industrial exhibitions, carrying on schools of technical art, etc. It occupies the large building at the east end of the Champ de Mars, formerly occupied by the Geological Survey.

The building situated on the corner of Craig and Victoria square is one of the finest in the city. The style is the mediæval or decorated Gothic. The foundation and some four feet of the base is of Montreal limestone, but the superstructure is of Ohio sandstone. The building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the city namely, a richly crocketted-spire, springing from a dwarf arcaded tower on the corner facing Craig street and Victoria square. The effect is striking and highly favorable. This was formerly occupied by the Y. M. C. A., which, however, not satisfied with the possession of so fine a building, has erected one on a grander scale on Dominion square, opposite the Windsor Hotel.

The street which bounds Victoria square on the west is Beaver Hall Hill, the main avenue from the fashionable residential part of the town to the business part. A short distance up its steep incline, at the junction of Lagauchetiere street, is a cluster of handsome stone churches of Gothic architecture:—St. Bartholomew's Reformed Episcopal; with St. Andrew's, Presbyterian, facing it; and on the opposite side of the street, the Unitarian Church of the Messiah, with St. Patrick's, Roman Catholic, almost adjoining.

#### DORCHESTER STREET,

the next main avenue of importance, contains several fine churches. A short distance to the east, after mounting Beaver Hall Hill, near its conjunction with Bleury St., is the College of St. Mary's, largely attended by the youth of

Canada and the United States. It is conducted by a large staff of Jesuit Fathers. Adjoining is the Church of the Gesu, which is beautifully frescoed and ornamented, the work of foreign artists principally, in which are delineated incidents in the lives of Christ and the apostles. At the corner of St. Monique and Dorchester sts. is St. Paul's Church, the handsomest Presbyterian church in the place, in the early English style, with a very striking tower.

TURKISH BATH INSTITUTE.

The Turkish Bath Hotel has become one of the best



known public institutions in Montreal. It is situated on St. Monique street, at the foot of McGill College avenue, and not far from Dominion Square and the Windsor Hotel. The building is five stories high, towering over the surround-

ings, and contains one hundred and seventy five apartments. The baths, situated in the first story, are complete in every detail, roomy and luxurious, and are fitted for the administration of the Turkish or hot air bath, and all forms of hot and cold water bathing in the most efficient and enjoyable manner. Guests have the free use of the large swimming bath, and a swim or a plunge in the morning is very refreshing indeed.

In 1889, an artesian well, 1550 feet deep, was added to the attractions of the establishment, and is yielding an unlimited quantity of sulphur water. The superior character of



LADIES' PARLOR.



OFFICE.

the rooms and furnishings, the choice and healthful dietary, and the attraction of the baths, have made a great success of this hotel. The location of the hotel in almost the heart of

the city, and adjacent to, but not actually on the line of electric railway or street where there is heavy traffic, gives it a particularly quiet and attractive tone.

DOMINION SQUARE,

one of the prettiest spots in the city is next reached, facing the lower part of which is the Cathedral of St. James, designed to reproduce on a smaller scale the points of St. Peter's at Rome. It is a magnificent edifice, and is a point of attraction to visitors. On the southern part of the square,

a monument has been erected to the late Hon. Sir John A. Macdonald, for many years Premier of Canada. At the lower corner of the square and Osborne St. is a handsome massive structure, the Windsor St. station of the Canadian Pacific Ry., from which trains leave for all parts of the United States



CATHEDRAL OF ST. JAMES,

and eastern and western Canada; opposite it is the large, handsome and symmetrical church of St. George's, Episcopalian, with interior decorated in very rich style. At the corner facing the St. James Cathedral is the handsome new building of the Y. M. C. A. previously mentioned.

The Dominion Square Methodist at the corner opposite the Windsor Hotel, on Dorchester St., and the American Presbyterian near Drummond street, with Crescent Presbyterian church, west of Drummond street, are large handsome edifices. Some distance on, near Guy street, is the celebrated

GREY NUNNERY,

founded in 1642. This structure covers an immense area,



Y.M.C.A. BUILDING, DOMINION SQUARE.



OLD MEN'S WARD, GREY NUNNERY.

and the chapel and wards of the nunnery are annually visited by numbers of tourists. The old nunnery near the river, so long the centre of attraction from its quaint appearance and



GREY NUNNERY CHAPEL.

solemn-looking walls, has given way to beautiful warehouses and stores.

ST. CATHERINE STREET.

In the eastern part of this street, near the intersection of Colborne avenue, are the Kennels of the Montreal Hunt Club, the largest and best conducted hunting establishment in America. The hounds are from the best strains of the Old

Country, and the live fox alone is hunted at the brilliant meets of the club in autumn and spring.

At the corner of St. Denis and St. Catherine streets are two notable churches, the large edifice of St. James, Roman Catholic, with convent adjoining, and that of Notre Dame de Lourdes, in some respects the most remarkable and beautiful church in the city. The architecture of the latter is Byzantine and Renaissance, of the Venetian type, and the interior is frescoed beautifully by the brush of Bourassa, whose genius has given expression in painting to the doctrine of the



ST. JAMES METHODIST CHURCH.

Annunciation in a series of lovely scenes from the life of the Virgin.

Near the corner of St. Catherine and St. Urbain streets is the Commercial Academy—a handsome building in pretty grounds, which is largely attended by the youth of the French population. Facing it in the rear, and separated by Ontario street, is St. John's Church, where the Ritualists of the Episcopal Church worship. A long line of low brick buildings faces St. Catherine street, westward of the Commercial Aca-

demy; this is the Nazareth Asylum for the blind, and the chapel, though unpretentious from the exterior, is within beautifully ornamented with scenes by Mr. Bourassa, the painter of the Notre Dame de Lourdes Church. Passing Bleury street, the new and handsome

ST. JAMES METHODIST CHURCH

is reached, with its beautiful St. Catherine wheel over the entrance, built at a cost of \$300,000. The first Baptist church and St. Gabriel's (Presbyterian) face each other a little further on; and at the corner of Phillips square is the

ART GALLERY,

where there is a fine collection by native and foreign artists. On the west side of Phillips Square is



CHRIST CHURCH CATHEDRAL,

Episcopalian, which in unity of design and symmetry of proportion surpasses anything of its kind on this continent.



It is in the early English style, and is in the form of a Latin cross. The stone used is Montreal limestone, faced with white sandstone from Caen in Normandy. The Fulford Memorial at the side is very handsome, and in keeping with the architecture of the church.

#### THE NATURAL HISTORY SOCIETY

has a building a few doors below St. Catherine street, on University street, which bounds the Cathedral at the west end. It contains a good collection of objects, connected with Canadian history and the native race of Canada, as well as of general scientific interest.

At the head of University street, facing Pine ave., stands



ROYAL VICTORIA HOSPITAL.

the Royal Victoria Hospital, the gift of two of Montreal's citizens, Lord Mount Stephen and Sir Donald A. Smith, who, with a view of commemorating the Queen's Jubilee, constructed and equipped this beautiful hospital, the city having provided the site.

As we go west on St. Catherine, there are several fine churches: Emmanuel Church, corner of Stanley street, Congregational, in the early English style, St. James the Apostle, Episcopalian, corner of Bishop street, and Douglas Methodist Church, corner of Chomey.



MONTREAL COLLEGE.

This is the educational establishment of the Seminary of the Order of the Sulpicians, and original seigneurs of the Island of Montreal. It is a college for the education of youth and training of priests, and is very largely attended, both from Canada and the United



THE OLD TOWERS MONTREAL COLLEGE.

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States. The old manor house of the seigniory is still standing, and near Sherbrooke street the two remaining towers of the mountain fort stand out.

#### SHERBROOKE STREET

is a broad, handsome street at the base of the mountain, lined with the residences of most of the wealthy citizens of the place. It has, however, several buildings and objects of public interest worthy of inspection. The extreme west end of it is marked by a pile of massive buildings of extensive proportions, described on the preceding page.

Amidst the residences of Sherbrooke street, the grounds and buildings of

#### MCGILL UNIVERSITY

and affiliated colleges occupy a conspicuous place. This is the chief University and teaching institution of the Province; and beginning with a modest endowment of the founder,



MCGILL UNIVERSITY AND GROUNDS.

James McGill, of £30,000 in 1813, it has developed, by the aid of handsome donations from wealthy citizens of Montreal,

into a most efficient centre of education. The buildings are substantial, without attempt at architectural effect, and comprise the medical school, laboratories, etc., at the north-east end ; class rooms and laboratories in the centre ; and at the west the Molson convocation hall, college museum and library. The Presbyterian, Methodist and Congregational bodies have theological colleges adjoining the grounds. The large and handsome building, fronting the college build-



MCGILL UNIVERSITY—[OLD BUILDINGS].

ings to the left, is the Peter Redpath Museum of Natural History, the gift of that gentleman to the University ; while that on the right is the new Science and Technology buildings, gifts of that generous millionaire Mr. W. C. Macdonald.

There are many pleasant drives in and around Montreal, the most popular being those around the Mountain and by the Lachine Road. For the former we take Bleury or St. Lawrence street, passing on our way a limestone structure

surmounted by a beautiful dome. This is the "Hotel Dieu," a cloister and hospital. The building with its enclosure covers an area of several acres. Immediately after passing the tollgate, a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting-place of the Protestant dead of Montreal. The Roman Catholic Cemetery adjoins the Mount Royal, and is approached by a road leading to the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Cote des Neiges, across the Island to the "Back River,"



WIND-MILL, LOWER LACHINE.

or Ottawa, with its numerous hamlets, convents and churches.

The drive to Lachine will prove of the greatest interest. The Lower Lachine road



RELIC OF THE LASALLE HOUSE.



MOUNT ROYAL PARK DRIVE.

leads along the banks of the St. Lawrence, passing the ruins of the Old Lasalle mansion, one of the relics of the Island, and during the drive there may be

seen the steamer descending the rapids.

#### A VISIT TO THE VICTORIA BRIDGE

should be made at this point. Visitors are allowed to examine the first tube without an order; and as they are alike, to see one tube is to see all. The bridge is a wonderful structure,—the acme of bridge building in its day—and reflects as much credit on the successful builders as upon the original designers. The tube through which the trains pass rest upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the two centre piers, which are 330 feet; upon these rests the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening from which there is a magnificent view of the river.

The first stone was laid July 20, 1854, and the bridge was opened for traffic Dec. 17, 1859.

The bridge is approached by two massive embankments, the one on the Montreal side being 1,200 feet, and that on south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9,084

feet, or a mile and three-quarters nearly, constructed at a cost of \$7,000,000.

It is contemplated to enlarge this bridge for a double track, and to contain also, accommodation for a street tramway and foot path.

We shall now leave Montreal and proceed to Quebec, taking as our conveyance the popular Richelieu & Ontario Navigation Company's Mail Line. The two splendid vessels the "Montreal" and the "Quebec" make a trip between Montreal and Quebec every night, during the time that navigation is open. Any traveller preferring the land route can take the Canadian Pacific Ry. (from Dalhousie Station), which runs along the north shore of the St. Lawrence directly into Quebec; or the Grand Trunk Railway, and arrive at Point Levis opposite "the Ancient Capital" (as Quebecers are fond of styling their city), whence a steam ferry will soon convey them across the river; or by the Grand Trunk to Sherbrooke, thence by the picturesque Quebec Central Railway. To many, however, the most agreeable route is that selected by us for description. We shall, therefore, go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this part of the route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out of the wharf, we pass by the shores of the Island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada and the founder of Quebec. Just below the Island is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

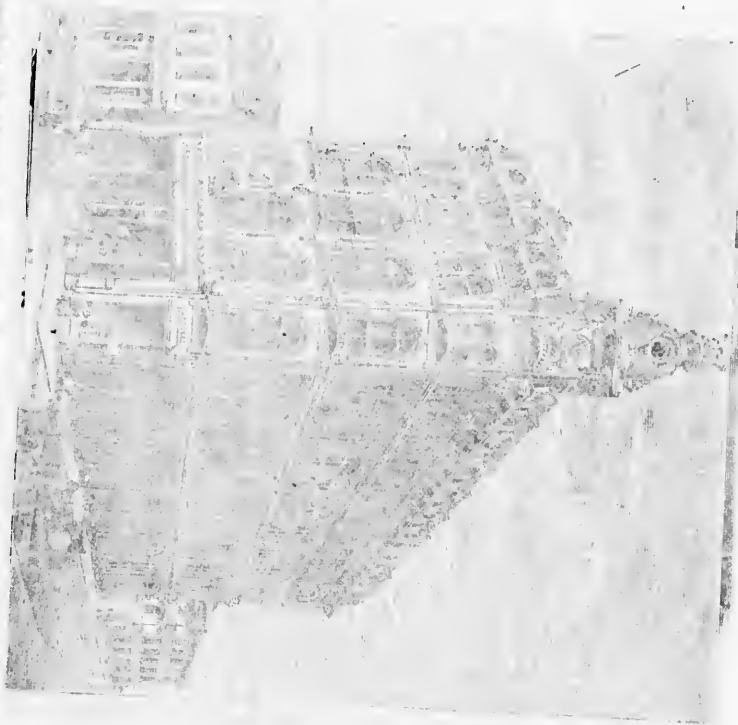
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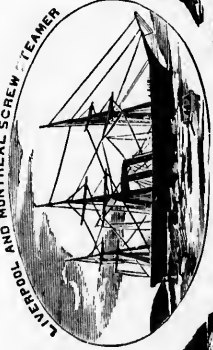
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RIVER ST FRANCIS

WRECK OF A RAFT ON LAKE ST PETERS.



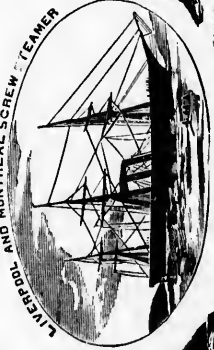
LIVERPOOL AND MONTREAL SCREW STEAMER



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LIVERPOOL AND MONTREAL SCREW TANKER



FIND BILLS



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THREE RIVERS



RIVER ST MARRIES

HEAD OF TIDE WATER  
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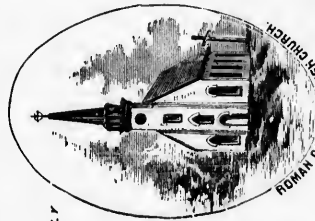


FRENCH CANADIAN FARM MUSEUM

BATISCIA



SENTILLY



FOUNTAIN CATHOLIC BAPTIST CHURCH

ST PIERRE

ST MARIE.



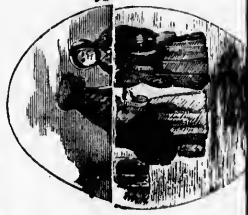
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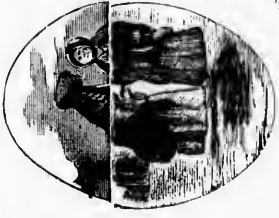
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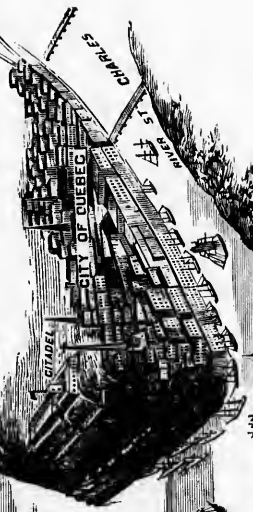
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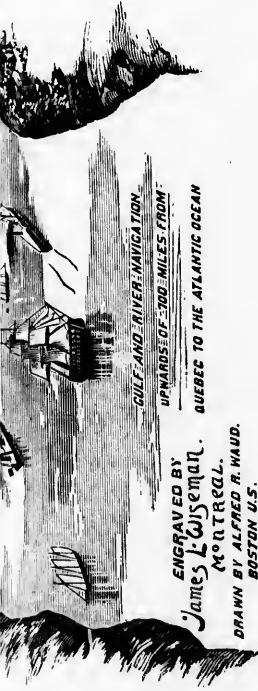
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GULF AND RIVER NAVIGATION  
UPWARDS OF 700 MILES FROM  
QUEBEC TO THE ATLANTIC OCEAN

ENGRAVED BY  
James L. Wiseman.  
MONTREAL.  
DRAWN BY ALFRED R. WAUD.  
BOSTON U.S.



GULF AND RIVER NAVIGATION  
UPWARDS OF 300 MILES FROM

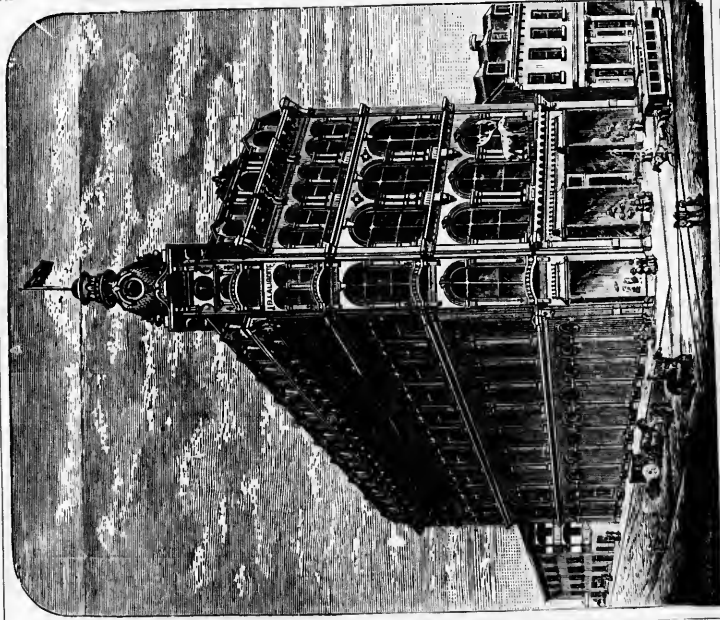
QUEBEC TO THE ATLANTIC OCEAN

ENGRAVED BY  
*James L. Wiseman.*  
MONTREAL.

DRAWN BY ALFRED R. WARD.  
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## SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 5,000.

Immediately below Sorel, the river widens into a lake called

## ST. PETER,

which is about 35 miles in length and about 10 miles in width. It is very shallow, except in a narrow channel which has been excavated for the ocean steamers and sailing vessels of very large tonnage coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

We now touch at the half-way port of

## THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Methodist Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is about 9,000.

## BATISCAN,

a village of little importance, is the last stopping-place before reaching Quebec. Seven miles above Quebec, we pass the mouth of the Chaudiere river. A short distance from its entrance are situated the Chaudiere Falls. The Falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The river at this point is about four hundred feet wide, and the height of the Falls is one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The village and hamlets are decidedly *French* in character, and are generally made up of small buildings, the better class painted white, or white-washed, with red roofs. Prominent in the distance appear the tin-covered spires of the Catholic churches, which are all constructed in a style of architecture peculiar to that Church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of the poles. Thus, when several of these rafts are grappled together, forming, as it were, a floating island of timber, the sight is extremely picturesque; and when the voices of those hardy sons of the forest and the stream join in some of their Canadian boat-songs, the wild music, borne by the breeze along the waters, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

We now come within sight of the "Gibraltar" of America, as the fortified city we are approaching has been called.

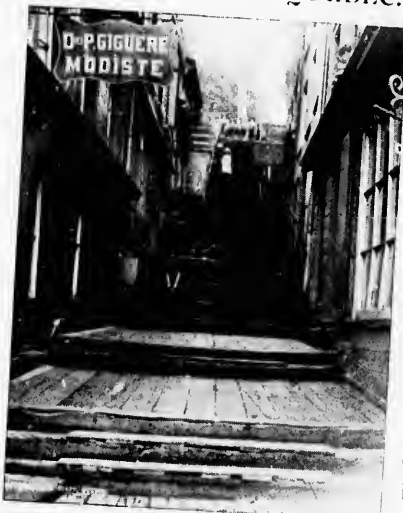
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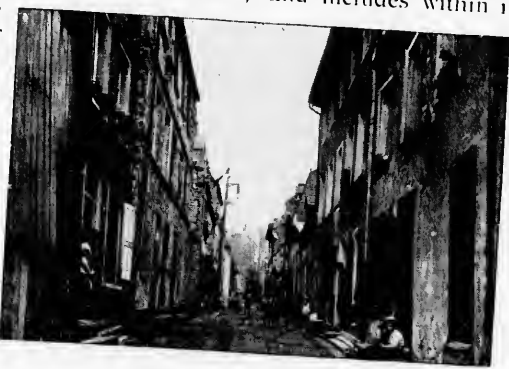
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CHAMPLAIN BREAK-NECK STEPS.

Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs

Quebec was founded by Champlain, in 1608, on the site of an Indian village, called *Stadacona*. It is the second city in the Province, and has a population of about 70,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the rivers St. Lawrence and St. Charles, the sides. It is divided into two parts — Upper and Lower Towns. The



CHAMPLAIN STREET.



at the base of the Cape, and of the high grounds upon which the Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the river St. Charles to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1722. It was finally captured by Wolfe in 1759, and together with all the French possessions in North America was ceded to Great Britain by the treaty of 1763.



The principal streets in Quebec, including the city and suburbs are the following: *St. John Street*, which extends from Fabrique street to St. John's Gate in the Upper Town, and is occupied chiefly by retail stores; *St. Louis Street*, a handsome and well-built street, extending from the Place d'Armes to the old St. Louis Gate, and occupied principally by lawyers' offices and private dwellings. D'Auteuil street faces the Esplanade and the grounds where the military were

drilled, and is an elegant street, mostly of private dwellings; Grande Allee on St. Louis road, outside St. Louis Gate, and leading to the Plains of Abraham, is a pleasant and beautiful street on which are many elegant villa residences; St. John street without is also a fine street occupied by shops and private dwellings. The principal street in the Lower Town is St. Peter, on which, and on the wharves and small streets which branch from it, most of the banks, insurance com-



panies, and merchants' offices are situated.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

The line of fortification, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five

gates to the city, three of which, Prescott, Palace and Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the



NEW ST. LOUIS GATE.

suburbs of the same name. About three-quarters of a mile from the city are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy in that direction.

Dufferin Terrace, in Upper Town, is a promenade built out from the edge of the rock on which the town is built, extending for a quarter of a mile to the base of the Citadel making it the longest place of the kind anywhere. It occupies the site of the old castle of St. Louis, which was burned in 1834; it was erected by a nobleman whose name it bears. It was opened in its present form on June 10, 1879, by the Princess Louise, its former title of Durham Terrace being changed to the present one.

