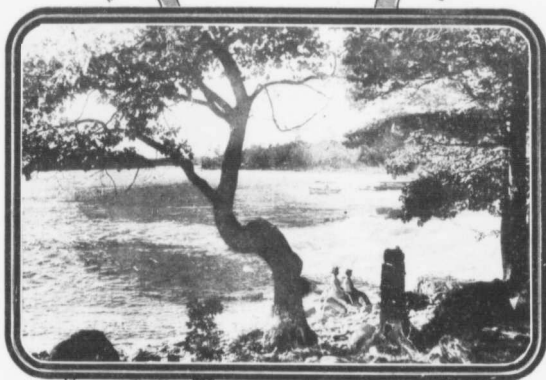


SUMMER TOURS



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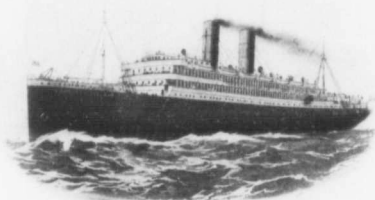
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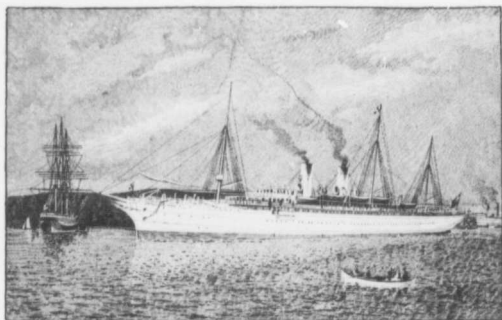
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CANADIAN ROCKIES
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ORIENT, TROPICS
THE ANTIPODES
AROUND THE WORLD**

**ALSO INFORMATION REGARDING
HOTELS AND BOARDING HOUSES**

CANADIAN PACIFIC RAILWAY

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SUMMER TOURS

IN WONDERFUL VARIETY



THE Canadian Pacific Railway Company's lines, stretching across Canada from the Atlantic to the Pacific, with a net-work of branches, offer unequalled facilities to the intending holiday-maker, whether he decides upon visiting the Atlantic seaside, the great inland lakes, the northern forests, the prairies of Western Canada, the Rocky Mountains, or the Pacific Coast.

Wherever his destination, he is assured of an incomparable service on this perfectly equipped road, whose distinguishing features have gained for it an enviable reputation the world over; and if he is in search of sport with gun or rod, he will find regions that are filled with large and small game, and through which flow waters teeming with fish.

Tourists by the Canadian Pacific are not limited to land travel or even to the American continent. This Company's magnificent steamships traverse the Atlantic and Pacific Oceans, the Great Lakes, and the inland waters of British Columbia. One who has sixty days to spare can travel from the Atlantic Coast across the continent of America and over the Pacific to Japan, spend a month in the land of the Mikado and return home within two months of his departure; or even in less time he can visit the charming Hawaiian or Fijian Islands or "do" Alaska and the Yukon. Nor does this reach the limit of the arrangements made by the Canadian Pacific Railway Company for tourists. A tourist can purchase a ticket at a very moderate price which will take him around the world, with stop-over privileges enabling him to see the Canadian West, wander about Japan, inspect the chief cities of China, the Straits Settlements and Australasia, and visit the historical places of India, Egypt and Europe. For the information of those who contemplate making any of these tours, the Canadian Pacific Railway Company has published a number of guides and maps compiled from trustworthy sources. They are entitled: "Westward to the Far East" (a guide to the principal cities in Japan and China), "Highway to the Orient," "Across Canada to Australia," "Around the World," "The Challenge of the Mountains," which, with "Fishing and Shooting" (a pamphlet of special interest to anglers and hunters), may be obtained free of charge on application to any agent of the Railway Company, or to the Passenger Traffic Department of the Railway at Montreal.

MONTREAL

THE COMMERCIAL METROPOLIS OF CANADA, AND ITS ATTRACTIONS



IS picturesquely situated on an island in the St. Lawrence—an ocean port although 600 miles from the sea by the river's course. With a population of about 400,000, it is one of the handsomest and most interesting cities on the continent—a city of trees and parks and pleasant drives, wherein lie all the attractions

of a summer resort, its mountain park on the summit of Mount Royal being one of the most unique public pleasure grounds in the world. Few places are there in America to which a visit gives as many delightful experiences, its summer temperature making it one of the few larger cities where people can live in comfort during the warmer months, the heat not being enervating as in more southern latitudes.

In many ways the most striking features of old and new world cities are here combined, and nowhere else in America, except in Quebec, will be seen the marked contrasts which Montreal presents. The costly public buildings, massive business blocks, and handsome private resi-



DOMINION SQUARE, MONTREAL, AND CANADIAN PACIFIC
RAILWAY STATION

dences, evidencing the concentration of great wealth, rise side by side with quaint old grey churches and sombre-looking convents and nunneries and grand cathedrals

PROVINCE OF QUEBEC

which rival those of the Old World in their magnificence and splendor.