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At its eastern end is erected the magnificent Chateau Frontenac hotel, in which Montreal capitalists have invested nearly \$1,000,000. Its site, overlooking the St. Lawrence, is perhaps the grandest on the continent, affording an incomparable view of the picturesque and historic surroundings. It is built after the style of the chateaux of Old France, of course modified to meet modern requirements. The stately structure is seven stories high, and is so planned that every window affords a charming outlook. It contains no fewer than 175 sleeping apartments, either single or in suites of from two to eight, as may be required. The Chateau is worthy of its grand site, and in the magnificence of its luxurious appointments finds no rival in Canada, and very few in the world.

The Public Garden fronts on Des Carrieres Street, Upper Town, and contains a fine monument, which was erected to the memory of Wolfe and Montcalm in 1827. The height of this monument is 65 feet, its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground around which the new Chateau Frontenac, the Government offices, the English Cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil street and the ramparts.

The Basilica or Roman Catholic Cathedral, which fronts



MONTCALM MONUMENT.



A QUEBEC CALECHE.

on the Upper Town market-place, is a very large and commodious building, but with no great pretensions to architecture. It was founded in 1666 by Bishop Laval, and, being destroyed at the capture by Wolfe, was rebuilt as it is

now. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church on St. Helen Street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.



UPPER-TOWN MARKET.

St. Roch's Church, on St. Joseph and Church streets, in St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, in the Market Square, Lower Town, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

## PROTESTANT CHURCHES.

The English Cathedral is situated between Garden street, St. Ann street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ and is neatly fitted up.

Trinity Church, Episcopal, situated on St. Nicholas street, Upper Town, is a neat cut stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely decorated.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann street, Upper Town. The interior is well fitted up, and will seat 1,300 persons.

St. John's Free Scotch Church is situated on Francis street, Upper Town. It is a neat, plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus street, is a handsome gothic building, erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Congregational Church on Palace street, Upper Town, is a neat building of cut stone, erected in 1841, and will seat about 800 persons.

The Baptist Church, on St. Ann street, Upper Town, is a neat stone building, and will accommodate 450 persons.

## PUBLIC BUILDINGS.

The other principal buildings worthy of notice are :—  
The new Parliament and Departmental Buildings on the Grande Allee on high ground outside the St. Louis Gate. They are of grey stone, and present an imposing appearance.  
The Hotel Dieu hospital and church, which front on Palace Street, Upper Town, and connected with the cemetery and garden, cover an area of about ten acres. The

buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The Seminary Buildings, adjoining the Cathedral, are massive, quaint and interesting. The chapel has some fine paintings.

The General Hospital is situated on River St. Charles, in St. Roch's ward. The hospital, convent and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden street, Upper Town, was founded in 1641. A number of fine paintings are here to be seen, and application for admission should be made to the Lady Superioress.

Laval University is between the Seminary Gardens and the Ramparts, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear. The Museum, Library and Picture Gallery are worthy of notice.

The Court House and the City Hall are substantial stone buildings, situated on St. Louis street, and well adapted to their respective purposes.

Morrin College, at corner of Ann and St. Stanislaus streets, is a Protestant institution, and contains the libraries of the Historical Society, a rare collection relating to Canadian History.

The Marine Hospital, situated in St. Roch's ward, on River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a half miles from Quebec, and is an extensive building enclosed in a park of some 200 acres.



The Music Hall is a handsome cut stone edifice, situated on St. Louis street, Upper Town.

As the seat of French power in America, until 1759, the great fortress of English rule in British America, and the key of the St. Lawrence—Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

A city crowning the summit of a lofty cape must necessarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona or the narrow avenues and approaches of its first settlers in 1608, it would be vain to hope for regularity, breadth and beauty in streets such as modern cities can glory in. It is yet in its

leading features a city of the 17th century—a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loopholes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it appears a crowded mart of commerce, with vast beaches, where rafts and timber innumerable rest in safety a few feet from where a whole fleet of Great



WOLF'S MONUMENT.

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Easterns might float securely on the waters of the famed river. On the Plains of Abraham stands Wolfe's monument close to the spot where the immortal hero expired and near to the well from which water was procured to moisten



ST. FOY ROAD.

his parched lips. A few minutes more bring one to Mr. Price's villa, Wolffield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759, destined to revolutionize the new world, the British being guided by a French prisoner of war, brought with them from England (Denis de Vitre, an old Quebecer), or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen, the English, accompanying Saunders' fleet to Quebec.

The tourist next drives past Thornhill, Sir Francis Hincks' old home, when Premier under Lord Elgin. Opposite appears the leafy glade of Spencer Wood, so grateful a summer retreat that my lord used to say: "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late James Gibb for many years after. Then follows lovely Benmore, Col. Rhodes' country seat—Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgraston, Kirk-Ella, Meadow Bank, etc., until after a nine miles' drive Redelyffe closes the rural landscape. Redelyffe is on the top of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy road skirting the classic heights where General Murray, six months after the first battle of the Plains, lost the second, 28th April, 1760—the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's headquarters in 1775, behind which is "Holland Tree," overshadowing as of yore the graves of the Hollands.

The tourist shortly after observes the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appear the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield, and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father, occupied in 1791. A trip to the

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Island of Orleans, in the ferry, will also repay the trouble; it costs very little and half an hour of brisk steaming will do it. Cross to St. Joseph de Levis, per ferry steamer, and go and behold the most complete, the most formidable as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage at Charlesbourg. Step into the *Chateau Bigot*; sit down like *Volney*, amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond. You imagine you have seen everything; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlesbourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks, behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield; hurry back to town to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

#### TO THE LAKES! TO THE LAKES!

Here are a few of them:—*Lake Calvaire at St. Augustin, Lake St. Joseph, Lac a la Truite, Lake Philippe, Lake Jaune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lac Sagamite, Lac Burns, Lac Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

#### LAKE ST. CHARLES,

thirteen miles north-west of Quebec, is one of the most picturesque spots in Canada, and during the summer months is

frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which carries some few seconds before repeating the sound uttered. It is then re-echoed, "as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their sport." To those that are fond of angling, the lake affords an ample supply of speckled trout.

THE FALLS OF MONTMORENCI.



In taking our departure from Quebec, and on our way down the river we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara, being more than two hundred and fifty feet, but they are very narrow — being only some fifty feet wide. This place is celebrated for its winter amusements. Dur-

ing the frosty weather, the spray from the falls accumulates to such an extent as to form a cone of some eighty feet high. There is also a second cone of inferior altitude called the "Ladies' Cone," and it is this of which visitors make the most use, as being less dangerous than the higher one. They

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carry "toboggans" — long thin pieces of wood about 8 or 10 feet in length, by one foot in width, turned up in front, — and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do find themselves at the bottom minus the toboggan. Visitors generally drive to this spot in sleighs, taking their provisions with them; and upon the pure white cloth which nature has spread out for them they partake of their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who can enjoy this kind of pleasure it is great sport. The drive to the Falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again, being full of interest. The distance of these falls from Quebec is eight miles. About two miles above the Falls is a certain formation on the river bank, called "Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regular as if formed by the hand of man. They are a great object of wonder and curiosity, and being so near the Falls should certainly be included in the visit.

The visitor to Quebec should not fail to visit the Town of Levis, on whose heights once encamped the English troops in 1759, and bombarded the city. Not long since an encampment of Indians was located at that place, now called St. Joseph de Levis, and the citizens and strangers were then wont to make excursions to interview these dusky roamers

In rear of the town of Levis are constructed three forts for the protection landwards of the position. They are of triangular formation, the base facing the city, and consisting simply of a wall, without any defence except the ditch, leaving it open to be battered by the guns of the Citadel in the event of occupation by an enemy. The two other sides are strongly loop-holed casements, protected by a glacis, and having loop-holed caponnières at the angles, to sweep the ditch, and which are reached by subterranean passages. The ditch all round the fort is 20 feet deep by about 40 feet in width, and is crossed at only one point by a drawbridge, which is removed at will. Each fort contains at least one large well, and has accommodation for about 400 men. These forts cost the English Government \$1,000,000.

Within a few miles from the town of Levis are the Falls of the Chaudiere, which by some are considered second only to Niagara. They are about 130 feet in height, and command from the beholder a sentiment of awe and wonder. The wild waters rush over the precipice with the same grandeur and magnificence as at Niagara and Montmorenci, and the deafening roar stuns, the first few moments, the mind of the most stolid spectator. Here is seen a breadth of water not existent at Montmorenci, and there is a grander stretch of scenery which, as it were, entrances the beholder.

Down the valley, in 1775, swarmed the brave Montgomery and his misled followers, and on the banks of this river they first looked upon the city which eventually proved their prison or their grave.

Near by is the Church of New Liverpool, famed for its beautiful frescoes. The return to the city by boat is fully recompensed by the delightful view which is afforded of all the prominent points of interest in the Old World City of Quebec.

## THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Quebec, we advise the tourist at once to make his arrangements for visiting that very popular resort, the Saguenay. For many years past, thousands of Canadians and Americans have wended their way to this famous river, and the results of their experience have been to make it still more popular. None who have been there but have resolved to repeat the trip the first time they could possibly do so; and to those who have not enjoyed this most lovely of all excursions, we would say in the language of Shakespeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotel to which we took our *compagnons de voyage*; but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay, leaving Quebec four times a week, on the arrival of the steamers from Montreal. These boats belong to the Richelieu & Ontario Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanting to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

## THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length, and 6 miles in its greatest width. There are several villages scattered over its surface. Like the Island of Montreal, its soil is very



fertile. On the right, the top spires of the parish churches glitter in the sun like silver. These and the whitewashed farm houses are objects characteristic of the country of the *habitant*. As soon as the Island of Orleans is passed, Cape Tourment of the Laval Mountains is well seen. It rises to 2000 feet; on the highest elevation a cross was erected in 1616, replaced by a small chapel in 1870.

#### THE FALLS OF ST. ANNE.

Seventy miles below Quebec the River St. Anne empties into the St. Lawrence. About two miles from the village are the celebrated falls of the same name. At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever-increasing velocity. The scene below the cataract is grand. Five miles below St. Anne's River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel.

All along the route the river presents one continuous panorama of the wildest scenery, only second to the noble Saguenay River.

From Les Eboulements downwards, the majestic wall of mountains continues unbroken, until we reach the deep recess of

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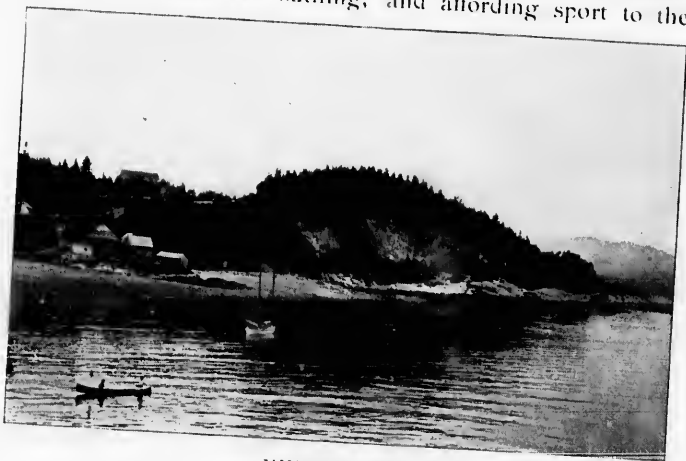
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MURRAY BAY.



WHARF AT MURRAY BAY.

This is a favorite summer resort, 90 miles from Quebec, a primitive settlement, resting among hills and mountains, possessing good sea bathing, and affording sport to the



MURRAY BAY.

angler or rifleman. Here also is a valuable mineral spring, whose waters are highly recommended to invalids.

Some miles below Murray Bay,

### THE PILGRIMS

are seen. They consist of a remarkable group of rocks which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river,

### RIVIERE DU LOUP

is reached. It is one of the favorite summer resorts, and whilst probably not as thronged as some, is frequented by many of the best families of both Montreal and Quebec. The site of the town of Fraserville (the name under which it is incorporated) is very beautiful; on a level plateau at considerable elevation it commands a most extended view of the St. Lawrence and the distant Laurentian mountains. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here - when the sea-like river lies calmly at his feet, reflecting the distant azure mountains just tipped with golden glory.

Connection is made here with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

### CACOUNA

can, after an exceedingly pleasant drive of about six miles, bordering the sea-shore, find themselves in a fashionable resort containing numerous private seaside cottages.



ON THE BEACH, CACOUNA.

Cacouna is the leading Canadian watering place situated on the Lower St. Lawrence, one hundred and twenty miles below Quebec, opposite the mouth of the far-famed Saguenay River. It is the seat of an old French parish, preserving the ancient customs of Old France. It is placed on an elevation above the sea and facing the west; having a beautiful evergreen slope to the salt water beaches. The St. Lawrence here is twenty miles wide with the bold Laurentian mountains forming the opposite shore which, with the remarkably pure air, produces most beautiful sunsets and is surrounded with lovely views as far as the eye can reach. The magnificent shade trees and groves; lawns, play-grounds and promenades; driving on the fine roads, inland or on shore, boating, sailing and fishing form some of its many attractions.

Cacouna is the favorite resort for Canadian and American families, who have erected here neat and tasty cottages for their summer homes.

Members of the Royal Family and Governor-Generals have on many occasions patronized this place as well as some of the most prominent persons from the United States and Canada.

Its salubrity, elevation and average summer temperature, as well as salt sea breezes and balmy air, make it specially attractive. Many Southern and Western physicians prescribe a summer residence here to such of their patients as are subject to general debility and lassitude resulting from life in low latitudes. The late Dr. Campbell, of Montreal, in his lifetime Canada's leading physician, testified that after a careful observance of the effect upon his patients of the different watering places, both of the United States and of Canada, he was thoroughly convinced, that for convalescents Cacouna was immeasurably superior to all others. And he gave a practical illustration of his faith in Cacouna by erecting there the summer residence of his own family.

Sea bathing, one of the principal recreations, with a smooth and gentle sloping beach and no under tow with the tide, is made perfectly safe.



THE RACE-TRACK, CACOUNA.

The Cacouna Turf Club meeting is an attractive feature at this place for lovers of field sports.

The atmosphere is dry and temperature even, never preventing one from out-door pleasures, either from extreme cold or heat. A great point too, in favor of Cacouna, is the

absence of any thing like fresh water marshes or annoying insects. The porosity of the shale rock and gravel soil causes the absorption of rain fall at once.

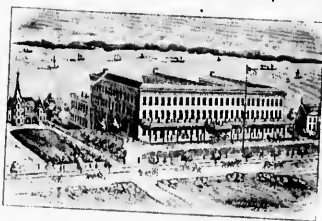
THE ST. LAWRENCE HALL.

(Mr. John Brennan, manager)



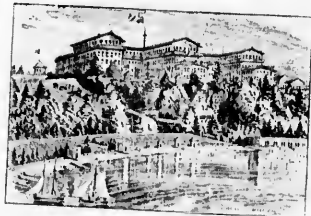
VIEW FROM ST. LAWRENCE HALL, CACOUNA.

This elegant and spacious Hotel, open for guests from June to September, has been so extended and improved that it is now one of the most com-



HOTEL FROM VILLAGE.

modious sea side hotels in the Dominion. It has a frontage of 240 feet with three wings



SEA VIEW OF THE HOTEL.

each 150 feet having spacious lawns between and overlooking the river St. Lawrence; accommodates five hundred guests. The bed-rooms are large, comfortable and well ventilated, several being en suite, while almost every room in the house commands a magnificent view of the river or surrounding country. It is supplied with billiard room, bowling alley, concert hall, and elegant parlors. Its extensive dining room is airy and well lighted. The cuisine is unsurpassed, being under the supervision of a competent French chef.

#### BAIE ST. PAUL.



BAIE ST. PAUL.

It is just a great cleft in the rocks, through which a torrent fed by cascades from the surrounding mountains pours an impetuous stream. The bay is flanked on the east by the lofty Cap aux Corbeaux, named from the hoarse croaking of the ravens that inhabit its wood crowned crest and inaccessible shelves. Their eries, carried far out on the river by the coming squall, have always been of ill omen to the sailors. The old *habitants* are more than half inclined to think this

TIDE.

overlooking  
dred guests.  
All ventilated,  
in the house  
surrounding  
bowling alley,  
dining room  
passed, being

gloomy cape, constantly enshrouded by clouds, the abode of demons.

There is, too, at Baie St. Paul a portion of the finger of Saint Anne, a relic which makes the church a place of renown. A number of earthquakes have taken place in this vicinity. In 1860, a very severe one occurred, and it is said that in 1791 peaks north of Baie St. Paul were in active eruption.

We now see

### ISLE AUX COUDRES,

noted for its rich mineral mines, and so named from the hazel trees Cartier found there; it is one of the oldest French settlements, and in itself would furnish material for an article. It was here that, in 1759, Admiral Durell's squadron waited for the rest of Wolfe's expedition. The troops camped for two months on the island whose people had fled to the recesses of the hills behind Baie St. Paul.

We now steer across for the north shore; a tremendous chasm opens to view, black, forbidding, like the entrance to a world beneath the mountains.

We are at the mouth of the Saguenay. In a moment its weird fascination has seized you, and will hold you spell-bound, so long as you sail through the stillness that broods over the mountain shores which confine its deep black waters.

To the right of the entrance of this wonderful river is



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## TADOUSAC.

This is a very pleasant spot. There is a fine hotel and in connection with it all kinds of sports for the amusement of visitors. Within 3 or 4 miles in the interior there are numerous small lakes abounding with trout, and between Tadousac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The Steamboat Company's issue of tickets to the Saguenay affords ample time for tourists to lay over. Tickets are good for the season.

The bathing at this place is very superior. A large number of villas have been erected, including one built by Lord Dufferin, now owned by Sir R. Cameron, of New York.



THE OLD TADOUSAC CHURCH.

Tadousac is interesting from its having been from an early period the capital of the French settlements and one of the chief trading-posts. The great white hotel throws its shadows over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn, still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone

and mortar building ever erected in America, the home of Father Marquette, the explorer of the Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins.

But the scenery of Tadousac — what words can do it justice! Mountain, flood and forest combine to make up one harmonious whole, grand beyond description.

The landing for Tadousac is made at l'Anse-a-l'Eau. This little place is noted as being one of the Government fish-breeding establishments, where you may see thousands of young salmon in all stages of development, from the oval to lively little fellows a couple of inches long ready to people the shallows of some reputed river; and you may watch hundreds of the parent fish swimming majestically round the pond at the outlet, or leaping in vain at the net-work barrier that separates them from freedom.

Getting aboard again we now steam up the far-famed River Saguenay, the most singular river in the world.

It is not a river with undulating banks and shelving shores and populous villages, nor a river precipitous on one side and rolling land on the other, formed by the washing away of the mountains for ages. This is not a river of that description; it is as if the mountain range in bygone days had been suddenly cleft asunder, leaving a rocky gulf 60 miles in length and hundreds of feet in depth.

In ascending the Saguenay for the first time the scale of its scenery is bewildering: everything is deceptive, till even a feeling of disappointment mingles with that of awe. Norwegian fiords are grander, and the Rhine is more picturesque, so the glib tourists say as they wonder at the impression which these seemingly low hills so evidently make upon all on board. But by degrees the immensity and majesty assert themselves. As an abrupt turn brings the steamer close in

shore, you realize that the other bank is a mile, aye two miles distant, and that the black band at the base of the mountains, which roll away one beyond the other, is in truth the shadowed face of a mighty cliff, rising sheer from the water's edge, like that which now towers nearly two thousand feet above you. There is an indescribable grandeur in the very monotony of the interminable succession of precipices and gorge, of lofty bluff and deephewn bay; no mere monotony of outline, for every bend of the river changes the pictures in the majestic panorama of hills, water and sky, and every rock has its individuality; but the overwhelming reiteration of the same grand theme with infinite variety of detail, till the senses are over-powered by the evidences of mighty force—force, which you know, as surely as you see those grim masses of syenite, split and rent by upheaval, seamed and scarred by icebergs, was once suddenly irresistibly active, but has now lain dormant for ages and ages. There is the inevitable sternness of the manifestation of great power, and this effect is heightened by the transparency of the atmosphere, which allows no softening of the cleareut lines, and heightens their bold sweep by intense shadows sharply defined. There is no rich foliage—forest fires have swept and blackened the hill tops; a scanty growth of sombre firs and slender birches replace the lordly pines that once crowned the heights, and struggle for a foot-hold along the sides of the ravines and on the ledges of the cliffs, where the naked rock shows through the tops of trees. The rare signs of life only accentuate the lonely stillness. A few log-houses on an opportune ledge that overhangs a niche-like cove, a shoal of white sail in the distance, and a wary loon, whose mocking call echoes from the rocks,—what are they in the face of these hills which were made when "the springs of waters were seen and the foundations of the round world were discovered?"

Some writers describe the Saguenay as cold, dreary, inhuman, gloomy. Surely they never saw it with the light of the rising sun streaming through its gorges, gladdening its vast solitudes, dancing on the ripple of current, gleaming over the broad, calm bays, playing on the waterfalls that shine like silver threads among the dark-green firs, searching out the inmost recesses of the giant clefts, throwing warmth and color into grey syenite and sombre gneiss. Did they trace the reflection to Cape Eternity down through unfathomable depths, and then with bewildered eye follow the unbroken sweep of that calm profile upwards and upwards, till sight was led on past the clouds into the infinite? Had the triune majesty of Cape Trinity, stern, solemn, and mysterious, no other impression for them than one of gloom? Did these mountain walls not seem to them like lofty portals, guiding straight into the opal glory that lights the western sky at sunset? Throughout all this grandeur of lonely Nature in her wildest mood there comes a calm which tem- pers awe. You feel why the Poet-King found in the great rocks his imagery of security, and how truly he sang, "The mountains also shall bring peace."

#### ETERNITY AND TRINITY.

The first rises to a height of 1900 feet and the other to 1800. If the only recompense for a visit to the Saguenay was a sight of these stupendous promontories with Cape Trinity showing its triple steps leading up from the river, the cross and the statue of "The Holy Virgin" recently erected on the mountain, and the profile, we are sure no visitor would regret it.

The statue is built in three pieces of twelve feet each, making it in all 36 feet in height.

The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passen-



CAPE TRINITY AND ETERNITY.

gers the best view. The echo produced by the blowing of the whistle or the firing of a gun is very fine.

After sixty miles of this overpowering ruggedness,

### HA! HA! BAY

is reached. The fields and houses around Ha! Ha! Bay bring back a memory of civilization, —not a very pronounced impression, for the little hamlets of St. Alphonse and St. Alexis, and the scattered cottages which are with difficulty distinguished from the gigantic boulders strewn along the slopes, seem lost in the vast amphitheatre. The story goes

that the bay was named from the surprised laugh of the first French explorers, who, sailing as they thought straight up the river, found themselves in this huge cul-de-sac. The name is more apt to express the feeling of relief one experiences when the mountains recede for a space, and afford, as it were, license to speak with unabated breath.

There is good shooting to be had in the season, and the trout and salmon fishing is unsurpassed.



HA! HA! BAY.

The Telegraph and Post-office are quite near the hotel. The scenery of Ha! Ha! Bay, together with its pretty surrounding villages, is unequalled, and every facility is accorded the tourist to visit all points of interest roundabout.

To a geologist the traces of the great convulsion are nowhere more striking than here, where you have the evidences of an almost inconceivable torrent. The bay is, in truth, simply what is left unfilled of one branch of the Saguenay cleft. Twenty miles straight on inland, Lake Kenogami, a

thousand feet deep, surrounded by cliffs and mountains, confirms the proof that the immense alluvial deposits which form the greater part of the peninsula-shaped strip from Lake St. John to where the Saguenay and Ha! Ha! Bay separate, are the debris, washed down by a flood like thousands of Niagaras tearing through an abyss opened in a moment. The islands in Lake St. John, and the smooth, rocky hillocks that occur so strangely in the clay lands above Chicoutimi, are the water-polished tops of mountains buried in sand and clay.

At Ha! Ha! Bay arable lands begin. Once beyond the hill, and you can drive on a good road one hundred and fifty miles or so over a score of rivers, away past the southwest shore of Lake St. John.

But our way lies along the Saguenay. The narrow passage once passed, where the steamer undergoes the stern scrutiny of Cap Est and Cap Ouest, grim and stark cliffs, set only half a mile apart, one begins to see tiny settlements here and there in the ravines between the flanks of the hills and on the narrow strips of the meadow between their base and the river. Trees are more numerous and of a sturdier growth. Cattle are browsing, boats are moving about, and tugs are taking lumber to the vessels anchored in mid-stream.

#### CHICOUTIMI.

In the distance the tall spire of Chicoutimi church marks the end of the steamer's voyage, for Chicoutimi is well named, if the derivation from the Cree "Ishkotimew," "up to here it is deep," be correct. And Pere Lajeune, in the "Relations" of 1661, says that Chicoutimi is "lieu remarquable pour etre le terme de la belle navigation et le commencement des portages."

Chicoutimi is set on a hill and cannot be hid. It is not a city indeed, but is an incorporated town, the seat of a bishopric. Beautiful for situation, it is the joy of the whole world up here. For are there not sidewalks, and shops, and a convent, and a college?

The country all round Chicoutimi offers the most varied and magnificent scenery with the St. Marguerite range of



CHICOUTIMI.

mountains in the back-ground, and numerous lakes and rivers with the numberless rapids and falls, one of which is called after the great artist de L'Aubiniere, whose painting, la Chute de L'Aubiniere, was bought and offered to Her Majesty the Queen of England.

The Chicoutimi River forms a fine fall of forty feet high just at the end of the main street. This river, in its course of seventeen miles from Lake Kenogami, descends 486 feet by seven falls and a continuous series of rapids.



Opposite Chicoutimi is the picturesque village of St. Anne, perched on a bold bluff, along the edge of which winds the road which leads to Terres Rompues, the "broken lands," whence you take a last look down the long, beautiful vista of the Saguenay, before you turn to scale the thirty-five miles of falls and rapids that have to be mounted before you see the birthplace of this mighty river, which is as broad and deep and strong at its very beginning as it is at its mouth.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Riviere du Loup for the convenience of Cacouna passengers. Those desirous can here go ashore, and take the train, by the Intercolonial Railway, to Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec much earlier.

Those tourists taking the train at Riviere du Loup can go direct without changing cars, via the Intercolonial Railway to Halifax, St. John and the Maritime Provinces, or proceed to Point Levis (opposite Quebec), and make connection with trains of the Quebec Central Railway for the White Mountains, which we next intend visiting with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day for rest before proceeding on their journey.

## THE TEMISCOUATA ROUTE

### TO THE MARITIME PROVINCES.

The recent extension of the railway system of Canada by the building of the Temiscouata Railway from Riviere du Loup to Edmundston, by the valley of the Madawaska River and the beautiful Lake Temiscouata, has opened up the entire Upper St. John to trade and travel from Quebec and Montreal

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LAKE TEMISCOUATA.

with the Maritime Provinces. The line not only develops a very valuable lumber area, but it p'aces the sportman within a few hours' ride of a country that cannot be excelled for fish and game.



STARTING OUT FOR A DAY'S FISHING.

QUEBEC TO THE WHITE MOUNTAINS, AND  
MARITIME PROVINCES, VIA  
BOSTON & MAINE, MAINE CENTRAL, AND QUEBEC  
CENTRAL RAILWAYS.

The Quebec Central Railway is a new and favorite summer tourist route from Quebec to all White Mountain points. Taking the day train leaving Levis the traveller has from the train a magnificent view of Quebec and the majestic River St. Lawrence. The train leaving Levis follows the bank of the river for several miles, and the Beauport slopes and Falls of Montmorenci are in view; presently it shoots abreast of the Isle of Orleans, whose low shores with their expanse of farmland and their groves of pine and oak are still as lovely as when the wild grape festooned the primitive forests, and won from the easy rapture of old Cartier the name of "Isle Bacchus." The delight which this panoramic view affords the traveller is in a few minutes interrupted by the arrival of the train at Harlaka Junction, the transfer station with the Intercolonial Railway; leaving here, glimpses of several Canadian villages, cottages with red-painted roofs and the ever-recurring village church, with its tin-covered roof and spire, engage the eye, until the valley of the Chaudiere River is entered. This valley is noted for its gold mines, and as being the route by which Benedict Arnold reached Quebec; in the smiling grain-laden fields, rich meadows and picturesque slopes of this sunny region, we see nothing likely to recall the daring hazardous march of Arnold on his way to Quebec 121 years ago. Proceeding on, we arrive at Beauce Junction, where dinner can be procured at the restaurant opposite the station. Bidding farewell to the Chaudiere, and passing St. Frederic, Tring Junction (where connection is made for Megantic on the Canadian Pacific Rail-

way forming the new Short Line to the Maritime Provinces),  
Broughton and Robertson stations, we reach the famous

THE CHAUDIERE, FROM QUEBEC CENTRAL RAILWAY.



asbestos mines at Thetford, which to the naturalist and  
mineralogist will prove most interesting.

At the next station, Black Lake, which name is derived from the beautiful lake, lying deep among the hills, hundreds of feet below the railway, asbestos has also been found in large quantities, and of the best quality. These mines giving employment to several hundred men are a short distance up the mountain, but are visible from the passing train. Black Lake is one of the most picturesque spots in Canada, and is, during the summer months, a favorite resort for the angler and sportsman, who often land speckled trout weighing from two to six pounds each. The region abounds in lakes and streams, wild and romantic scenes, boundless forests, and rich mines of asbestos, iron, marble and soap stone; gold has also been discovered there.

Garthby, on the shore of Lake Aylmer, one of the most beautiful sheets of water in this part of Canada, is the site of an extensive lumbering establishment, as is also Lake Weedon, the next station. Passing Weedon we arrive at Marbleton; the chief industry of this place is its lime and marble quarries. The next point reached is Dudswell Junction where the trains of the Quebec Central connect with those of the Maine Central R.R. forming the new and most direct route from Quebec to the heart of the White Mountains and the Maine coast via the Crawford Notch. The line then follows the shore of the St. Francis River, and at this point the farm houses and their dependent buildings are substantial. Still further along the line the train traverses a series of deep ravines, where little creeks, perchance raging torrents in their season, lead down to the St. Francis, which sparkles and eddies far below as we catch glimpses of it through the woods.

Shortly afterwards a bird's-eye view of Lennoxville is enjoyed. Proceeding we reach

### SHERBROOKE

in fifteen minutes where connection is made with the Grand Trunk Railway for Portland; Boston & Maine Railway

COMMERCIAL STREET, SHERBROOKE



for Newport, Boston, etc.; and the Canadian Pacific Railway for Montreal, Lake Megantic and the Maritime Provinces.

Sherbrooke is an incorporated town, the capital of the County of Sherbrooke, on both sides of the river Magog, and on the Grand Trunk, Boston & Maine, and Quebec Central Railways, 101 miles east of Montreal, and a similar distance by the Canadian Pacific.

It is beautifully situated at the confluence of the St. Francis and Magog rivers, the site rising gradually from the former to a considerable elevation in the upper town. The hill slopes of Sherbrooke are conspicuous several miles off, and in the distance the spires and public buildings glitter in the sun. Just above its junction with the St. Francis, the River Magog descends 114 feet in little more than half a mile affording an almost uninterrupted succession of the water power along which several large manufacturing establishments are placed. There are many places of interest within and near the city, which are well worth a visit.

To Lennoxville, three miles beyond Sherbrooke, is a pleasant drive; here the St. Francis is joined by the Massawippi, which brings the tribute of the Coaticook and other streams, as well as the overflow of Lake Massawippi. Overlooking this, "the meeting of the waters" at Lennoxville, and surrounded by a landscape of rare loveliness, is the University of Bishop's College, with its pretty chapel and collegiate school. Above and below Lennoxville, the St. Francis lingers among some sweet scenery; the stillness of the surroundings here is in striking contrast to the rude concourse of Sherbrooke, where the Magog dashes wildly down a deep incline, carrying with it the waters of Lakes Magog and Memphremagog.

Connection is made at Sherbrooke with the Boston and Maine R. R., forming a complete and comprehensive line to

Boston, Springfield and all the great and small resorts of Vermont and New Hampshire.

The route leaving Sherbrooke after passing Capleton skirts the shore of Lake Massawippi, a delightful sheet of water surrounded by verdure clad hills. Without realizing one has left the environs of this body of water, Lake Memphremagog (Beautiful Water) the rival of Lake George, comes in view and the first important stop is at Newport, Vt. situated at the head of the lake.



OWLS HEAD MOUNTAIN, LAKE MEMPHREMAGOG.



LAKE MEMPHREMAGOG.

It is almost impossible that there should be anything more picturesque, in the exact sense of that word, than this beautiful expanse of water with the awkward name. It is



ARTIST'S BAY AT OWL'S HEAD.

about nine hundred feet in elevation above the sea, and lies partly in Vermont, but mostly in the Province of Quebec. It is more than thirty miles in length, by from one to four in

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breadth, and is of great, and in parts of unknown depth. Its shores are rock bound, with occasional sandy beaches that



ABENAKIS POINT, OWL'S HEAD.

appear to delight the eye. There are no marshes to breed malaria or mosquitoes. The air is soft and dry, sweet with



SKINNER'S ISLAND.

the fragrance of balsam, fir, cedar, birch, pine and maples, that deck the mountain slopes with every shade of green in summer, and gorgeous tints in autumn.



WHETSTONE ISLAND.

The principal mountains are along the western shore, and are, Owl's Head, Elephantis and Orford, the latter being the highest land in Canada, east of the Rockies. The early inhabitants of this section, the Algonquin Indians, in the chasteness of their fine poetic feeling gave the name of Beautiful Water, (Memphremagog,) to this lake.



PLAZA, OWL'S HEAD MT. HOUSE.

"Beautiful water," clear and bright,  
 This thy name when read a-right;  
 Guarded by mountains here and there,  
 The Elephants, and the Bear.

Owl's Head, in pride and beauty dressed,  
 Far up upon whose rugged crest,  
 The Indian "Owl," has left his trace,  
 Which heat or cold could not efface.  
 It still remains to guard this lake  
 The "Beautiful," for the Indian's sake.

The superb scenery of this region; the towering mountains and sheer cliffs, over-hanging the water, are like an

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inland Mount Desert. The air is of an indescribable purity and clearness, and the ever-changing Lake, with its picturesque islands, is a never-ending source of delight. As a place of rest for the weary professional man, it is unexcelled, and gives a sense of profound tranquility. There is no lack of rural and aquatic sports to vary the monotony of idleness. The fishing is excellent, and the disciples of the rod find ample enjoyment, especially in bass fishing. For the pedestrian, there is the grand old mountain to climb, with the reward of an almost boundless view from the summit. The drives are charming, and a sail down the lake to Magog, touching at the many picturesque landings, and giving glimpses of spacious Canadian villas, is a trip long to be remembered.

The best view of the sculptured profile of Elephantis, the mountain second only to Owl's Head, in charm and beauty, is had from the opposite side of the lake at the Canadian village of Georgeville.

In consequence of the great depth of water of the lake there are comparatively few islands, and they are generally at places least expected. The largest,

Province, is in mid lake and gets its name from the province line which crosses it, and is the only one changed from its natural state, by being improved for a wealthy gentleman's summer home.



SMUGGLER'S CAVE.

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Skinner's Island, about opposite Owl's Head mountain, has in one part a small cave with which is connected a legend of a noted smuggler of that name. There probably is nowhere a more beautiful shore than is the easterly side of "Long Island."

Molson's Island, about two miles down the lake from "Long Island," has a characteristic Canadian light-house and is opposite one of the finest estates in the lake section.

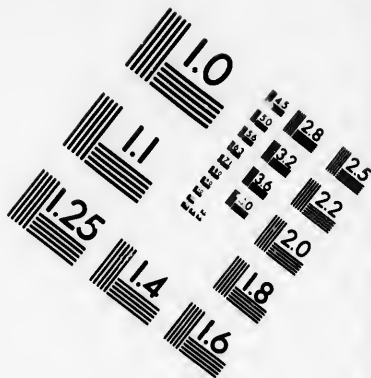
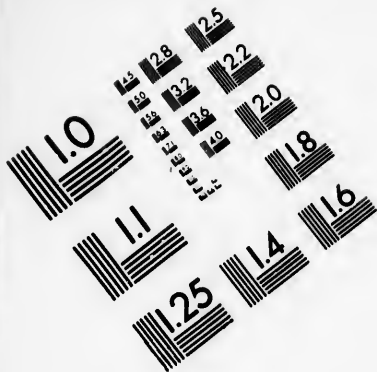


OWL'S HEAD HOTEL, LAKE MEMPHREMAGOG.

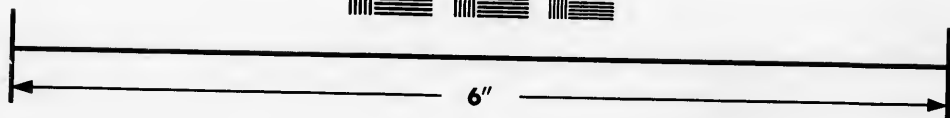
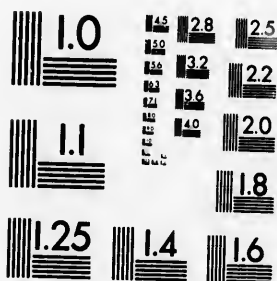
The last of the prominent isles, is Lord's, below Georgeville, where the lake narrows to its final stretch toward Magog at its foot, near which is Mount Orford, the highest land in Canada east of the Rockies.

The site of Owl's Head Hotel has been a favorite resort with tourists for many years. The hotel as improved at the





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



**Photographic  
Sciences  
Corporation**

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



1.0



present time has open fires, modern plumbing, perfect sanitation, and an unexcelled water supply direct from limped mountain springs, and every requisite for the health, comfort, and enjoyment of its guests.



FREEMASON'S LODGE, SUMMIT OF OWL'S HEAD.  
(The Highest Lodge in Existence).

The present owner, Mr. Charles D. Watkins, of New York, who several years since acquired the hotel property, together with many hundred acres of this beautiful park,

perfect sanitation,  
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 comfort, and

FREEMASON'S LODGE, SUMMIT OF OWL'S HEAD.  
 (The Highest Lodge in Existence).

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fashioned by nature's magic hand, has expended many thousands of dollars in enlarging, and improving the hotel, and in making drives, walks, summer houses, docks, etc., until it is truly an ideal summer home, and its accommodations are eagerly sought for by the best families, who here, inhale with the tonic of the wonderful air, a most soothing effect of earth, sky, and water, and freedom from dust, noise, railroad trains, electric cars, and "tear of rattling dray."

It is a unique nook, out of the world, yet in touch with it, as the steamer whistles and leaves the daily papers. The air is dry and bracing, there being no dews, the scenery captivating, the beating of the best, and mine host inclined to so reckon that his guests long to be once more "Up in the cool North-land."

#### SOUTH VIA THE B. & M. R. R.

Going south from Newport the line passes the thriving towns of Barton, Barnet, Lyndonville and St. Johnsbury. At St. Johnsbury a diversion to the east is made by those bound for the White Mountains, by running over the St. J. and L. C. R. R. where connection is made with the Maine Central R. R.

#### To NEW YORK.

Passengers for Springfield and New York continue south on the Connecticut River division of the B. & M., passing White River Junction, Northfield, the headquarters of Evangelist Moody, and Holyoke, famous for its paper mills, etc.

#### To BOSTON.

Those bound for Boston cross the Connecticut River at Wells River, Vt., to Woodsville, N. H., and pass through what might aptly be termed the "foot-hills" of the White

Mountains. Located on this route going south, are the charming villages of Ashland, Meredith, Warren, Plymouth and Laconia, passing through Wesis, the most central point of the delightful island-studded lake, Winnepesaukee.

Concord, the State Capital of New Hampshire, is a beautiful and interesting point for the tourist to linger, and more especially for those who appreciate its affinity to the literary folk of America.

Manchester is a large manufacturing centre as are its sister cities of Nashua and Lowell.

Nashua has probably had more advertising than any of the above named cities, on account of its endowment by nature with the famous Londonderry Lithia Spring; and Lowell, for the headquarters of millionaire sarsaparilla and cotton manufacturers.

An impressive ending to a journey over the Boston & Maine Railroad to Boston, is the new Union Station in Boston where one can find all the conveniences of a well-appointed station, and can make a change of cars for any of its numerous sea shore resorts between Boston and Portland, existing as they do any on this continent for variety of scenery, magnificent hotels, drives, still and surf bathing, *in fine* the B. & M. R. R. has a sumptuous Bill of Fare for the tourist of means or of moderate income.

### TO THE MOUNTAINS

#### VIA THE BOSTON & MAINE R. R.

As has been remarked, the White Mountains are particularly attractive on account of the facility and comfort of access and egress.

From the North, Montreal, one can reach them via the Can. Pac. and Boston & Maine R. Rs. and from Quebec via the Quebec Central and Boston & Maine via Sherbrooke, or

via Quebec Central & Maine Central via Dudswell Junction, the latter route being the more direct at the present time.

From the south, Boston and New York, via B. & M. R. R. Woodsville on the West, and on the East via North Conway, over the Maine Central to Fabyans.

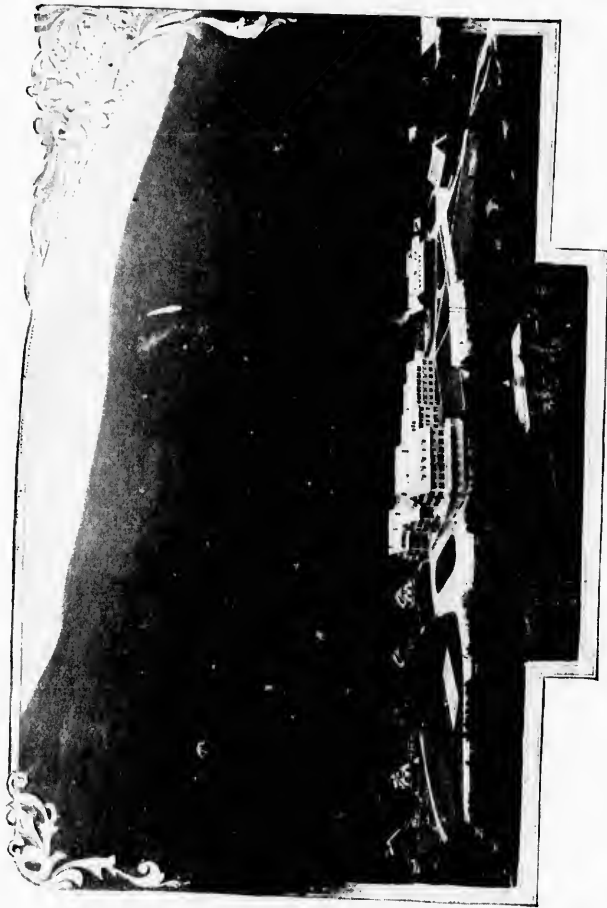
From Woodsville, northward we pass Lisbon, (the station for Sugar Hill and Franconia) Littleton, probably the most thriving and pushing manufacturing town of its altitude in the world, and in due course reach Bethlehem Junction, where the P. & F. N. R. R., controlled by the B. & M. R. R., runs to the Profile House and Bethlehem. The latter, a town composed exclusively, one may say, of a summer population, for those located there permanently have done so in the majority of cases, by the calls and requirements of summer, and are few in number. Bethlehem is the point selected for the annual August floral parade in the White Mountain region, which has become a feature of the gay life in the Mountains.

#### THE PROFILE HOUSE.

The Profile House, (managed by Col. C. H. Greenleaf ; Taft & Greenleaf, proprietors), with its surrounding cottages, which are dainty pieces of architectural ingenuity, is like a small village, the main building reminding one of some mediæval castle, so vast are its dimensions. Notwithstanding the fact that it can accommodate five hundred guests, and is apparently isolated from all civilization, there is a pleasing aspect of finish and cultivation among the artificial adjuncts of the place not often encountered in an American summer resort.

Situated between two mountains, and lying between two lakes, and directly in front of the many pictured Eagle Cliff, it is a veritable Eagle's Nest—a human eyrie, 2,000 feet

above the sea level. The facilities for making delightful



FRANCOSIA NOTCH, WHITE MOUNTAINS, N. H.

trips are unexcelled by any resort in this country. To de-

g delightful



FRANCONIA NOTCH, WHITE MOUNTAINS, N. H.