Montreal is interesting historically, for here—then known as the Hochelaga of the Indian—Jacques Cartier came in 1535, and Champlain chose the site of a city eighty-one years later. Here Maisonneuve fought hand-to-hand encounters with the red man; here were the headquarters of French trading and exploration through the trackless West; and here Indian and French and British and American struggled for mastery, and in 1775 General Montgomery and the Colonial forces occupied the town for a short period.

The city's churches have a peculiar attraction to strangers, and many of them are always open to visitors



NOTRE DAME CHURCH

MONTREAL IS FAMOUS FOR ITS CHURCHES

during the day time. The immense French Church of Notre Dame, which seats twenty thousand people, is a magnificent edifice whose "Gros Bourdon" is one of the five largest bells in the world, and its chapel in rear, one of the most beautiful places of worship; in St. James' Cathedral, on Dominion Square, one sees a reproduction of St. Peter's at Rome on a reduced scale, and the quaint old church of Our Lady of Bonsecours, dating from 1657, presents a fine type of the habitant's place of worship. There are many other edifices of scarcely less interest, like Notre Dame du Pitié and the beautiful church of Notre Dame de Lourdes. In educational matters Mon-

PROVINCE OF QUEBEC

treau takes a leading place. With the Universities of McGill and Laval, the Royal Victoria College for Women, and nearly a hundred colleges, schools, seminaries and convents, as well as public art galleries and museums. There are numerous other points of interest around and about the city—the Champ de Mars, with memories of French, British and American armies of occupation; the Place d'Armes, with its fine monument of Maison-neuve; the Chateau de Ramezay, the residence of the Governors of Old Canada and of Benjamin Franklin and his fellow commissioners from the United States, Carroll and Chase, while living here, and perhaps the most interesting ancient historical building in Canada, in which are collected many historical relics and rare paintings; Nelson's Monument, behind which formerly stood the town pillory; the Bonsecours Market, where a glimpse is given of primitive life of especial interest on market days, Tuesdays and Fridays; St. Helen's Island; the Y.M.C.A. building, on Dominion Square; the immense Angus Works of the C.P.R. Co.; the various open public squares, monuments, etc.



PLACE VIGER HOTEL AND PASSENGER STATION, MONTREAL

The two stations of the Canadian Pacific Railway Co.—the Windsor Street and Place Viger—are imposing structures which are undoubtedly among the handsomest buildings in the city—rare combinations of elegance, comfort and architectural beauty—and fitting illustrations of the enterprise of the Company. The Windsor Street Station, recently enlarged, is a massive stone building somewhat resembling, in its frontage on two streets, the keep of a Norman castle. Upstairs are the head offices of the Company, where the business of this great artery of travel is carried on, and below are the grand general waiting-room, with its noble arches and massive polished granite columns; the ladies' waiting-room, and last, but not least, the dining-room, the antithesis of those railway dining-rooms whose peculiarities afford so many opportunities to the comic journalists of America. Place Viger, at the East End, is a combined hotel and passenger station in the French Renaissance style of architecture, built of grey limestone and Scotch firebrick, and in its appointments and furnishings is evidence of the happy blending of luxury and comfort. It is conveniently situated near the business centre of the city and within a short distance of the ocean and lake steamer docks.

PROVINCE OF QUEBEC

A run down the Lachine Rapids is a novel and exhilarating experience, and a visit to the Indian village of Caughnawaga, opposite Lachine, will give the visitor an idea of the advanced civilization of the aborigines of Canada; and in different parts of the island which are reached by electric railways there are fruitful orchards, pleasant summering places, and typical French-Canadian villages which will interest the visitor.

Montreal is the headquarters of the Canadian Pacific Railway Company, whose lines radiate from this great commercial centre to the principal points in Quebec, Ontario, the Maritime Provinces, North Atlantic sea coast of the United States, the great prairies of the West, the mountains of British Columbia and the Pacific Coast. The immediate vicinity of Montreal is well served by the Company's branch lines, which parallel the St. Lawrence on its northern bank to Quebec, penetrate the Laurentians, and reach out to the many summering places on lake and river, for Montreal is surrounded by a network of waters,



GENERAL OFFICES AND WINDSOR STATION, MONTREAL,
CANADIAN PACIFIC RAILWAY CO.

each possessing a distinctive charm and peculiarity strangely interesting to the visitor. Amongst these are St. Anne's, at the head of the island, 20 miles from the city, which Tom Moore immortalized with his poetic pen; Ste. Rose, Lake Louisa near Lachute, and others which are mentioned in detail in these pages.