To de-

scribe the surroundings is beyond the efforts of pen, but to give an idea of a few excursions that might be made upon the grounds belonging to the house, which comprise over seven thousand acres, will say that a walk of five minutes will give you a view of the famous Profile from which the house was named.

THE OLD MAN OF THE MOUNTAIN.

The Old Man of the Mountain, or the Great Stone Face, which hangs upon one of the highest cliffs, twelve hundred feet above Profile Lake—a piece of sculpture older than the Sphinx—is one of the most attractive points of interest in the mountains. This strange apparition, so admirably counterfeiting the human face, is 80 feet long from the chin to the top of the forehead, and is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch. The face is





ECHO LAKE.



PROFILE LAKE.



GUIDE.



VIEW FROM THE MAINE CENTRAL R.R.



boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap; and soon after melts into thin air, and is seen no more. An old Indian tradition says that this face was the face of the Great Spirit, who looked down and blessed them; but who, as soon as the white man landed here, began to sorrow and grow stern, and whose looks foretold their utter destruction. They used his expression yearly as a mark of approval or disappointment at their actions, and journeyed far to make him offerings and sacrifices. At your right lies a small lake—Profile—reaching from one side of the Notch to the other—surrounded by a primeval forest, with the giant mountains rising on two sides, and watched over by the ever-changing Stone Face. Hawthorne has found in this scene the theme of the pleasantest of his "Twice-told Tales," that called "The Great Stone Face." It is unquestionably the most remarkable natural curiosity in this country, if not in the world.

To the left of the hotel, and within a few minutes' walk, lies the justly famous Echo Lake, whose waters bear every sound from hill to hill. A fine steam launch takes passengers to the best points from which to obtain these marvelous echoes that reverberate among the lofty crags of Mount Lafayette, whose peak pierces the sky, 5,260 feet above sea level.

The most delightful side trip is the five-mile journey to the Flume, one of Franconia's wonders. It is an upright fissure in the rocks, evidently forced asunder by some mighty convulsion. The walls rise perpendicular to a height of 60

feet on either side, and converge from twenty feet at the bottom to ten feet at the top. Through it flows a small stream, which forms a cascade over six hundred feet of polished rock. Not far distant is the Basin of solid granite, thirty-five or forty feet in diameter and fifteen feet deep. The constant wear of the water has made this a smooth, almost circular bowl. Near here are several beautiful smaller waterfalls. In the centre of these natural wonders is the Flume House, under the same proprietorship as the Profile, and conducted on the same liberal and magnificent plan. The Profile House, Cottages, and Flume House, are the only hotels situated in the centre of the magnificent park of nearly seven thousand acres, which extends the entire length of the Franconia Notch, a distance of nine miles, beginning at the farm on the north, and extending one mile below the Flume House on the south.

In the journey from Bethlehem Junction to Fabyans, (the central point of the White Mountain region), we pass the Twin Mountain House.

#### MONTREAL AND QUEBEC TO THE WHITE MOUNTAINS AND PORTLAND VIA THE MAINE CENTRAL RAILROAD. (DIRECT.)

From Quebec we journey over the Quebec Central Railway to Dudswell Junction where we take the Maine Central; travelling through the Coos Valley we pass Cookshire (on the C.P.R.) and Colebrook, N.H. (the station for Dixville Notch) Here we will diverge from our route and in passing make mention of the most unique wild and romantic part of the White Mountains reached directly from the charming little town of



### COLEBROOK, N. H.

Colebrook is, undeniably, one of the finest brook trout fishing centres in New Hampshire. But a few miles distant are the famous fishing grounds at Diamond Pond and the Connecticut Lakes. It is one of those quiet, comfortable country villages, where wide-open hospitality seems to pervade the air, where just enough metropolitan breezes have blown in to add to the comforts of farm life, the luxuries which every one now demands.

For those whose tastes call for rural pleasures, there is at Colebrook,

#### THE PARSONS FARM.

It is surrounded by 700 acres of play-ground, with its farm-house, possessing the freedom of a hotel while resembling more a country residence.

The old house, of colonial architecture, has always been surrounded by an air of hospitality. It has been renovated and enlarged for this season. Modern sanitary arrangements, electric bells, electric lights, two hundred feet of broad piazza, four landscape windows and large and open fire-places leave



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THE DIXVILLE NOTCH, N.H.

nothing to be desired by the most fastidious. It will be under the same management as the famous Dix House, in the Dixville Notch,—Mr. George Parsons.

#### Beaver Brook Falls

resemble very much the famous Silver Cascade near the old Glen House. Beaver Brook and the Mohawk River are both famous fishing grounds, and a good string of trout can be taken before breakfast. Good fishing is also to be found in many other streams, and in the fall many deer are shot, there having been shipped from Colebrook, in 1896, twenty deer.



THE DIXVILLE NOTCH.

From Colebrook a stage ride of ten miles brings one to that short range of peaks known to travelers as the Dixville Mountains. These may be regarded as an outlying spur of the White Mountains, though the latter, strictly speaking, lie forty miles to the south.

Geologists assert that during the formative period of the earth's existence some mighty internal force tore wide apart this peaceful mountain range and left gaping the precipitous palisades of the now famous Dixville Notch.

At the western portal of this natural gateway, set in a small watered intervale and backed by a high and wooded

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cliff, stands the modern group of buildings which constitute the "Balsams," on the site occupied so long by the good old Dix House of pleasant memory.

The Dixville Improvement Co. have spared neither skill, means or taste in the construction of the new Inn which accommodates one hundred and fifty guests, having several suites with bath-rooms attached. Among the many improvements which former patrons will notice, will be the construction of the large dam which forms the unique and beautiful



Dixville Notch, N. H.

LAKE GLORIETTE.

(Opposite "The Balsams.")

"Lake Gloriette," similarly situated to the lake at Crawford's, N. H., between the Crawford House and Crawford Notch.

The new Inn is admirably placed upon a miniature plateau, such as is chosen for the site of many of the great mountain hotels, and is surrounded by shade trees, maples

and spruce, whose odors have suggested the name of the house. Situated two miles from the nearest dwelling, in the midst of healthy vegetation, and at an altitude of two thousand feet, it seems almost superfluous to say that the air here is exceptionally pure and bracing.

From the ridge of the Dixville Range, which forms part of the water-shed between the two great river systems of the Androscoggin and the Connecticut, the Rangeley Lakes in Maine are distinctly visible and are only ten miles away. Indeed, this is a favorite way of reaching the Rangeley's, a route which affords an acquaintance with the White Mountains as well as the most famous fishing waters. It is both possible and easily accomplished.

Proceeding southward towards the White Mountains, our next stop after Colebrook will be at North Stratford (on the G.T.R.), then through Lancaster, to the beautiful town of Jefferson—a mountain centre that must not be left out of account in making estimate of the attractions and desirable resorts of this region. A recent writer thus describes its situation: "The valley and meadows of Jefferson occupy a territory that is scooped out like a gigantic saucer between lofty mountains for miles in extent, with a fair river (Israel's River) traversing the bottom of the hollow, and Jefferson perched upon its upper rim, on the side of Mt. Starr King. Starr King rises 2,400 feet above the river and 3,800 feet above the sea, on the north of the valley. On the south, Cherry Mountain, which forms the other boundary of the valley, rises 3,670 feet above the level of the sea. The road through the valley, which crosses Cherry Mountain is the oldest highway among the mountains."

Leaving Jefferson we pass through Lunenburg, where we make connection with the through trains from Montreal. The first stop entering the White Mountain Territory from Dudswell Junction on the Maine Central R. R., is the



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## TWIN MOUNTAIN HOUSE.

The Twin Mountain House (W. A. Barron, manager), so widely and favorably known as the summer home of the late

Henry Ward Beecher and his innumerable friends, has gained a reputation as an attractive mountain hos-



telry surpass-  
ed by none.  
An ideal place  
for families  
with children,

located at a junction of the highways from Fabyans and Crawford to Bethlehem and Jefferson, its beautiful walks and groves stamp this resort as unique and attractive beyond the limits of others.

The mountain "tramps" in this vicinity are varied and numerous. The climb up the North Twin through the Little River Valley, a distance of seven miles, may be mentioned as one of the finest in the mountains; while for short walks, that of Beecher's Pulpit on the side of Cherry Mountain, a half-mile distant, is charming.

## FABYANS

The name of this station and its hotel are inseparable. There is no town from which it takes its name—merely the most centrally located hotel in the White Mountains, in fact it is "the hub of these beautiful mountains."

## THE FABYAN HOUSE.

The Fabyan House has been a noted resort for almost a century. The site was originally a large mound called the Giant's Grave, on which Abel Crawford lived in a log hut for some months alone. In 1803 the first public house for visitors to the White Mountains was erected, and in 1819 the first rough path was cut through the forest on the side of the Mt. Washington Range to the rocky ridge. In 1840,



PARLOR, FABYAN HOUSE.

at the age of seventy-five, Abel Crawford rode the first horse that ever climbed the cone of Mt. Washington.

This famous hostelry, with accommodations for at least five hundred guests, affords a refuge against hay fever; and its varied charms, together with its complete and convenient railroad accommodations, make it one of the most desirable of summer resorts. The cuisine is excellent, the service such as pleases the guests. Its location gives the great desideratum — perfect drainage.



DINING-ROOM, FABYAN HOUSE.

The Fabyan House will present a new appearance to its many friends. At an expense of \$50,000 it is to-day the most complete in equipment of any of the mountain hostelries. New

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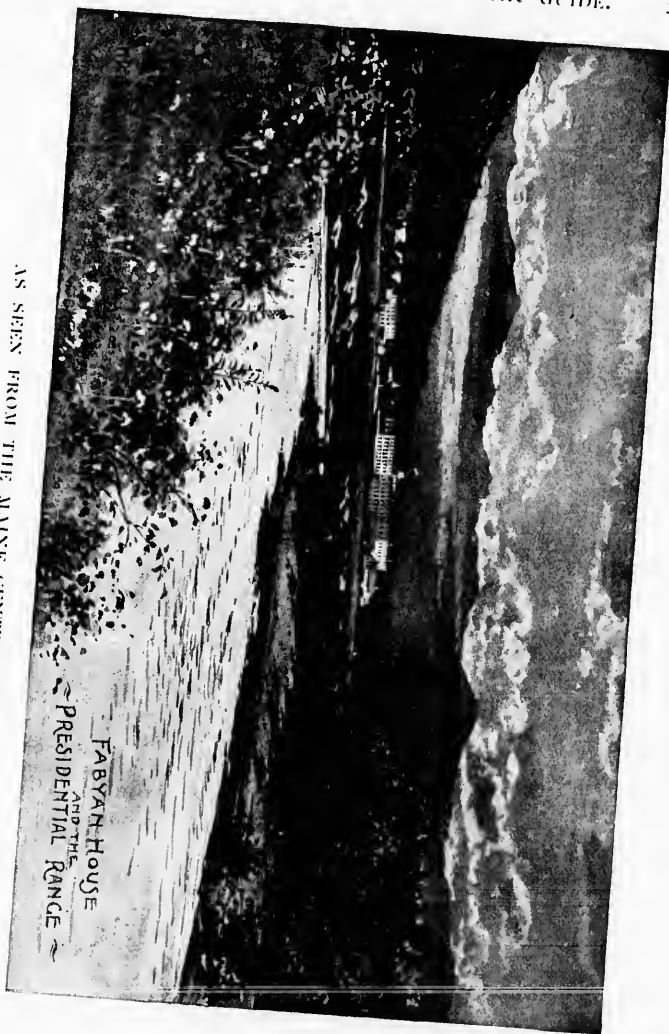


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AS SEEN FROM THE MAINE CENTRAL R.R.



FABYAN HOUSE  
AND THE  
PRESIDENTIAL RANGE

boilers with perfect steam equipment thoroughly heat the house, making it, as always, the popular hotel for late in the season and always the last to close its doors. Thirty private bath-rooms have been added, besides new public baths and a thorough renovation of all plumbing detail, also a complete new laundry and refrigerating process, the most complete of any resort. New furnishings and its already famous large and airy sleeping rooms will always maintain it as a perfect and most popular resort.

An orchestra furnishes music for dancing and fine lawn tennis grounds are located in front of the house.

To all points in the Mountains excursions may easily be made by rail or carriage, returning the same day.

The Fahyan House is managed by Col. Oscar G. Barron. "Known by all who frequent the Mountains and knowing almost everybody" is a true description of this most affable host. Col. Barron, his partner, C. H. Merrill, and brother, Mr. W. A. Barron control the chain of White Mountain Hotels on the main highways to the summit of Mt. Washington and not satisfied with controlling the "lowlands" they have become "New Hampshire Highlanders" and manage the hotel on the summit of Mt. Washington.

In the management of the Fahyan House Col. Barron is indefatigable in his efforts to please his guests and in the office he is ably assisted by Mr. A. L. Fahyan from whose ancestors the house received its name.

#### UP MT. WASHINGTON.

A six mile branch of the railroad leads from the Fahyan House to Mt. Washington, by high grades, up the Ammonoosuc Valley. There it connects with the mountain railway, which ascends to the summit in about three miles, with an

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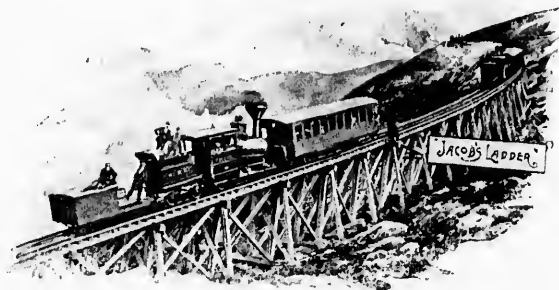
the Fabyan

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ain railway,

les, with an

average grade of 1,300 feet to the mile, and a maximum grade of 1,980 feet to the mile, or one in three. The ascent is made in one and a half hours.



MT. WASHINGTON RAILWAY.

Jacob's Ladder is a long and massive trestle, over which the train ascends slowly on its most formidable grade, 1,980 feet to the mile, and, at times, 30 feet above the rocks. Here the timber limit is passed, and the area of subalpine vegetation begins. The air grows colder and colder, and the August of the valleys becomes November on the heights.



OLD TIP TOP HOUSE.

Mt. Washington is 6,293 feet high, or nearly  $1 \frac{1}{4}$  miles above the sea level, an altitude which renders heavy overcoats and shawls necessary even in August. There is now quite a hamlet on its summit. The



U.S. SIGNAL STATION.

largest building is the Summit House, adequate for the accommodation of one hundred and fifty guests. Parties should always make it a point to stay over night at the Summit House to see the beautiful sunrise and sunset. A newspaper is also published there, and the ride up the mountain with its ever changing views, as the road winds, is one never to be forgotten. There are in these mountains many waterfalls, some of them of great beauty, the most famous being the falls of Ammonoosuc, descending more than 5,000 feet in the course of 20 miles.

In 1784 the Rev. Dr. Manasseh Cutler, of Ipswich, and six other gentlemen visited the summit. In 1821 Crawford built a stone cabin here; and in 1840 the first horse climbed up. The Summit House dated from 1852 (removed in 1884). In 1870-71 Prof. Huntington and three companions passed the winter on the summit, which has since been occupied throughout the year.

Passing east from Fabyans our attention is attracted by a superb structure.



THE MOUNT PLEASANT HOUSE.

The whole front, as shown in the picture, faces the great "Presidential Range" of the White Mountains, the mighty peaks, although five miles distant, appearing to be within an easy twenty minutes walk. There is no view of any mountain range east of the Rocky Mountains equal to this great mountain panorama as seen across the plateau from the little steppe upon which is built the Mount Pleasant House.

The Ammonoosuc is one of the finest trout streams in the mountains. It heads on Mt. Washington and in about a seven-mile run from the base flows by the door of the Mount Pleasant House.

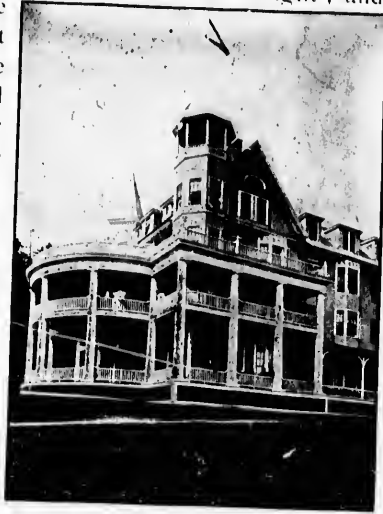
Mount Pleasant Brook and Black Brook are tributaries of importance—at least from a fisherman's stand-point. The latter is the one upon which are Gibbs' Falls, near the Crawford House, and is the feeder for Lake Carolyn, upon the Mount Pleasant House estate.

The road across the plains leads past the stables and on to the Upper Falls of the Ammonoosuc, two miles distant. The railway to Mt. Washington skirts the plain to the right where it passes Lake Carolyn, and following quite closely the course of the river, reaches the base in a run of six miles.



THE AMMONOOSUC.

The moonrise over the mountain range, as seen from the gallery, is a most beautiful and impressive sight; and, if one is so unfortunate as to have to be up at such an hour, he will be nearly if not quite repaid by the magnificent glory of the sunrise. But the double seats, at least, on the gallery, it is probable, will get more use at moonrise and, by the way, the double rockers of the Mount Pleasant House are quite a feature of its veranda life. Below the gallery, to the right, the tennis courts are in full view.



THE COLONNADE.

The Mount Pleasant



THE BREAK AND THE "BLACK SIX."

House break is an elegant and comfortable vehicle, and with the six handsome blacks, in their gold mounted harness, was awarded a prize banner at the East Side Coaching



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either use. No  
lovelier room  
than this was

SOUTH END OF THE MOUNT PLEASANT HOUSE,



THE APPROACH TO CARZON TRAIL UP MOUNT STICKNEY.

ever built. The morning sun flooding it through its eastern windows makes it a most cheerful morning sitting-room, the two open fires on a cool morning adding to its brightness and comfort.

Lovely wood paths wind about the slope of Mount Stickney, just back of the hotel. Mount Stickney is a part of the Rosebrook Range which separates the valley of the Zealand River, and to its summit is being constructed a fine carriage road, and it is expected that many will visit this section of the mountains to make the ascent and gain the great view practically just added to the attractions of the White Mountains.

The Mount Pleasant House will make a specialty of entertaining travelers and tourists coming to the White Mountains to make the ascent of Mt. Washington. The trains on the Mt. Washington R'y leave from a station on the grounds to make the ascent.

Before entering the famous Crawford Notch, we follow our inclination and inspect the famous

#### CRAWFORD HOUSE.

This hotel is situated two thousand feet above the sea, in the centre of grand and beautiful scenery.

The innumerable number of old and new guests of the Crawford House will be pleased to note the many and marked im-



THE CRAWFORD HOUSE.

provements which Manager Merrill has made on the pro-

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erty. The main rotunda has been extended several feet towards the front, giving an increased office space. Two main front doors are provided, between which are large heavy plate glass windows facing directly into the ever famous Crawford Notch, making a picture which is far beyond the conception of brush and palette. At the left, upon entering the rotunda, will be found a large open fireplace, an attractive feature which will be greatly enjoyed. The steam fitting of the entire house is improved; new plumbing, public



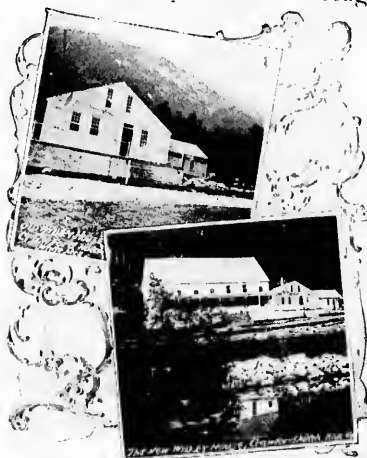
GREAT CUT, MAINE CENTRAL R.R.

and private bath-rooms, with new furnishings, hard wood floors, etc., give to the public a modern hotel, at the same time retaining the old attractiveness of Crawfords at a location long famous as the grandest in America.

The attractions of the vicinity add much to the general interest of the place. Here starts the old original bridle-path to the summit of Mt. Washington. East of the hotel, a fourth of a mile distant, are Gibbs Falls; across the railway, a half-mile distant, is Beecher's Cascade, with paths leading to the summit of Mt. Avalon and Mt. Field; and from the green seat above, a view of Mt. Washington is had. In front of the hotel, below Saco Lake, are Elephant's Head and Bugle Cliff, and on the right is the gateway of the Notch. A little farther below the entrance to the Notch are Flume and Silver Cascades, two of the finest waterfalls in the White Mountains.

Three miles from the Crawford House, in the White Mountain Notch, is the Willey House, with its tragic history. Two miles distant, crossing the railway, southwest of the station, is the summit of Mt. Willard. Combined, these objects of interest serve to make this location one of the most desirable for all White Mountain tourists.

The Willey House, (manged by Barron, Merrill & Barron) made famous by the slide of August 26, 1828, is three miles



WILLEY HOUSE.

below the Crawford House. No description can convey an adequate idea of the grandeur of the place, nor of the power of the avalanche which carried destruction in its path as it swept down into the narrow valley from the side of the mountain above. The old house, from which the Willey family fled on the night of the great storm, stands between the road and the railway. In the rear of it is the rock which parted

the slide and saved the house, just as it was after the event took place. The spot where the remains of part of the family were found is a few rods below, east of the road leading down the valley. There are no other objects of so much interest in the White Mountains as the ride down the Notch or to the summit of Mt. Willard. Starr King's description of the slide and of the destruction of the Willey family is the best that has been written; but even that gives no adequate

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idea of the awe-inspiring grandeur of this deep and narrow pass. The carriage ride from the Crawford House is through the gate way of the Notch, and past the famous Flume and Silver Cascades. A descent of over 600 feet is made in the three miles from the Crawford House to the Willey House.



THE MOUNT WILLARD VIEW.

No sketch from the summit conveys an adequate idea of the view. In some respects it is more impressive than that from Mt. Washington. The Saco River is twenty-five hundred feet below, and at a glance can be seen a greater part of the White Mountain Notch in all its grandeur. On the right is Mt. Willey, and on the left Mt. Webster. Starr King, in his "White Hills," says: "And let us again advise visitors to ascend Mt. Willard, if possible, late in the



THE NOTCH FROM MT. WILLARD.



SILVER CASCADES

afternoon. They will then see one long wall of the Notch in shadow, and can watch it moving slowly up the curves of the opposite side, displaying the yellow splendor, while the dim, green dome of Mt. Washington is gilded by the sinking sun "with heavenly alchemy." Bayard Taylor wrote: "As a simple picture of a mountain pass, seen from above, it cannot be surpassed in Switzerland. Something like it I have seen in the Taurus; otherwise I can recall no view with which to compare it." The carriage road to the summit, beginning below the railway station, leads through the woods until it comes out upon the edge of the mountain, two miles from the Crawford House, and so high above the valley that the view is so surprising and impressive that no one should fail to see it. The best time to visit the place is three or four hours before sunset, when the shadows are extending down Mt. Willey or have begun to ascend Mt. Webster.

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## THROUGH THE NOTCH BY RAIL.

The ride through the White Mountain Notch is without comparison. The scenery is grand and majestic. For eight miles, from the Crawford House to Bemis Station the descent is 116 to the mile. The Maine Central Railroad winds along under Mt. Willard, and thence along the sides of Mt. Willey, full 500 feet above the Saco River. The magnificent sweep of the mountain sides, the valley below, and the towering mountains above can not be described. There is a majesty and an awe that must be felt to be understood. There is not another such a scene on the continent.

Passing out of the Crawford Notch the first stop of importance is at

## GLEN STATION,

a place famous as the terminus of the old and popular Milliken Coach Line, from the summit of Mt. Washington to the Glen House and Glen Station.

Since the destruction of the first Glen House, and its magnificent modern successor, which met a similar fate three years ago, this stage route has been discontinued, and the passenger who seeks a Glen House coach will be disappointed. Three miles distant over an excellent road is

## JACKSON, N. H.

The charming little hamlet of Jackson has for years been one of the most popular of the many summer resorts with which the White Mountain region is dotted, it having had the honor of being one of the first villages to cater to the wants of the tourist.

In the midst of its meadows wind the waters of the glistening Glen Ellis River. Down the hillside rushes the impe-

tuous Wildecat, plunging, as it nears the village, madly over precipitous rocks into the depths below, a distance of 160 feet. The waterfall it thus creates is known as Jackson Falls. Jackson also boasts two other such natural attractions, Goodrich Falls, whose roaring, as one approaches the first covered bridge on the way from Glen Station to Jackson, denotes its presence.

All around this haven of rest, like guardian angels, stand rugged mountains and verdure-covered hills. In the southeast is visible Thorn Hill and the many handsome summer residences that grace its slope. Glancing due east, the noble Thorn Mountain meets the eye. A fine carriage road makes its summit easy of access, and affords an opportunity of obtaining one of the grandest views in the region. Then in rapid succession appear Tin Mountain, Doublehead, Black Mountain, Spruce Mountain and a host of smaller peaks. Immediately in the foreground to the north, on a lofty eminence, is situated the Towers, the handsome stone residence of Gen. M. C. Wentworth. But it is in the northwest that the grandest view of all is to be obtained, for here the monarch of the White Hills, Mount Washington, and his rugged band of retainers, Mounts Madison, Adams, Jefferson and Clay, maintain haughty sway. The circle of peaks is completed by the mention of Giant's Stairs and the Iron Mountain Range.

On the direct route to Portland we pass the beautiful Sebago Lake from which the city of Portland obtains its water supply.

There is nothing further to attract more than passing attention until we reach Portland.



TO THE MOUNTAINS AND THE SEA  
*via* THE GRAND TRUNK RAILWAY SYSTEM.

Within the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the seashore, passing through the very heart of the White Mountains on the route.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River. Passing the Boucherville Mountains on the left, it soon crosses the Richelieu River, under the very shadows of Belœil Mountain with the high ridges of Rougemont and Yamaska, farther distant, passing the town of St. Hyacinthe whose quaint appearance, and the great Roman Catholic colleges attract attention. After crossing the Yamaska River, a considerable expanse of open and comparatively level country is traversed, with quaint little hamlets seen now and then on either side. From here on, the route lies through forest country until, descending into the valley of the St. Francis the line crosses that river and the charmingly picturesque village of Richmond is reached, this being the junction of the Quebec branch.

The banks of the beautiful stream of the St. Francis are followed after leaving Richmond for twenty-seven miles. Passing Brompton Falls, the line reaches the prosperous town of Sherbrooke, situated at the junction of the Magog and St. Francis Rivers.

The next point of interest on the route is Lennoxville, the seat of Bishops' College.

The foot-hills of the Green Mountains are seen on the right, Norton and Middle Ponds being passed on the west. Ascending the pretty valley, the train soon reaches Island Pond, Vt., the frontier station, with its well-appointed summer hotels and railway dining-rooms. The waters of Island Pond

are about two miles in length, surrounded by a hard beach of white quartz sand. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.

Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Maine Central Railroad, for Colebrook and Dixville Notch. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plain of Lancaster beyond, and we reach Groveton Junction, where the Grand Trunk meets the Boston & Maine Railroad (White Mountains Division), and passengers for Lancaster, Bethlehem, Fabyans and the Franconia Mountains change cars, Fabyans being only forty miles distant, and close connections being made with all trains.

At Berlin Falls station we are only six miles from Gorham. Just before descending to this point, the path crosses a ledge from which a fine view of the Presidential Range is to be had.

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake, and the celebrated Rangeleys. Leaving Berlin Falls the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we can look at in New England from any point within a few miles of its base. Indeed it is the highest point of land overlooking a station near the base, that can be seen east of the Rocky Mountains. We are in the heart of the mountains.

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Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as in name, "the Gateway to the White Mountains." Trout fishing in the vicinity of Gorham is excellent. None should pass through this charming place without at least a sojourn of a few days.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere, is secured from the right and rear. Its chief features are the noble prospect of Mounts Moriah, Madison and Adams. For many leagues the route traverses a region of remarkable beauty and picturesqueness.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1000 feet above the sea). On account of its elevation above the intervalles, it is sometimes called Bethel Hill

The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the eastern slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is the point of departure for Lakeside, Cambridge and Rangeley Lakes. Leaving the Androscoggin Valley at Bethel the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The "Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance. Bryant's Pond is the point of departure for Andover and South Arm on Rangeley Lakes. Rumford Falls, reached by stage from Bryant's Pond, is said to be the grandest waterfall in New England.

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

South Paris, the next point, is the railway station for Paris Hill, a pleasant hamlet situated on a hill 831 feet high.

Leaving South Paris we approach Danville Junction, twenty-seven miles from Portland, and brief mention will here be made of the very popular and fashionable highland pleasure resort, known as

POLAND SPRINGS, SOUTH POLAND, ME.



THE GATE ENTRANCE TO POLAND SPRINGS PARK.

It is situated about five miles from Danville Junction, at an elevation of something over 800 feet above the sea, commanding one of the most beautiful and diversified land-

GUIDE.

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scapes to be found anywhere on the American continent. Its high altitude, its invigorating atmosphere, its unequalled facilities for drainage, and its excellent drives and attractive promenades, in connection with the far-famed Poland Springs water, render the resort one of the most charming spots for tourists traveling for pleasure or in search of health. A fine



THE SPRING HOUSE.

line of six-horse coaches meet the Grand Trunk trains on arrival, conveying the tourist over a good road through beautiful rural scenery, making a rise of about 300 feet from the track to the hotel. It is said that the fantastic combination of scenery reminds one of Loch Katrine, Scotland. In the distance are seen the White Mountains and the Ossipee Range. The view from the hotel piazzas also overlooks a number of beautiful highland lakes, which are situated within the grounds of the hotel property. From the illustration of the hotel, a very correct idea of the structure itself will be

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obtained. It may not be amiss to mention in this connection that it is claimed by Hiram Ricker & Sons, the proprietors, that the Poland Springs House is the finest summer hotel structure in the United States, and is conducted in every way



THE LARGE WINDOW OF DINING ROOM.

satisfactorily. Its grand dining room with the first and most charming landscape window in America covers a space of 50 by 180 feet. Poland Springs is situated about midway between the Atlantic Coast and the White Mountain range. The wonderful development and success of Poland Springs is unparalleled, built up as it has been upon the rare and mysterious properties in the water, which are beyond the power of man or science to explain. The progress of its success has not been instantaneous or been accomplished in a

few years, but has been reared upon a firm basis of true merit as firmly set as the granite ledge through which the priceless water flows.

For over 100 years the property has been owned by the Rickers, but not until 1845 was the spring found to be of more than natural value.

The head of the family, Hiram Ricker, was the first to discover the medicinal power in the water. When 35 years of age he suffered severely with dyspepsia, and being too ill to work was only able to oversee his men in the field, and then quite by accident he drank the water.

The effect was at once very apparent and notable. At the end of ten days he found his trouble gone and he was able to work again.



THE MANSION HOUSE.

From that day he never ceased to believe in the wonderful power of the water, and for years tried to convince his neighbors of the fact, but with little success.



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ALL-ROUND ROUTE AND PANORAMIC GUIDE. 263

From a small country house the hotels have grown to their present grand proportions.

The Poland Springs House is the leading fashionable resort in the East, and each year adds to its already enviable reputation.



MAINE STATE BUILDING AT WORLD'S FAIR, 1893.

Its fine location, its numerous lakes, its deep pine forests, its rivers and its beautiful panorama of mountain scenery, the drives, the unrivalled bridle paths, the canoeing, the tennis, its own little symphony orchestra, and lastly, its charming society, make up a most attractive list of entertainment. It might also be added that the Worlds Fair Maine State building serves as a Library and Art Gallery.

Some idea of the extent of the property may be conceived from the fact that Poland Springs accommodates about 1200 guests, and from the opening of the grand hotel, about the 15th of June, until the close of the season, about the middle of October, the two hotels, the Poland Springs House and

Mansion House, (both under the same management,) are always well filled, the Mansion House remaining open all the year round.

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



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## PORTLAND

in form, consists of a narrow peninsula, projecting from the mainland for three miles in a north-easterly direction, with



WHITE HEAD LIGHT, PORTLAND.

tide water on either hand; its narrowest point is scarcely three-quarters of a mile in width. On the southerly side an



THE LONGFELLOW HOUSE, PORTLAND.

arm of Casco Bay, some half milewide, separates it from the Cape Elizabeth shore, while upon the opposite side, Back Cove, so called, lies between it and the beautiful suburban town of Deering.

From the centre, the lowest point, which is itself fifty-seven feet above tide-water, the site of the city rises by gradual slope upon either side to an elevation at its north-eastern extremity of one hundred and sixty-one feet, where a bold bluff overlooks the sea and commands a delightful view out over the waves of Caseo Bay, island-studded and flecked by a hundred sails, to a horizon where the broad circle of the sky is met by as broad an expanse of sea.



EASTERN PROMENADE, PORTLAND.

Still higher rises the opposite extreme of the city, until from an elevation of one hundred and seventy-five feet, also terminating in a forest-fringed *butte*, the visitor looks out over the tree tops upon a scene of animation, beauty and grandeur, which is incomparable.

Over the roofs and tree tops of suburban Deering the view expands to a horizon where the White Mountain range stands in bold outline against the western sky, ninety miles distant, yet each peak standing out in individual distinction,

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WESTERN PROMENADE, PORTLAND.

The town is rich in tasteful residences and fine business blocks, and nowhere upon this continent, the bustling cities of the West not excepted, have such phenomenal strides in growth and adornment been made in the past few years as are here apparent on every hand.

Forming as it does the great commercial centre of the State, its manufactures, themselves far-reaching in many instances, are eclipsed by its trade interests.

A few "pertinent Portland pointers" might be here introduced with profit to the tourist.

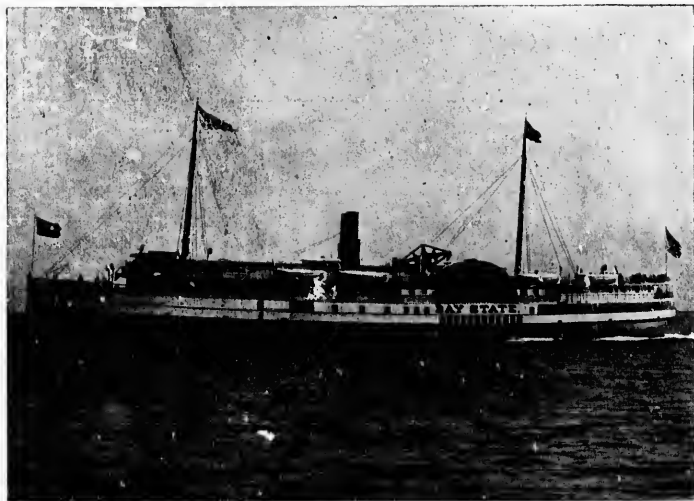
"Portland is in many particulars the most prosperous city in this country. To begin with, her wealth per capita is only exceeded by that of Yonkers. In her public and private

charities she is only surpassed by Baltimore. She has a greater proportion of paved streets to her total 'mileage' than any other city in this whole broad land. She expends more money, in proportion to her valuation, on her schools, her streets, her fire department, and public enterprises generally than any other town, incorporated or unincorporated, in the United States.

Supplementary to the above can be added that Portland now possesses the finest electric equipment in the United States; city and suburban street-car lines, brilliantly lighted streets, superb fire and police alarm systems attest this.

She has added to her shipping capacity a second grain elevator, the largest east of Detroit.

#### STEAMSHIP TRIPS, AND ROUTES, FROM PORTLAND

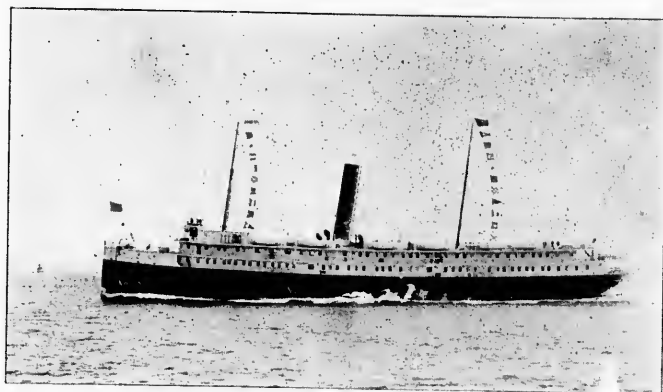


STEAMER "BAYSTATE," POTRENA DSS. CO.

PORTLAND TO BOSTON.

The Portland Steamship Co., run a daily, morning and evening line between Portland and Boston. The steamers "Portland" and "Bay State" alternately perform the evening service, and the elegant steamer "Tremont" performs the daylight service. The evening steamers leave Portland daily, Sundays included, at 7 p.m. and the day line at 9 a.m. The return trip of the "Tremont" from Boston to Portland forms a night line leaving Boston at 9 p.m. The day trip affords a most enjoyable trip along the picturesque coast of Maine, New Hampshire and Massachusetts.

PORTLAND TO COTTAGE CITY AND NEW YORK.



SS. "JOHN ENCLIS," MAINE S.S. CO.

The route of the steamers of the Maine Steamship Co. affords tourists an opportunity to take a short and invigorating sea trip between the cities of Portland and New York, with the privilege of stopping off at that charming summer resort

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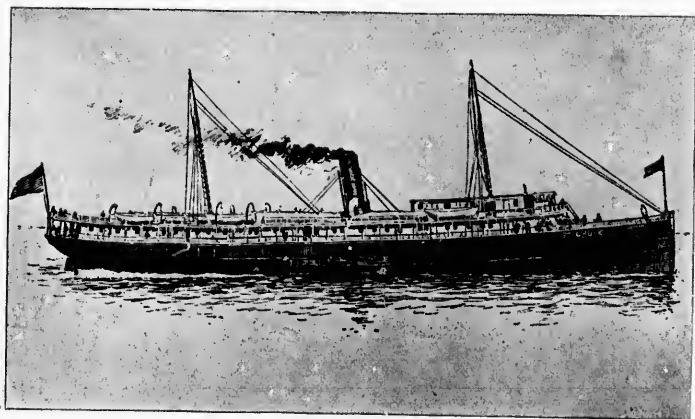
co.

Cottage City. The rates of fare are moderate and the cuisine and conduct of the service is excellent, and makes a nice variation to a summer holiday trip. The steamers leave Portland Tuesdays, Thursdays and Saturdays for New York, stopping en route at Cottage City; on the return trip they leave New York Tuesdays, Thursdays and Saturdays at 5 p.m.

The new steamer "John Englis" leaves Portland for New York *direct* Wednesdays at 6 p.m. and Saturdays at 9 p.m.; returning, leaving New York Mondays and Fridays at 5 p.m.

The route of these steamships through Long Island Sound is most charming and will long be remembered by those who are fortunate enough to take the trip.

FROM PORTLAND TO EASTPORT, ST. JOHN, N.B., AND THE  
MARITIME PROVINCES VIA INTERNATIONAL S.S. CO.



STEAMSHIP "ST. CROIX"



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The fleet of this favorite and long established line comprise excellent and well-built and officered steamers and have a well earned reputation for the care and comfort bestowed upon passengers. The steamers are heated with steam and lighted with electricity and have all modern conveniences. Steamers of this route leave Portland on Sundays, Wednesdays and Fridays at 6 p.m. for Lubec, Eastport, Calais, Campobello, St. Andrews and St. John, returning leave St. John Mondays, Wednesdays and Fridays at 8.00 a. m.

The *direct* Boston and St. John service is performed by the Steamship "St. Croix" which leaves Boston Mondays and Thursdays at 10.30 a.m. and returning, leaves St. John at 4.30 a.m. Tuesdays and Fridays.

No other route to the East can offer such varied and attractive sea coast views. The direct trip from Boston to St. John, of about 18½ hours, there connecting for all parts of the East by rail and steamer, affords quick transit with the addition of beautiful views of the Massachusetts coast, while the steamers via Portland, Lubec and Eastport give tourists the charming sail, Boston to Portland, by daylight, the sail out of Portland by twilight, and the beauties of sunrise on the eastern coast of Maine.

The seaside resorts in the vicinity are famous, and attract numbers from all parts of the continent.

The most charming of these is

#### CUSHING'S ISLAND.

Cushing's Island, which graces the entrance of Portland's magnificent harbor, has attractions rarely excelled. The rugged cliffs of White Head jut out into the sea and present a grand and impressive appearance. From the summer house on its summit may be seen a most beautiful landscape, unrivalled on the New England coast.

The water supply on the Island is had from artesian wells, and a chemical analysis shows it to be absolutely pure.



STEAMER LANDING, CUSHING'S ISLAND, ME.



BATHING BEACH, CUSHING'S ISLAND, ME.

There are three good beaches, the one at Willow Dell being unsurpassed. At certain periods the temperature is raise

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Willow Dell  
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to a higher point than elsewhere on the coast, making it safe for the invalid or children to linger in the water without ill-effects following. There is a fine bathing-house and sheltered promenade.



OTTAWA HOUSE, CUSHING'S ISLAND, ME.

In the grove of willows stands the old Cushing home-  
stead, over one hundred and sixty years old.

The Ottawa House, an elegant and up to date hotel under  
the management of Mr. B. C. Gibson, is situated on the higher  
part of the Island, over one hundred feet above the sea,  
and accommodates 300 guests. From its piazzas and cupola,  
magnificent views are had of ocean, harbor, mainland and  
city, with the distant range of mountains beyond.

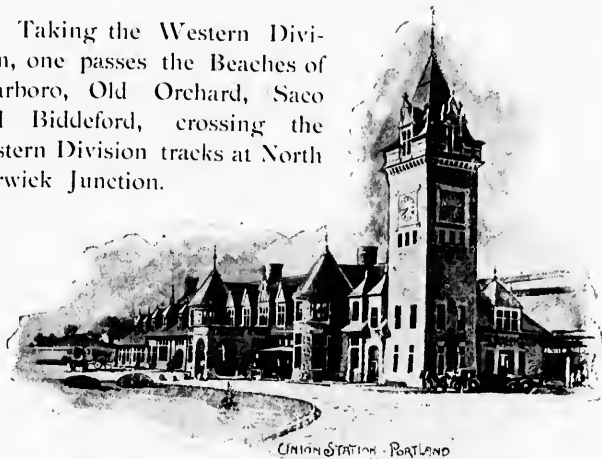
Cushing's Island lacks nothing in the way of sea shore  
amusements for its summer visitors.

## PORTLAND TO BOSTON

VIA B. & M. R.R.

From the Union Station, of which the citizens of the City of Portland may well be proud, frequent and elegant trains are run over the Boston & Maine R. R. to Boston, stopping at the intervening Beaches. The distance is 115 miles, and the journey on express trains occupies  $3\frac{1}{2}$  hours.

Taking the Western Division, one passes the Beaches of Scarborough, Old Orchard, Saco and Biddeford, crossing the Eastern Division tracks at North Berwick Junction.



### OLD ORCHARD BEACH,

may be considered an environment of Portland, being reached by a half-hour rail journey from the city through Pine Point and Scarborough. To anyone who delights in the ocean, Old Orchard is a name which conjures up pleasant memories of gradually sloping beach of the purest of white sea-sand, washed continually by giant breakers, faced by two

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score of hotels, large and small, affording accommodation for three thousand guests, with their orchestras, hops, and fashionable society, a pine grove of eighty acres situated on a bold bluff overlooking the sea, abounding in secluded trysting-places for lovers; a camp ground, where that New England institution, the *camp-meeting*, is indulged in each season; a community of summer cottages running down to the sea-wall;—the ever glorious beach, with its eight miles of solid white sand, hard as a floor and without a pebble,



OLD ORCHARD BEACH, ME.

where one may walk, or ride, or safely disport in a surf without undertow,—a beach unexcelled on the whole Atlantic coast, and one of the grandest cooling-off places nature has provided for a long suffering public. There are beaches and beaches, yet Old Orchard bears the palm, a long line of surf combing high above the sand and breaking continually, yet washing no debris to lie in unsightly prominence and mark the receding tide. Indeed this fact is a peculiarity of Old Orchard. One may walk from the mammoth bathing-houses to the water's edge upon an unsullied stretch of sand, so pure

that ladies in silks and dainty whites recline thereon unsoiled, and so gently sloping that one may safely venture far beyond the line of breakers ; there is no danger line. It is the ideal beach for children of an older as well as smaller growth, and the most popular resort upon the Maine coast.

Among the attractions of the place is the Beach Railway running along the shore 4 miles to the Saco River, and affording a very pleasant recreation. Old Orchard has a perfect system of drainage and an extensive water supply taken from the Indian Spring, 4 miles away, and having properties of absolute purity.

The Eastern Division trains run inland, as it were, from the Western Division and in crossing the Western Division at North Berwick Junction, approach the sea coast at Portsmouth or thereabouts.

### PORTSMOUTH

is a city of the colonial days and a former seaport of importance, still retaining its importance in nautical matters by the location of a United States navy yard.



HOTEL ROCKINGHAM.

Portsmouth has, in the Rockingham (W. K. Hill, Manager), a hotel unexcelled for management and service by any in New England.

The tourist will be impressed at the exit of the Portsmouth depot, to see several smart coaches and Mountain four-in-hands, labelled, "The Wentworth, Newcastle, N. H.," and if he is moved, as the writer was, he or she will take a voyage of discovery.

Through streets of colonial residences and overhanging elms, after what will prove a most enchanting but very short three mile drive, doubtless on account of the attractions of the route, one finds himself crossing a bridge on a gradual rise which will bring him to the chief spot of attraction in the vicinity of Portsmouth.

### NEWCASTLE, N. H.

Its ancient name was Great Island. In 1693, in the reign of King William and Mary, it was incorporated under the name of Newcastle for the annual consideration of three peppercorns. The town is largely in arrears to the British crown for peppercorns. Here was the first settlement of any consequence in New Hampshire, and for a long time it was the seat of the provincial government and the centre of trade.



OLD GOV. WENTWORTH MANSION.

## THE WENTWORTH

appears as a white palace on the approach from the bridge, and the first appearance is not deceptive. Entering the lobby, which is most impressive from its elegance and good taste, one enters as it were, an undiscovered country as regard hotel architecture. It is octagon in form and has its principal view to the westward through large plate-glass windows—a charming view of the surrounding country. It is finished with a domed ceiling of great beauty, and through its windows one may see Portsmouth and the intervening islands, the Navy Yard, Kittery, Me., the Piscataqua River, and even the White Mountains. Between the arches is a large double fire place, where a cozy fire may blaze on both sides.

The new wing 150 x 50 feet which forms the dining-hall, is to the right of the main entrance. The hall looks toward the sea, and the entire front is of plate glass, arranged with large windows alternating with bays, so that not an iota of view is lost. From the end of the hall, a big bay window, twenty-four feet wide gives space for a single plate-glass pane.

The Wentworth is surrounded by beautifully kept lawns, and has all that can be desired in the manner of amusements. An innovation recently added is a richly furnished ladies' billiard hall. A Music Hall fitted up with stage appointments, an orchestra throughout the season, and charming bathing, boating, sailing, and fishing facilities and tennis lawns complete the menu "to while away the passing hour."

The Wentworth is located on a high bluff—the highest point of land in the island—on the shores of Little Harbor. It overlooks the sea and the whole surrounding country.

A veranda fifteen feet broad extends around three sides of the house, affording a continuous promenade of more than one thousand feet.



The high elevation of the house (seventy-five feet above the level of the sea) affords prospects of the surrounding country, commanding a water view from all sides unequalled by that of any seaside resort upon the entire coast, from Newport to Mount Desert.

Numerous attractive summer houses overlook the ocean, and large and beautiful lawns and terraces afford rare opportunity for croquet and lawn tennis.



THE WENTWORTH, NEWCASTLE, N.H.

Near at hand is a broad lagoon, with an area of fifty acres, filled with salt water, on which boats ply for the amusement of children and others, while a steamboat is always in readiness to afford the young folks, at stated times, free excursions around its shores. At the pier, reached by a walk leading from the house, is a convenient landing for sail-boats

and row-boats, numbers of which are provided by the house, and under the direction of trustworthy and experienced boatmen. Off "The Wentworth" is excellent deep-water fishing. Safe sea bathing, in temperate water, is had near the house, while on every floor of the hotel are hot and cold salt-water baths.

Probably at no other resort in the world are there so many beautiful views, so many points of historical and artistic interest, and so many beautiful drives on good roads as at THE WENTWORTH.

From Portsmouth, the beaches of York and Kittery are reached by a branch line running north.

Southward carries us through North Hampton, the station for Rye Beach, and on to Salem, the "city of witches," old colonial homes, and retired sea-captains. Here another of the numerous branches of the B. & M. carries one to Beach Bluff, Beverly Farms and Marblehead. Still to the south we pass Lynn the famous shoetown, adjacent to Nahant, and on to our Mecca, Boston.



NEW UNION STATION, BOSTON, MASS.

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## BOSTON.

In visiting Boston the tourist will find the most attractive points of interest in the portion known as the "Back Bay District" in which are located Boston's palatial hotels. Electric cars run directly in front of the Brunswick and within a short block of the Vendome. There is however one line which passes the side entrance to the Vendome.

### THE HOTEL BRUNSWICK

pleasantly located on Boylston street, corner of Clarendon, is one of the grandest and most handsomely furnished hotels in the world. It is opposite the Society of Natural



History and the Institute of Technology, on Boylston Street, and Trinity (Philips Brooks) church on Clarendon st. Just across Copley Square are the Museum of Fine Arts, the new Public Library, the new Old South Church, and the Art Club; and only a few minutes'

walk from the Central, Arlington Street, First Baptist, and several other churches, public buildings, and the Public Garden.

Boylston Street, upon which the Brunswick fronts, is a

broad and handsome thoroughfare, extending from Washington Street, past the Common and the Public Garden, to the new Back Bay Park and Roadway, to Franklin and other Parks, and the new boulevard, 225 feet wide, through Brookline; also with the new Harvard Bridge to Cambridge and Harvard University.

Boston, as well as being the "Ideal City of America," and of foremost historical and picturesque interest, is a most desirable summer home, and a stay during the summer at "The Brunswick" cannot be surpassed anywhere. Those visiting the seashore or mountain resorts will find "The Brunswick" a charming place to spend a few days or weeks.

It is conducted on both the European and American plans and is under the courteous management of Mr. Herbert H. Barnes. The proprietors are Messrs. Amos Barnes and John W. Dunklee.

#### THE VENDOME

stands upon the corner of Dartmouth street and Commonwealth avenue, upon which it has its main front. It at once takes its place among the leading hotels of this country, and is equal to any in the world for magnificence, beauty of surroundings and architectural design. Built of white Tuckahoe and Italian marble, eight stories high, it is fire-proof, and has new open plumbing in every suite, electric lights, and all the latest and "up to date" hotel improvements. Situated in the Back Bay District, one of the grandest architectural sections to be found in any country, and surrounded by noteworthy public buildings, the Art Museum, Public Library, Trinity, New Old South, First Baptist, and other prominent churches, it is peculiarly attractive as a residence for the elite, who do not care to be worried with the cares of a household. For years the Presidents of this country have stopped here, and the foreign nobility have made it their headquarters.

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Historic Old Boston, with its beautiful suburbs, contains much to interest the visitor, and many days can be spent taking in the points of interest : Bunker Hill Monument, the



HOTEL VENDOME, COMMONWEALTH AVENUE, BOSTON.

C. H. Greenleaf & Co., proprietors.

Old Meeting House, the well-known Boston Common, the Harvard College with its surrounding grounds, the Public Garden with its beautiful flowers, from which runs Common-

wealth avenue, acknowledged to be the finest boulevard in America. It is two hundred and forty feet wide, and through its centre is an improved park, one hundred feet in width, lined with trees and shrubs, and facing it on both sides are the most beautiful residences in the city, among which the Vendome rises in all its majesty. At the end of the avenue is the New Park, a fitting terminus for so magnificent a thoroughfare. Many of the wealthiest citizens, preferring the independence and freedom of a suburban life to the narrow confines of the town, have erected magnificent country-seats along the adjacent hills and valleys, and the drives among these attractive exhibitions of country life are a source of ever-increasing delight. The location of THE VENDOME makes it very desirable as a summer home, and, to tourists visiting the seashore or mountain resorts, a delightful place to rest for a few days from the fatigues of traveling.

#### THE QUINCY HOUSE,

Within but a couple of blocks from the new Union Station, and in the heart of the business section of the city, is the long established and well-known Quincy House, which was recently purchased by Col. Oscar G. Barron of the Fabyan House in the White Mountains.

Mr. A. L. Fabyan, a descendant of the famous White Mountain pioneer hotel proprietor of the same name, is associated with the Colonel as manager of the Quincy House and though the guests at Fabyans will miss his pleasant greeting from the desk, they will find him just as affable and accommodating at the Quincy House.

Numerous changes and improvements have been made and are in progress at this hotel, and with such a large rooming capacity as the Quincy, guests may always feel sure that good accommodation and service awaits them.

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## MONTREAL TO PLATTSBURG, LAKE CHAMPLAIN, AUSABLE CHASM AND THE ADIRONDACKS.

The route to New York City from Montreal lies among some of the most celebrated scenery of America. It embraces Lake Champlain, Fort Ticonderoga, the Adirondacks, Lake George, Saratoga Springs, The Catskills and the magnificent scenery of the Hudson River. Leaving Montreal by the Grand Trunk Railway, and crossing the St. Lawrence by the famous Victoria Bridge, connection is made at Rouse's Point with the Delaware and Hudson Ry. From this point the journey southward may be pursued entirely by rail, or partly by steamer, as desired; if the latter, the tourist may enjoy a delightful trip from Plattsburgh to Ticonderoga, by the steamers of the Lake Champlain Transportation Co. over the waters of the beautiful Lake Champlain, among the scenery made memorable by the annals of history.

### ROUSE'S POINT.

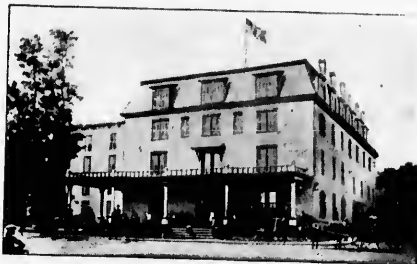
Rouse's Point is picturesquely situated on historic Lake



FISHING AT ROUSE'S POINT N. Y.

Champlain, between the Adirondacks and the Green Mountains, whose lofty peaks form a picture of enchanting beauty, as, like majestic sentinels, they stand guard over the placid and cooling waters of beautiful Champlain. Fort Montgomery is loc-

ated here, on the site of old "Fort Elunder," which name



was given from the fact that it was built on Canadian soil, thereby laying the foundation of the famous Ashburton treaty.

The Hotel Windsor under the liberal management of Mr.

D. S. Coon, is located on the shore of the lake. Standing as it does in full view of the Green Mountains on one side and the Adirondacks on the other, it combines both lake and mountain

scenery. The house is surrounded on all sides with large shade-trees and green lawns fringed by beautiful flower-beds and ornamented with summer-houses and fountains, handsome lawn-tennis and croquet-grounds. Every



room looks out on a green lawn. The sanitary arrangements are perfect and the water supply the best. The hotel is equipped with all the modern improvements, open fireplaces and every convenience for health and pleasure. Baths and toilets are on each floor. Every room is provided with clothes-closets. The cuisine and service are maintained at the highest standard of excellence.



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If the tourist seeks the best grounds for fishing he will find them adjacent to the Hotel Windsor among the islands in the northern end of the lake. Old tried and true guides and boats are furnished FREE by the management to guests. Here bass and pickerel abound, and here are the sites of many camping parties. From these islands delightful views are obtained of the Green Mountains, from Jay Peak at the north to the dim outlines of Mount Mansfield on the south.

A run of twenty-five miles brings us to

### PLATTSBURGH,

which is a beautiful little city of eight or nine thousand inhabitants, a county-seat, and is on the shore of Lake Champlain just where the Saranae River empties into it. Modern events having rendered this the most conspicuous point on the lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its various objects of interest.



THE WITHERILL HOUSE, PLATTSBURGH, N. Y.

Plattsburgh is the point at which the steamers for Lake Champlain ports are taken.

The Champlain Transportation Company, which operates the beautiful steamers on Lake Champlain, is one of the best-equipped steamship companies in America. The *Vermont* and the *Chateaugay* make daily round trips in connection with the express trains of the Delaware and Hudson Railroad. These steamers are large, modern, and of sufficiently heavy burden to accommodate one thousand people. It is beyond question that upon no inland lake in the world is the passenger service more promptly attended to or the tourists more satisfactorily cared for than upon the steamers of this line.

The tourist stopping at Plattsburgh will find in the Witherill Hotel an exceptionally comfortable and well-appointed house, excellently kept and attractively furnished. It is centrally located in the most delightful part of Plattsburgh, and is a popular rendezvous for tourists going in or out of the Adirondacks.

The Witherill is liberally managed by Mr. W.H. Howell who is popular with the extensive regular and transient patronage of the house.

The military works made memorable in the siege of Plattsburgh in 1814 claim the attention of the tourist, who will also make a pilgrimage to the military graves in the cemetery. The drives about Plattsburgh are delightful.

#### TO THE ADIRONDACKS.

The Chateaugay line now brings the entire Adirondack section within easy reaching distance of all points on the D. & H. system via Plattsburgh. At Saranac Lake, the terminus of the Chateaugay line, are located a number of the largest and most famous of the Adirondack hotels.

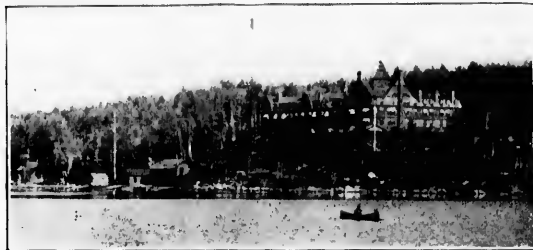
Some man with a keen sense of humor has said that the Chateaugay Railroad, which, having its beginning at Plattsburgh, penetrates the most delightful portion of the Adirondacks, should be called the "Bee Line," because its course is so like that of the busy bee, flitting from flower to flower. There is a wonderful degree of freshness and variety in the scenery along this picturesque line: towering mountains hem in the horizon on each side, while here and there the valleys open out, disclosing vistas of lovely lakes, skirted to the very edges with dense forests of pine and balsam. There is not a mile of the Chateaugay Railroad which is not full of interest to even the casual tourist, and it reaches hotels of all grades, from elegant, thoroughly equipped houses where the wealthy and fashionable may enjoy every luxury, to the more modest but comfortable resort where people of the most moderate means find delightful summer homes. In the earlier days of the Adirondack mountains as a summer resort the long, tedious stage road necessary to reach distant points prevented hundreds from gratifying their desire to visit them, but most of the choicer places are now easily reached by the Chateaugay Railroad via Plattsburgh. The lakes along this line include Chazy, Upper and Lower Chateaugay, Loon, Rainbow, the Upper and Lower Saranac, Lake Placid and Mirror Lake.

The Chateaugay Lakes are on the northern slope of the Adirondacks, partly in Clinton and partly in Franklin Counties, and have their outlet via the Chateaugay River, into the St. Lawrence. The Upper Chateaugay is about four miles long and two miles wide and is surrounded by mountain peaks of various heights and shapes and at varying distances. This peculiar mountain setting gives the lake a charm that draws people to it year after year. The Chateaugay Hotel at Merrill on the Upper Chateaugay and Banner

Hotel on the Lower Chateaugay are first class hotels and easily reached by stage from Lyon Mountain.

Loon Lake is another delightful resort from which a stage will take you  $3\frac{1}{2}$  miles to the Loon Lake House, the popular hotel of this section.

Lower Saranac Lake, considered by many "The Gem of the Adirondacks," is about five miles long and about a mile and a quarter wide. It contains upwards of fifty islands and was called by the Indians "Lake of the Clustered Stars." The air is dry and balmy, and laden with the odors of spruce and pine forests.



HOTEL AMPERSAND.

The Hotel Ampersand, one mile from Saranac Lake Station is one of the most elegantly appointed and attractive hotels in the Adirondacks.

The hotel was originally built as a winter resort, and has every possible comfort for autumn weather and is prepared to offer special attractions for the fall season. Owing to the recent discussions as to the contagion of tuberculosis, the management feel obliged to refuse guests afflicted with pulmonary troubles.

The Algonquin is also a favorite with tourists who frequent this region, and is but two miles from the station.

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Hotel Del Monte and Edewood Inn are both good hotels and quite near the lake and the large hotels above mentioned.

Lake Placid is in the centre of the Adirondacks and one of the pleasantest resorts in America. The scenery very much resembles that of the Swiss and Scotch mountain lakes. The air is always clear and cool and saturated with pine and balsam odors, and entirely free from gnats or mosquito. Almost joining Lake Placid is Mirror Lake, and on a commanding bluff that marks the dividing line between these two lakes sits the Stevens House, on the highest occupied elevation in the Adirondack Mountains. Both lakes are at the service of



STEVENS HOUSE.

guests of the Stevens House as the hotel management owns a mile of the shore line of Lake Placid and nearly half the land bordering on Mirror Lake. It is a modern hotel with perfect sanitary conditions and pure cold water from a mountain spring. In the way of sports and amusements for old and young, everything is provided that will make a visit recreative and recuperative.

The Ruisseaumont is another ideal mountain resort and capable of satisfying the most exacting. It is within easy reach of Lake Placid station.

Three miles south of Plattsburgh on the "D. & H." all trains stop at that charming and well-kept station, Bluff Point.

There is also a steamer landing on the lake shore where all steamers stop for



HOTEL CHAMPLAIN.

Hotel Champlain is a natural and convenient stopping point for tourists making the trip to and from Montreal, the Adirondacks, the White Mountains or Lake Champlain points.

The hotel fittingly crowns a noble promontory overlooking the lake and mountains far beyond. This house is typical in the highest sense of the perfection to which American architects and capitalists have brought the summer hotel. It is surrounded by a beautiful natural park of 450 acres of woodland and meadow, with perfect roadways, lawns, and walks along the lake shore, cliffs, and forests, the house itself being built upon a foundation of solid rock. Each one of its nearly half-thousand rooms commands a view of sur-

D. & H." all  
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passing loveliness. There are no back rooms in this house, because there is a frontage to each point of the compass, and the outlooks afforded are all beautiful, it being simply a choice as between lake and mountain. The purest of mountain spring water is brought from the far-away reservoirs of nature.

Immediately below the hotel is an abrupt wooded declivity, a bit of the clean sandy beach showing at the foot of an open swathe cut through the firs.

The interior finishing and furnishing of the house are luxurious and bear out the fair promise of the tasteful white and gray exterior so set off by the long spacious porches overlooking the lake. Mr. O. D. Seavey, whose name has been so very long associated with the Ponce de Leon at Saint Augustine, is, and has been since its opening, the manager of this hotel. This in itself is an assurance that nothing which can tend to increase the pleasure or comfort of the guests will be overlooked.

Life at the Hotel Champlain involves a most extraordinary variety of diversions. Equestrian expeditions are possible in various directions, and pedestrian wanderings are exceedingly popular. Frequent steamboats upon the lake and local trains upon the railroad offer a long list of single-day excursions, each enjoyable in its turn. Much of the best fishing and hunting territory of the Adirondack region may be reached in time to enjoy a good day's sport and return at night-fall. Lake Placid, the most widely known resort in the Adirondack Mountains, is easily accessible from Bluff Point. The abundant provision for thoroughly heating the house in the late season makes the Hotel Champlain a most desirable point for gentlemen sportsmen to locate their families during the autumn gunning period. Billiard tables and a series of bowling alleys (in a separate structure) offer a remedy for *ennui* in inclement weather.

The largest military post in the East is close by, and adds greatly to the social attractions of the place, with its drills, guard mounts, and dress parades. Fort Montgomery, Fort Ethan Allen, and the historical ruins of the forts at Crown Point and Ticonderoga are near by.

### AUSABLE CHASM.



LONG GALLERY, AUSABLE CHASM.

The railway station landing for Ausable Chasm is Port Kent, 15 miles from Plattsburgh, 10 from Burlington, 54 from Fort Ticonderoga, and 107 from Caldwell, the head of Lake George. The Chasm is distant three miles from Port Kent by rail.

The trip through the chasm is one of intense interest, and certainly a half-day should be given to it, but it can be made in two or three hours. The length of the Chasm is nearly two miles; in some places it is over 50 feet wide, in others it is com-



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pressed to within ten, and from sixty to two hundred feet deep, with sharp turns, lateral fissures, immense amphitheatres and chambers. The scenery is grand beyond description. The boat-ride over the last half-mile is one of the great features of this passage through a land of surprises, and the novel sensation of shooting the rapids and floating over unknown depths, although accomplished in perfect safety, is something long to be remembered.

SENTINEL, AUSABLE CHASM. The point of entrance into the Valley of the Ausable River is at Port Kent, but a few hours ride from Plattsburg. Here close connection is made with trains of the D. & H., by the Keeseville, Ausable Chasm & Lake Champlain Railroad, three miles to the Chasm and six to Keeseville. The scenery on this line is very beautiful and picturesque, especially where it crosses the chasm at the Horse-shoe Falls by a cantilever bridge 240 feet long and 140 feet above the water. Here is presented the finest view of the most picturesque part of the chasm.

#### HOTEL AUSABLE CHASM.

The Ausable Chasm Company have just completed an elegant hotel. One of the finest in the whole northern section. It is delightfully situated on a high plateau five hundred feet above Lake Champlain—commanding extended and grand views of Lake Champlain and the Green Moun-

tains on one side and of the Adirondack Mountains on the other. The hotel is modern in construction; has all the



GRAND FLUME, FROM RAPIDS DOWN.

latest improvements, including steam heat, open fire-places, private baths, electric lights, etc.

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In staying at Ausable Chasm for the night, the tourist is presented the opportunity in the morning of seeing the wonderful Chasm, having ample time to do so *en route* if his desire may be to push through on his journey that day without any loss of time. Although, if the traveller, in

LAKE CHAMPLAIN FROM WESTPORT.



search of pleasure and the beautiful, can find it possible to spare the time, we know of nowhere upon his route where he will find more to repay him than here for a day, or very much longer even if he can give it, in exploring the wild fastnesses of Ausable Chasm, or in enjoying the many attractions offered him.

Continuing our course down Lake Champlain by steamer, our first port of call will be on the eastern side of Lake Champlain at the pretty city of BURLINGTON, with its 20,000 inhabitants, its college, its scores of magnificent residences, its extensive manufactories, and its many historical associations.

Here the lake is at its widest, and one may look westward across its lovely surface and see the Adirondaek Mountains, a sea of stern and rugged peaks, silhouetted against the sky, while to the east rise the rounded slopes of the Green Mountains. Burlington has been aptly called "the Naples of the midland sea" by one of the many poets who have sung its charms, while another writer has said that it has the mountain scenery of Scotland, the sky and sunsets of Italy, the valleys and verdure of France, the lake views of Switzerland, with the park-like surroundings of an English landscape.

Excellent hotel accommodation may be obtained here at the Van Ness House and Hotel Burlington, both of them popular hotels and well and favorably known.

Nearly opposite Burlington, across the lake is the picturesque village of Port Kent, three miles from Ausable Chasm, and close to Trembleau Mountain. Here is located Trembleau Hall, a large handsomely appointed three story house, situated on a bluff sixty-five feet high, overlooking Lake Champlain.

Towards the end of our steamer trip the tourist will soon perceive the venerable ruins of old "Fort Ti—," looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands opposite the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the steamboat line, and here connection is made with trains to Lake George, or to Whitehall, Saratoga, and the southern points.

There are two daily lines of steamers each way through Lake George to Caldwell.

At Fort Ti we take the train which we find in waiting and are conveyed to Baldwin located at the foot of

## LAKE GEORGE.

The lake is situated in New York State, at the southwestern edge of the famous Adirondacks, 211 miles north of New York city. It is 36 miles long, varies from one to four miles in width, and in many places is 400 feet deep; its altitude is 240 feet above Lake Champlain, into which it empties, and 333 feet above the Atlantic tide-level. It was discovered in 1642 by Father Isaac Jogues, a French Jesuitical Missionary, while he was a captive in the hands of a band of marauding Iroquois Indians. He afterwards gave it the name of St. Sacrament. Over a century later General Johnson rechristened it Lake George, in honor of king George II, who then occupied throne of England. Its Indian name was Andia-ta-rock-te, "place where the lake closes," but Cooper, the novelist, preferred to call it Horicon, "Silvery Waters."

There are 220 islands clustered on its surface, nearly all of which are a part of the forest preserves in charge of the State, and remain as wild and romantic as they were centuries ago. Lake George in early days preceding American independence was the scene of almost daily battles between the French and English and their Indian allies. Here General Montcalm, with 10,000 men, besieged Fort William Henry, and General Abererombie with 15,000 men, made an unsuccessful attack upon Ticonderoga.

The two well-appointed steamers, *Horicon* and *Ticonderoga*, or "Ti," as it is familiarly called, on their journey up the lake, make a score of stops, and cross and re-cross the lake many times. At each of these landing places are hotels of greater or less importance, all with characteristic attractions and filled with summer guests. The very stopping at these landings is a source of diversified pleasure to the tourists, as at each wharf is found a gay group of summer campers who

rally there at boat-time, as the villagers were wont to do around the country store when the daily stage arrived.



IN THE HEART OF LAKE GEORGE.

The trip up Lake George from Baldwin to Caldwell challenges at every point of scenic beauty, any other trip of equal length on the American continent. From time almost immemorial, poets and writers have apostrophized Lake George and laid their literary tributes in prose and verse upon its altar.

Located directly at the head of the lake is its chief town, Caldwell.

Here the steamers connect with the trains of the Delaware and Hudson upon the large pier which forms the dock and railway station.

People who are thoroughly informed as to the various beauties and attractions of Lake George appreciate the fact that the picturesque village of Caldwell is one of the most convenient and most delightful spots on the lake. Its location from a scenic point of view is as near ideal as can be.

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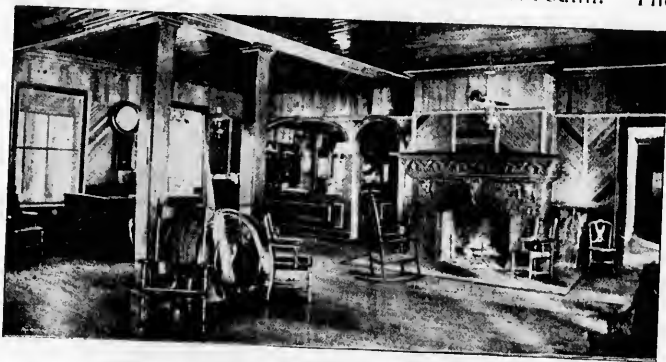
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In the heart of that portion of Lake George where the mountains are the wildest and the most rugged, and but six miles from Ticonderoga, with its historic associations, is the famous Rogers Slide, where tradition has it that the general of that name slid down its smooth and precipitous face on to the ice of the lake to escape the Indians. On the summit of the mountain above, the Rev. Joseph Cook has erected an observatory and a summer home, surrounded by a large and beautiful natural park. A well-made path leads to it, thus making this observatory one of the popular places of resort, as the views from it take in the widest range of lake and mountain scenery.

The hotel accommodations, afforded by the hotels of Lake George are of the best. At Caldwell within a mile of the station, are the Lake House and Hotel Woodfin. The



THE LAKE HOUSE OFFICE, LAKE GEORGE.

Lake House is a well appointed hotel, thoroughly up to date in its sanitary arrangements, and occupies a healthy and commanding position at the head of the lake. It has accommodation for 300 guests.

The Hotel Woodfin, situated on the grounds of Lake George Camp Association, and named after Mr. Henry

Woodfin Grady of the South, has accommodation for 100 guests.

Bolton is a pretty little village on the west shore, ten miles from Caldwell, with which it is connected by a good country drive road, along the shore. On Parodi Point is located the Lake View House, on a wooded headland, within one hundred feet of the water, and from its windows and piazzas may be had a view of the open lakes, islands and mountains, unsurpassed on the lake. The proprietors' steam ferry meets each boat at Bolton landing to transfer guests etc. free of charge.



SAGAMORE, LAKE GEORGE.

The Sagamore is situated on Green Island, one of the prettiest islets in the lake. It is connected with Bolton by a well-built substantial bridge.

The Sagamore stands among the trees at the south end of the island, commanding from its upper windows the grand scenery of the Narrows on the east, the broad lake and bays to the south and west, and the frowning mountains on every side. Having been wholly destroyed by fire in 1893, it was rebuilt in the following year, and nothing that experience



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and art can suggest for the comfort and convenience of its guests has been omitted in its construction.

Spring water is brought from the mountains three miles away, and sanitary conditions are perfect. The Line steamers land at the hotel dock on every regular trip through the lake.

On the east shore of the lake, six miles from Caldwell is Kattskill Bay, an admirable situation for a quiet restful holiday, without sacrificing refined social enjoyments. Fishing is excellent and the scenery and drives all that could be desired. Here are the Trout Pavilion and cottages, with every convenience for rest and enjoyment; and the Kattskill House, amid beautiful surroundings, pure air and spring water, (open till 1st October). Both of these hotels deserve full houses.

From the wharf or depot at Caldwell it is a few minutes walk (or drive in the free buss for the conveyance of patrons) leading over to the base of the Otis Elevating Railway up the summit of Prospect Mountain.

At an elevation of 2600 feet above the sea and 1800 above Lake George we find a charming and unique hotel.

The Prospect Mountain House at the upper end of the long cable, which has fairly scorned in its construction the rugged sides of the mountain, possesses all the agreeable features of club life, with private dining-rooms, and also a large restaurant open to the air on either side, or glass-enclosed, as the condition of the weather may make desirable: this is conducted on the European plan.

The railway and hotel are managed by Mr. Allen Banks.

The cable road is longer (one and two-fifths miles) in point of altitude and higher than any other the United States. The Catskills, Tennessee's Old Lookout, Passadena, and the others all bow their heads.

The cable road is provided with all the latest mechanical and safety devices, and is built by the Otis Engineering and Construction Company. It extends from the lake shore to the summit of the mountain, and day and evening the cars will be run at intervals of 30 minutes. (Fare 50 cents)



PROSPECT MOUNTAIN.

The railroad route between Lakes George and Champlain passing through Glen's Falls is an attractive feature of the Lake George route.

One hour's ride on the D. & H. Ry. from Caldwell brings us to

#### SARATOGA,

which still retains its popularity and prestige as the greatest watering place of this continent after more than half a century's supremacy in that respect. Long before the discovery of

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Saratoga's wonderful springs by the whites, the place was the resort of Mohawks, Oneidas, Onondagas, Senecas and Cayugas, who came thither for the health-giving properties of the waters. The first white man to visit the place was Sir William Johnson, who, in 1767, was conveyed there by his Mohawk friends, in the hope that the waters might afford relief from the serious effects of a gunshot wound in the thigh, received eight years before in the battle of Lake George, at which time his army defeated the French legions under Baron Dieskau. The prosperity of the village began in 1789, with the advent of Gideon Putnam, and has continued almost uninterruptedly, until to-day it has a resident population of 12,000 and a summer population of sometimes 60,000, and offers more attractions than any other watering-place in the world.

Its hotels are the most luxurious in the world ; its streets are the most beautiful, and everything that taste or wealth could suggest has been done to make it, *par excellence*, the first of resorts. The village is most charmingly located in a healthful situation, surrounded by beautiful scenery, with the blue ranges of mountains visible upon either side, with an intervening country as fair as the eye could desire to look upon. The principal street is Broadway, lined with double rows of magnificent elms ; the throngs of carriages and people that crowd it present a spectacle unlike anything else in the world. Newport and Interlaken, Ems and Long Branch, have their special charms, but nowhere else is so much of general splendor concentrated in so limited a space.

#### UNITED STATES HOTEL.

The old United States Hotel was built in 1824, and was destroyed by fire in 1865. The present magnificent structure was completed in 1874, but Saratoga had already become the

noted resort of all our watering places, frequented by our mothers and fathers in their teens, and by their mothers and fathers too, arrayed in the fashions of that day, which were just beginning to yield to a new order of things, but which seems as odd to us as ours doubtless in their turn will seem to a later generation.

But though that old regime has passed away, in one sense, the United States Hotel maintains its prestige still undiminished, and remains as much as ever a magnet of attraction to its habitués, who, largely representing the elite of our land, return year after year to find the scent of the old roses lingering there still, and the same atmosphere of refinement which charmed them so much in their youth. It is that that confers a peculiar distinction upon the "States," and that commends it not only to a new generation at home, but to the many educated and intelligent foreigners who visit it every year.



THE U. S. HOTEL LAWN.

This colossal structure—the largest of its kind, it is said, in the world—built in the form of a hollow square, or, more properly, a pentagon, has about 917 rooms for the use of its guests, its stately Broadway facade measuring 232 feet, and that on Division Street extending 656 feet in length, its piazzas taking 2,300 feet of space in all.

The hotel and grounds cover seven acres, and include a "Cottage" wing on the south side of the plaza, more than five hundred feet in extent. This wing forms one of the most desirable features of the house, as it affords families and

THE UNITED STATES HOTEL, SARATOGA SPRINGS, N. Y.



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parties, who may prefer it, the quiet and seclusion of a private villa, with all the attention and conveniences of a hotel of the first class. The rooms of this wing are arranged in suites of from one to seven bedrooms, with parlor, bathroom, etc., in each suite. The hotel building is of brick, six stories high,



"COTTAGE ROW," UNITED STATES HOTEL.

divided into five sections from top to bottom by thick fireproof walls, and there are, besides, ten staircases, affording ample means of escape from fire. The house is thoroughly plumbed, and the bedrooms are supplied with gas, water, and marble basins.

The elegant drawing-room, superbly furnished with carpets of the most costly weave, elegantly upholstered furniture, costly chandeliers and mirrors, is on the Broadway side, and in the Division Street wing are the dining hall, 52 by 212 feet, with 20-foot ceiling, private drawing and dining rooms, and the grand ball-room, 112 by 53 feet, with ceilings 26 feet high, artistically and appropriately decorated. The interior court, surrounded by extensive piazzas, and ornamented with beautiful shade trees, fountains and lawn statu-

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ary, presents, in the evening, when illuminated with colored lights and enlivened with orchestral music, a fairy-like scene.

Everything, in a word, that is needed to make hotel life attractive can be found in this admirably arranged establishment. Nothing apparently has been omitted that might conduce to the comfort and convenience of its guests. The private park of the hotel is one of the attractions of Saratoga.



PARLOR U. S. HOTEL, SARATOGA, N. Y.

Messrs. Tomkins, Gage and Perry, the capable and genial hosts, have worked hard to bring the service of the "United States" to its present state of excellence, to which the distinguished patronage the hotel enjoys is a well-deserved tribute.

To such an establishment a good livery is a necessary adjunct, and this is furnished by Messrs. Adams & Hodgman, of Division street, opposite U. S. Hotel, who have an extraordinary variety of conveyances and equipages, including landaus, victorias, cabriolets, one, two and three seat Glen's Falls buckboards, carts, phaetons, buggies, etc., on hire for any period.

## WALKS AND DRIVES.

The chief promenade, of course, is Broadway, which extends north and south about three miles and a half in a direct line. The sidewalks are wide and well paved, and shaded by a double row of beautiful trees. All the large hotels, the shops, Oriental bazaars, and several of the principal springs, have their main entrances on Broadway.

Woodlawn, Judge Hilton's magnificent park, is on North Broadway, about two miles out. It comprises about fifteen hundred acres, beautifully laid out in walks and drives, leading across rustic bridges, over minia-



ENTRANCE TO WOODLAWN PARK.

ture lakes, through inviting groves of forest trees, passing here and there pretty cottages occupied by overseers and caretakers of the estate. Here and there throughout the grounds are sculptured marbles, evidences of the refined taste of the owner.

The old Indian trail from the Hudson River, which was traversed for centuries by the tribes of the Six Nations, runs right through the centre of the place, along the ridge, and, followed faithfully, will lead, so the old settlers say, to the summit of Mt. Marey, the ancient king of the Adirondacks.

An afternoon can be spent here very pleasantly. A mile beyond is Glen Mitchell, a favorite resort for excursion parties.



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Circular street, which leads from Broadway, bounding the upper end of Congress Park, contains many elegant private residences and some fashionable boarding houses.



VIEW ON CIRCULAR STREET.

The most frequented drive is to the lake, about five miles. Stopping awhile at Moon's for refreshments, you can, if desired, prolong the trip and take the little steamer which plies at frequent intervals to the upper end of the lake, about seven miles, a delightful sail; or you can, if preferred, take the drive around the lake, which will be found equally enjoyable.

Several Indian encampments and amusement grounds for children are within easy walking distance.

Chapman Hill, Wagman's Hill, Waring Hill, Bemis Heights and Ballston are all popular drives. Bemis Heights, about fifteen miles distant, in a south-easterly direction, is memorable as the scene of two important engagements in the Revolutionary war, between the British army under General

Burgoyne and the American army under Gates. A handsome monument has been erected on the ground by the State and National governments.

The Geysers are situated about a mile and a half from the village, and are well worth a visit.

Probably the greatest of recent additions to Saratoga's attractions is the new Convention Hall, the most perfect assembly room for great gatherings in America. The building is located on Broadway, between Congress Park and the Windsor Hotel, adjoining the Pompeii. The immense auditorium on the ground floor is so skilfully arranged that a fairly good pair of ears, in any one of its five thousand opera chairs, can hear every word addressed to them from the platform. It is a solid and substantial structure of brick, stone and iron, and cost over \$100,000.

No one can do Saratoga thoroughly and omit the trip to historic Mt. McGregor, where General Grant spent the last days of his life.

### THE SPRINGS

in the Saratoga valley are among the natural curiosities of the world. There are 40 in the village limits, no two alike in composition.

The first of these springs which is historically noted is that which still flows in sprightly volume, delicious, cool and grateful to the taste, known as the High Rock Spring, mentioned in a letter of Sir William Johnson about one hundred and fifty years ago.

QUEBEC TO THE MARITIME PROVINCES  
VIA THE INTERCOLONIAL RAILWAY OF CANADA.

## A RAMBLE AND A REST.

Less than a generation ago the Maritime Provinces of Canada were as far removed from the ordinary course of tourist travel as is the Island of Newfoundland to-day. Within a score of years, even, their beauties were unknown, save to those who were willing to sacrifice their comfort, journey without the aid of railways and rough it for hundreds of miles in what was then a land of forest and stream. The railway era had begun, but there was little more than a beginning. Here and there was a piece of road connecting two points which were then, and seemed destined to be, unimportant and slow of growth. Wide gaps separated the principal cities and a wider gap separated the provinces by the sea from the rest of the great Dominion. The most convenient way of reaching the east from Quebec or any point west of it was by a roundabout railway journey through the United States and thence by a sea voyage to St. John or Halifax. The tourist who wrote a book came occasionally and found much to interest him. Then he went home, and told the world what a quaint and curious country he had found by the shores down east. Under the most favourable circumstances, he had seen very little of it, but he knew more about it than most of his readers knew, and his story, a burlesque though it might be, was an authority with the rest of the world. Since then the times have changed.

In the meantime, busy hands were at work in the provinces. The gaps were closing. The construction of the Intercolonial Railway had begun, and year by year the work was pushed forward until there appeared one of the most sub-

stantially constructed and best equipped lines in the world. To-day there are about 1,200 miles of Dominion Government railways connecting the city of Quebec with the Maritime Provinces, while the numerous connections, under the control of private companies, aid in giving access to attractive places for summer travel not equalled on the continent of America.

In former years before the tourist had been informed of the possibilities of this country, the usual goal of summer journeying was the city of Quebec. Reaching that place their steps were retraced, and with good reason; for beyond it, to the south and east, the map showed nothing to tempt the pleasure seeker any further. On the up-to-date map may be traced a line which stretches along the Lower St. Lawrence through the famed Metapedia Valley, skirting the equally famous Baie des Chaleurs and on through New Brunswick and Nova Scotia to the cities of St. John and Halifax. Arms reach out here and there, reaching to Point du Chene, N. B., Pictou, N.S., and Sydney, Cape Breton. At Point du Chene connection is made with the Charlottetown Steam Navigation Company for the "Garden of the Gulf," known as Prince Edward Island. This is the Interecolonial Railway of Canada, "The People's Railway." Built from a commercial point of view, the wonderful opportunities for the health and pleasure seeker were never dreamed of in early days. Now it has become a great growing avenue of travel for those who seek rest and recreation in a glorious summer land.

Not that there ever is a crowd or a crush, such as the true pleasure seeker and invalid aims to avoid. In the area of territory reached by this railway, there are so many places which attract that the traveller seeking the quiet in nature can always find a peaceful haven. It is a country of refreshment and rest for those who desire such, as well as a paradis-

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VIEW'S AROUND BARACHOIS AND GEORGE'S RIVER, CAPE BRETON I.C.R.



for the fisherman and sportsman. One can enjoy the solitude of nature free from the intrusion of the crowd, and yet have all the privileges of the daily mails and the telegraph. And, withal, it is a part of the earth in which one may procure a maximum amount of pleasure with a minimum of outlay.

To the world-weary tourist who has been used to the confusion of the conventional summer resort, there may come a vision of this country—a country which lies by the sea and is fanned by cooling breezes from the ocean. It is a land where the traveller will find much that is novel, much that will charm and much that will ever remain to him as a sweet remembrance of a pleasant elime.

It is wholly a matter of choice as to what point is chosen by the traveller for his entrance into this region which has so much in store for him. All roads lead to it; but, if coming from the west, after having seen the great cities and the vast resources of the Upper Provinces, he will begin at Quebec City, of which the name and fame have reached to every quarter of the globe.

#### CAPE BRETON.

Leaving Halifax the Interecolonial Railway is the only direct line to the world-renowned Bras d'Or Lakes.

What Charles Dudley Warner says about the famous Bras d'Or Lakes in Cape Breton, along the Interecolonial Railway:

“The way was more varied during the next stage; we passed through some pleasant valleys and picturesque neighborhoods, and at length winding around the base of a wooded range, and crossing its point, we came upon a sight that took all the sleep out of us. This was the famous Bras d'Or.

“The Bras d'Or is the most beautiful salt water lake I have ever seen, and more beautiful than we had imagined a

body of salt water could be. If the reader will take the map he will see that two narrow estuaries, the Great and Little

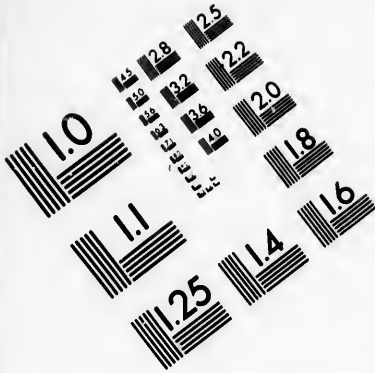


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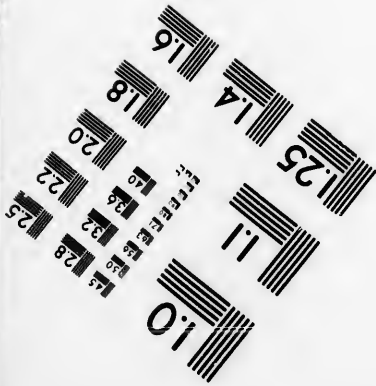
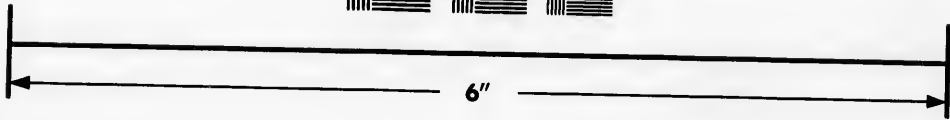
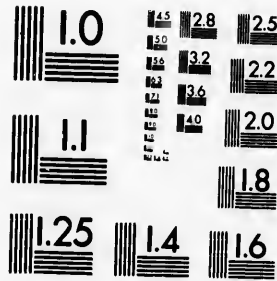
Bras d'Or, enter the Island of Cape Breton on the rugged north-east coast, above the town of Sydney, and flow in, at







**IMAGE EVALUATION  
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length widening out and occupying the heart of the Island. The water seeks out all the low places, and ramifies the interior, running away into lovely bays and lagoons, leaving slender tongues of land and picturesque islands, and bringing into the recesses of the land, to the remote country farms and settlements, the flavor of salt, and the fish and mollusks of the briny sea. There is very little tide at any time, so that the shores are clean and slightly, for the most part like those of fresh water lakes. It has all the pleasantness of a fresh water lake with all the advantages of a salt one. In the streams which run into it are the speckled trout, the shad and the salmon; out of its depths are hooked the cod and the mackerel, and in its bays fatten the oyster. This irregular lake is about a hundred miles long, if you measure it skilfully, and in some places ten miles broad; but so indented is it that I am not sure but one would need, as we were informed, to ride a thousand miles to go round it, following all its incursions into the land. The hills about it are never more than five or six hundred feet high, but they are high enough for reposeful beauty, and offer everywhere pleasing lines.

“What we first saw was an inlet of the Bras d’Or— or called by the driver—Hogamah Bay. At its entrance were the long wooded islands, beyond which we saw the backs of graceful hills, like the capes of some poetic sea-coast. The bay narrowed to a mile in width where we came upon it, and ran several miles inland to a swamp, round the head of which we must go. Opposite was the village of Hogamah. I had my suspicions from the beginning about this name, and now asked the driver, who was liberally educated for a driver, how he spelled ‘Hogamah’—Why-ko-ko-magh.”

GUIDE.

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WHAT IS SAID OF THE INTERCOLONIAL RAILWAY.

By a Distinguished Writer and an Experienced Traveller.

What a distinguished writer said of the St. Lawrence River, the shores of which are skirted by this popular rail-



THE BORE, MONCTON, N.B.—C.P.R.

way : " There is in North America a mighty river, having its head in remote lakes, which, though many in number, are yet so great that one of them is known as the largest body of

fresh water on the globe, with a flow as placid and pulseless as the great Pacific itself, yet as swift in places as the average speed of a railway train. Its waters are pure and azure-hued, no matter how many turbid streams attempt to defile them. It is a river that never knew a freshet or any drying up, no matter how great the rain or snow fall or how severe the drought, on all its thousand miles of drainage or of flow, and yet that regularly, at stated intervals, swells and ebbs within certain limits, as surely as the spring tides each year ebb and flow in the Bay of Fundy—a river so rapid and yet so placid as to enchant every traveller—so grand and yet so lovingly beautiful as to enthrall every appreciative soul—which rises in a great fresh-water sea, and ends in the great Atlantic—some places sixty miles wide, at others less than a mile; a river that never has yet had a respectable history, nor scarcely more than an occasional artist to delineate its beauties.

“ It lies for a thousand miles between two great nations, yet neglected by both, though neither could be as great without it—a river as grand as the LaPlata, as picturesque as the Rhine, as pure as the lakes of Switzerland. Need we say that this wonderful stream is the St. Lawrence, the noblest, the purest, most enchanting river on all God’s most beautiful earth.”

What an experienced traveller has said :

“ It has decidedly the advantage from the standpoint of picturesqueness. It skirts—and I only refer to the through route—the shores of the beautiful Baie des Chaleurs—following for miles the curves of the bay, each bend revealing a scene of ever-changing beauty. Leaving the sea-shore it follows the windings of the Restigouche and Metapedia—now dashing wildly along an overhanging declivity with the foam-crested waters of the river below

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—bye and bye approaching a chasm, only to dart across an iron causeway setting aside the barriers of nature—here are towering hills, looking to-day, despite a garment of snow, dark and threatening, but to-morrow the buds upon the countless trees will be the harbingers of a luxuriant summer's foliage. Away to the north speeds the train until it reaches the shores of the mighty St. Lawrence, where every mile presents an everchanging panorama of river scenery. Many railroads more talked about possess far less charms than the Intercolonial. It is not a tid-bit of scenic picturesqueness here and there—such as has served to make the fortune in tourist travel of many a railroad, but a constant presentation of such scenery until it culminates in the magnificent view which suddenly breaks upon the sight as the tourist approaches the ancient capital of Canada. The Isle of Orleans in the centre of the river, with a wide stretch of water on either side ; the towering heights of Montmorenci, with the mighty falls tumbling into the still mightier St. Lawrence ; the ancient city of Quebec, with its myriads of tin roofs reflecting the dazzling sunlight ; the towering height, capped by the historic citadel, which still holds the key to the St. Lawrence ; the Plains of Abraham beyond, whereon was fought that mighty battle upon which the fate of the continent depended ; the majestic river, bearing upon its bosom not merely a crowd of pleasure crafts but a merchant fleet gathered from all nations, command universal admiration.

“The seasons come and go with their noticeable changes, but none are more perceptible than those to be seen while travelling over the INTERCOLONIAL RAILWAY OF CANADA. This railway furnishes to the general traveller all the comforts and conveniences of modern invention, while the pleasure-seeker, fisherman and sportsman find few if any equals. Its summer resorts and places of interest are quite numerous,

as it penetrates that portion of Quebec and the Maritime Provinces so noted for game of all kinds in great abundance. Quebec, old, quaint, and romantic— noted for its ancient structures as well as modern improvements, is on the line of this road. The traveller in his journey over this famous route for hundreds of miles intersects an abundance of noted rivers, cascades, cataracts, and scenery of vast and romantic beauty, such as cannot be found anywhere else—*not even in the great Yosemite Valley of our western country.* The hotels which furnish homes for tourists or business men are second to none, their tables laden with fish, game, and everything the appetite can crave. The dyspeptics and invalids cannot find elsewhere the health restoratives that nature supplies in the forests and fields of these provinces. The traveller over this great line of road is brought to the proud old city of Quebec, one of the most noted in the world, and here has a chance to visit the Heights of Abraham, where the great battle between the French under Montcalm and the British under General Wolfe occurred, in which both commanders were killed. No more delightful or interesting trip could be taken, as it passes through a land rich in the materials of history, romance and poetry. The line of railway connects the famous cities of Quebec, St. John and Halifax, passing through a great many other historical points of which we have not made mention. The management of this colossal thoroughfare has been such as to place it beyond criticism. Its patrons receive such attention as to warrant their implicit faith in the road."

The Intercolonial Railway makes special low rates, and thus affords tourists an opportunity of making a tour which will be indelibly impressed upon their memory and prove a thing of beauty and joy forever. Sportsmen will find the rivers, lakes and woods along the Intercolonial unequalled.

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INTERCOLONIAL RAILWAY.



The Popular Route for Summer Travel.

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| AND              | o | OF               | o | FOR           |
| INVALIDS.        | o | Delightful Views | o | FISH & GAME   |

Fast Express Trains between Montreal, Quebec, St. John, Halifax and Cape Breton.

Tickets for sale at all principal Railway and Steamship Ticket Offices, where Illustrated Guide books with maps and Hotel Lists, also Time Tables, showing Rail and Steamboat connections, can be had on application.

D. POTTINGER,

General Manager, Can. Gov. Exs.

MONCTON, N. B.

JNO. M. LYONS,

General Passenger Agent.



**LIST OF HOTELS AND BOARDING HOUSES.**  
**SEASON OF 1897-8.**

| Post Office Address    | Name of Hotel.         | Proprietor.                   | Rooms | Rate per day | Rate per week. | Nearest R. R. Station. | Distance in miles | How reached. |
|------------------------|------------------------|-------------------------------|-------|--------------|----------------|------------------------|-------------------|--------------|
| Alenquin, N. Y.        | Alenquin.....          | John Harding.....             | 150   | 3-4          | 15-21          | Saranac Lake.....      | 1 1/2             | Tally-Ho     |
| Alexandria, N. Y.      | Crossman House.....    | Chas. W. Crossman.....        | 400   | 4-00         | 21-25          | Alexandria Bay.....    | close             | coach        |
| Ampersand, N. Y.       | Ampersand.....         | C. M. Eaton, Mer.....         | 345   | apply        | apply          | Saranac Lake.....      | 1                 |              |
| Ausable Chasam, N. Y.  | Ausable Chasam.....    | W. H. Tracy, Mer.....         | 325   |              |                | Ausable Chasam.....    | near              |              |
| Belleville, Ont.       | Belleville.....        | R. Coyle, Ont.....            | 30    | 1-1, 30      |                | Belleville.....        |                   |              |
| Boston, Mass.          | Brunswick.....         | R. C. Greenleaf & Co.....     | 300   |              |                | Boston.....            |                   |              |
| Bolton, N. Y.          | Vendome.....           | C. H. Greenleaf & Co.....     | 300   |              |                | Bolton, str. dock..... | close             | stage        |
| Burlington, Vt.        | Quincy.....            | Col. O. G. Barron.....        | 400   | special      | 12-15          | Burlington.....        | 1 1/2             | free buss    |
|                        | Lake View.....         | M. O. Brown.....              | 100   | 2-3          | 12 up          | Burlington.....        | 1 1/2             | free buss    |
|                        | Van Ness House.....    | R. T. Brown.....              | 350   | special      | 12-15          | Burlington.....        | 1 1/2             | free buss    |
|                        | Burlington.....        | W. A. Woodbury.....           | 350   | 2 up         | 12 up          | Burlington.....        | 1 1/2             | free buss    |
|                        | Burlington.....        | G. M. Delaney.....            | 200   |              |                | Burlington.....        | 1 1/2             | free buss    |
| Cacoona, Ont.          | St. Lawrence Hall..... | J. Brennan, Mer.....          | 600   | 2-3          | 10 up          | Cacoona.....           |                   |              |
| Galdwell, N. Y.        | Lake House.....        | A. H. Kirby, Ont.....         | 300   | 3 up         | 10 up          | Caldwell.....          | 3                 | free buss    |
| Chateaugay Lake, N. Y. | Barron House.....      | J. S. Kirby, Ont.....         | 300   | 2-3          | 10-15          | Chateaugay.....        | 7                 | stage        |
| Clayton, N. Y.         | New Windsor.....       | W. P. Hawes.....              | 100   | 2-50         | 10-15          | Clayton.....           | near              | free-buss    |
| Cornbrook, N. H.       | Parsons Farm.....      | Geo. Parsons.....             | 100   | 2-00         | 7-10           | Cornbrook, N. H.....   | 1                 |              |
|                        | The Balsams.....       | Dixville Improv. Co.....      | 150   | 3-4          | Special        | Cornwall.....          | 1                 | carriage, Ry |
| Cornwall, Ont.         | Rossmore.....          | M. Ross.....                  | 65    | 2.           | 10, 50         | Cornwall.....          | 1                 | Electr. Ry   |
| Crawford House, N. H.  | Crawford.....          | Barron, Merrill & Barron..... | 60    |              | 10, 50         | Cornwall.....          | 1                 | Electr. Ry   |
| Cushings' Island, Me.  | Otawata.....           | B. C. Gibbs.....              | 500   | 3-4, 30      | 21-28          | Crawford House.....    | 12                | steamer      |
| Fabyan House.....      | Fabyan.....            | B. C. Gibbs.....              | 400   |              | 14-30          | Portland.....          | 3                 | steamer      |
| Gamoque.....           | Summit House.....      | Barron, Merrill & Barron..... | 400   | 3-4          | 17, 50-28      | Summit Mt Washington   | 300 ft            |              |
|                        | Gambles.....           | Barron, Merrill & Barron..... | 200   | 5-00         |                | Gamoque.....           |                   |              |
|                        | Tremont Park.....      | A. M. Gamble.....             | 75    | 1, 50-2      |                | Gamoque.....           | 3/4               | ferry        |
| Hotel Champlain, N. V. | Hotel Champlain.....   | W. Farren Stevens.....        | 350   | 1-00 up      | apply          | Bluff Point.....       | 3                 | carriage     |
| Ivy Lea, Ont.          | Echo Lodge.....        | O. D. Seavy.....              | 40    | 2-00 up      | apply          | Lansdowne.....         | 6                 | boat         |
| Katskill Biv., N. Y.   | Glen House.....        | O. L. Poter.....              | 100   | 2-00         | 4-2            | Caldwell, N. Y.....    | 6                 | boat         |
|                        | Tront Pavilion.....    | W. W. Shipman.....            | 100   | 2-00         | 4-2            | Caldwell, N. Y.....    | 6                 | boat         |
|                        | Katskill House.....    | Cronkhitte Bros.....          | 100   | 2-00         | 8-12           | Caldwell, N. Y.....    | 6                 | boat         |
|                        |                        | A. P. Scoville.....           | 100   | 2-00         | 8-12           | Caldwell, N. Y.....    | 6                 | boat         |

ALL-ROUND ROUTE AND PANORAMIC GUIDE.

|                            |                      |     |                           |         |  |     |          |
|----------------------------|----------------------|-----|---------------------------|---------|--|-----|----------|
| Gamanoque.....             | Summit House.....    | 200 | A. M. Gamble.....         | 5.00    | Summit Mt Was hinged on Gamanoque..... | 3/4 | ferry    |
| Hotel Champlain, N. Y..... | Tremont Park.....    | 75  | A. W. Farrer Stevens..... | 1.50+2  | Bluff Point.....                       | 3   | carriage |
| Ivy Lea, Ont.....          | Hotel Champlain..... | 350 | O. D. Seavy.....          | 1.00 up | Lansdowne.....                         | 6   | boat     |
| Kattskill Bays, N. Y.....  | Echo Lodge.....      | 40  | O. L. Potter.....         | 2.00    | Caldwell, N. Y.....                    | 6   |          |
|                            | Glen House.....      | 30  | W. W. Shipman.....        | 2.00    |  |     |          |
|                            | Trout Pavilion.....  | 100 | Cronkhite Bros.....       | 4.00    |  |     |          |
|                            | Kattskill House..... | 100 | A. P. Scoville.....       | 2.00    |  |     |          |

|                                  |                          |      |                               |           |                          |               |            |
|----------------------------------|--------------------------|------|-------------------------------|-----------|--------------------------|---------------|------------|
| Lake Placid, N. V.....           | Stevens House.....       | 300  | J. A. & G. A. Stevens.....    | 3.50 up   | Lake Placid.....         | 1             | transfers  |
| Loon Lake, N. V.....             | The Ruissseau House..... | 345  | T. E. Krohn Dholz.....        | 4.00 up   | Loon Lake.....           | 3 1/2         | stage      |
| Merrill, N. Y.....               | Loon Lake House.....     | 100  | Loon Lake Hotel Co.....       | 3.00      | Lyon Mountain.....       | 4             | stage      |
| Montreal, Que.....               | Chateauguay.....         | 100  | C. W. Backus.....             | 1.75-2.50 | Special Montreal.....    | 1/4           | stage      |
| Mt Pleasant House, N. H.....     | Turkish Bath.....        | 175  | Turkish Bath H. Co.....       | 2.00      | Mt Pleasant Hl.....      | 1/4           | Street car |
| Newcastle, N. H.....             | Riendeau.....            | 200  | Os. Riendeau.....             | 1.50-2.50 | Portsmouth NH.....       | 3             | stage      |
| Newport, Vt.....                 | Cadillac.....            | 200  | Kenneds & Co.....             | 4.50      | Newport Vt.....          | 1 1/2         | stage      |
| Niagara-on-the-Lake, Ont.....    | Mt Pleasant.....         | 25   | Anderson & Price.....         | 4.50      | Niagara.....             | 1             | stage      |
| Niagara Falls, N. Y.....         | The Wentworth.....       | 450  | W. K. Hill.....               | 3.00      | Niagara F. N. A.....     | hear          |            |
| Plattsburgh, N. Y.....           | Three Kings Hotel.....   | 150  | C. D. Watkins.....            | 4.00-3.00 | Plattsburgh N. Y.....    | 1/4           | free-buss  |
| Port Kent, N. Y.....             | International.....       | 100  | McGaw & Winnett.....          | 4.50-5    | Special Port Kent.....   | 3/4           | free buss  |
| Pool's Resort.....               | W. H. Hill, Mer.....     | 200  | Int'l Hotel Co.....           | 5.00      | Special Mallorytown..... | 3             |            |
| So Poland, Me.....               | W. H. Hill, Mer.....     | 75   | Int'l Hotel Co.....           | 5.00      | Poland Springs.....      | 12-18         |            |
| Portsmouth, N. H.....            | Rockingham.....          | 125  | W. K. Hill, Mer.....          | 4.00 up   | Portsmouth.....          | 25            |            |
| Profile House, N. H.....         | Profile.....             | 45   | Tart & Greenleaf.....         | 4.00-3.00 | Profile House.....       | near          |            |
| Quebec, Que.....                 | Victoria.....            | 200  | Hotel Victoria Co.....        | 3.50-3    | Quebec.....              | near          |            |
| Rockport.....                    | Blanchard.....           | 100  | Jos. Clontier.....            | 1.00 up   | Lansdowne.....           | 1/4           | coach      |
| Rouses Point, N. Y.....          | Chateau Frontenac.....   | 100  | Theo. Lear.....               | 3.00      | Rouses Point.....        | 1             | stage      |
| Saranac Lake.....                | Island View.....         | 100  | D. S. Coon.....               | 3.00      | Saranac Lake.....        | 1/4           |            |
| Saratoga Springs, N. Y.....      | Del Monte.....           | 100  | C. F. Carpenter.....          | 3.00      | Saratoga Spr'gs.....     | 1             | stage      |
| St Lawrence Park.....            | Edgewood Inn.....        | 50   | Dewey Bros.....               | 2.30-50   | Special Chayton.....     | Steamer ferry |            |
| Summerstown, Ont.....            | United States.....       | 1600 | Tompkins, Gage & Perry.....   | 1.50-4    | Summerstown.....         |               |            |
| Toronto, Ont.....                | Central Park.....        | 300  | Ingelhart & White.....        |           | Toronto.....             |               |            |
|                                  | Algonquin.....           | 300  | J. R. Duquette.....           |           | Twin Mountain.....       |               |            |
|                                  | Queens.....              | 10   | McGaw & Winnett.....          |           | Caldwell.....            |               |            |
|                                  | Palmer.....              | 10   | J. C. Palmer.....             |           |                          |               |            |
|                                  | Kensington.....          | 10   | Chas. A. Campbell.....        |           |                          |               |            |
|                                  | Grand Union.....         | 10   | Webbs Restaurant.....         |           |                          |               |            |
|                                  | Webbs Restaurant.....    | 10   | Barron, Merrill & Barron..... |           |                          |               |            |
| Twin Mountain Station, N. Y..... | Twin Mountain H.....     | 300  | Twin Mountain H.....          |           |                          |               |            |
| Woodfin, N. Y.....               | Hotel Woodfin.....       | 10   | S. H. Smith.....              |           |                          |               |            |

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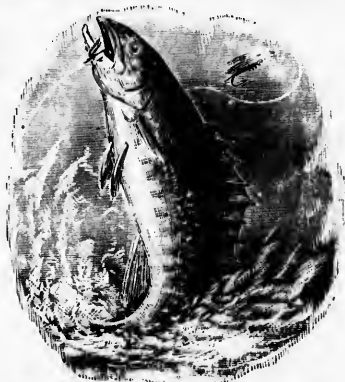
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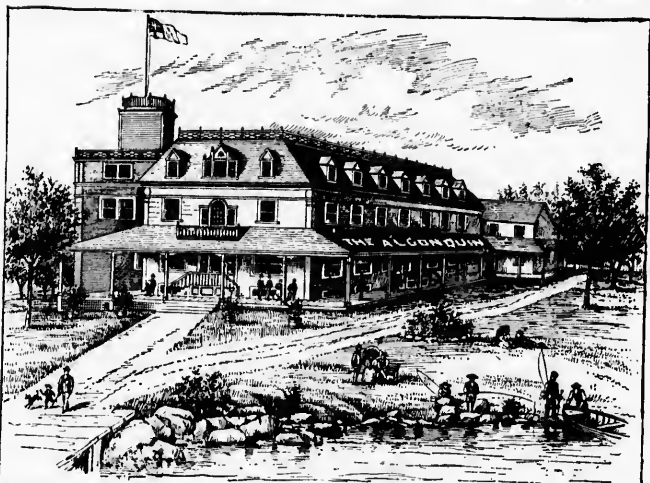
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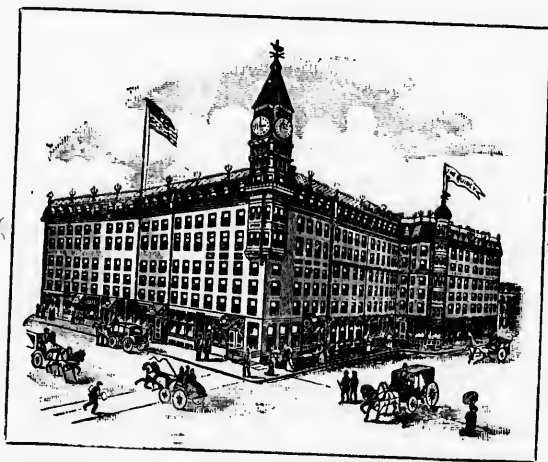
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- Dr. F. W. CAMPBELL, Dean of Bishops College, Montreal;
- Dr. W. H. DRUMMOND, Prof. of Medical Jurisprudence, Bishops College, Montreal;
- Etc., Etc.

The following is a copy of Analysis of "**RADNOR**" made by Prof. J. T. Donald, together with his opinion:—

"I hereby certify that I have analyzed the sample of Radnor Water received from the Canada Iron Furnace Company, Limited, and find the following results in 10,000 parts of water:—

Montreal, June 14th, 1904.

|                               |        |
|-------------------------------|--------|
| Chloride of Sodium.....       | 14.354 |
| Chloride of Potassium.....    | .211   |
| Sulphate of Sodium.....       | .210   |
| Sulphate of Magnesia.....     | 1.262  |
| Bromide of Sodium.....        | .080   |
| Bicarbonate of Sodium.....    | 1.697  |
| Carbonate of Lime.....        | 2.940  |
| Carbonate of Iron.....        | Traces |
| Silica.....                   | .145   |
| In 10,000 parts of water..... | 20.899 |

"This analysis shows that Radnor Water is of the same class as Apollinaris and German Seltzer, and that it contains the valuable ingredients in such proportions that its use as a table water overcomes constipation and acidity of the stomach in a gentle and pleasant manner. That Sodium Chloride is naturally present, instead of being artificially added, is most important. And it must not be forgotten that the valuable Sodium Bromide, which is entirely wanting in the German waters named, exists in appreciable quantity in the Radnor Water, making it a most desirable tonic."

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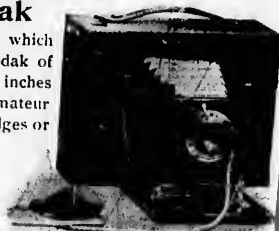
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