The village of Knowlton, on Brome Lake, offers great attractions, with its surroundings, to the tourist and families seeking a quiet summer resort. The scenery is charming, and there is capital boating and bathing in the lake, in which there is good fishing for bass and pickerel. There are magnificent drives in every direction—through Foster Park, to the cemetery, over the hills around the lake, through the Bolton Pass to the famous sulphur springs, and to Lake Memphremagog. There are excellent hotels and boarding houses, and at the neighboring farm houses visitors can find good accommodation for the summer months.

PROVINCE OF QUEBEC

Throughout Eastern Quebec are scattered villages which offer attractions to summer pleasure and rest seekers, all possessing that perfection of climate and scenic beauty which has made these portions of Quebec a delight to every tourist who has visited them.

The south shore of the St. Lawrence is full of interest for visitors who seek repose in summer. The district, one of the first to be settled in the old French times, has preserved almost intact its characteristic features. From the Abenakis, the powerful tribe that once lived at the junction of the St. Francis River with Lake St. Peter, the mineral springs near the pretty village of St. Francois du Lac have been named. A good hotel, the Abenakis Springs Hotel, has been established and attracts many guests every summer by the medicinal value of its waters or by the old world charm of the neighbourhood.

THE HIGHLANDS OF QUEBEC

THE LAURENTIAN MOUNTAINS are the oldest known to geology and cover thousands of miles of territory. In this vast region is a labyrinth of lakes and streams, forming a perfect network of water stretches which teem with fish of different species, and in many parts of the country large and small game are also plentiful. Until within a few years this territory was very difficult of access and but little explored, and was in fact almost an unknown land. The Nominating branch of the Canadian Pacific Railway penetrates this Laurentian lakeland, and opens up new and virgin fields of sport, and in no place can the lover of the rod spend a week or two with more glorious certainty of an excellent catch. The scenery along the route is of a varied and most interesting character, including forests, lakes, rivers and mountains, not one of which is uninteresting, and on account of which this district has been so aptly termed the Switzerland of America.

The charms of this vast region are now becoming known to the lovers of Nature and of outdoor life; its healthfulness is proverbial. The pure mountain air, laden with the balmy odors of cedar and spruce, the cool sparkling lakes, added to the freshness and charm of Nature, make the whole region one of incomparable beauty and just the place one seeks for rest.

From Ste. Therese the railway through the Laurentians branches off to the north, and thirteen miles further on is St. Jerome, from which the Great Northern Ry. leads to Ste. Julienne, past New Glasgow, prettily situated on the side of a mountain and in the valley below, near the waterfalls of a mountain stream.

Shawbridge, forty-two miles from Montreal, is the gateway to the lake district of Ste. Angelique, a region little known to tourists, but where there is good camping, boating and fishing. Two miles further on a branch of the Great

PROVINCE OF QUEBEC

Northern Railway leads off to another virgin field, winding up the mountain sides to one of the highest points in the Province. In the lakes and brooks are trout, both red and grey, and in the woods are red deer, partridge and rabbits. There is a good hotel at Montfort, and another at Arundel.

From St. Margaret it is a three-mile drive to Ste. Marguerite, a pretty village on Lac Masson, where from the crest of a nearby mountain a glorious landscape is obtained. Within view are no fewer than eighteen lakes—all capital fishing waters—and north and east is Lac Charlebois, famous for its trout. By a series of dams a waterway has been constructed from Lac Masson to Lac des Isles, the banks of which afford good camping grounds. At Val Morin is Laurentian Lodge, a comfortable resting place.

Near where the Laurentians reach their greatest altitude is the pleasant village of Ste. Agathe des Monts, which is sixty-four miles from Montreal, and delightfully



IN THE LAURENTIANS

A CHARMING DISTRICT EASILY REACHED FROM MONTREAL

situated on one of the most winsome lakes—des Sables—and within a radius of seven or eight miles are no fewer than thirty-three lakes, in nearly all of which there is good trout fishing. There is a steam launch on the lake, and small boats can be easily engaged, the larger hotels usually supplying them free to guests. The roads in the vicinity are good, enabling visitors to drive through the country and reach nameless lakelets, in which few lines have ever been cast. Hotel accommodation is provided, there being six hotels and several boarding houses and sanitarium in the village. The rates at the hotels are from \$1.00 to \$2.00 per day, with material reduction for prolonged visits, and accommodation may be secured elsewhere from \$3.00 per week upward.

Lake Manitou is reached by a five-mile drive from Ste. Agathe, or by steam launch from Ivory station. Manitou is a delightful lake, and on its shores are erected the summer residences of a number of Montreal's leading citizens.

From Ste. Agathe it is an attractive seven-mile drive to Ste. Lucie, around which cluster twenty fishing lakes.

PROVINCE OF QUEBEC

The village boasts of a hotel, at which visitors can be supplied with boats, fishing tackle and vehicles. Eighteen miles away—and more tempting to the sportsman than those in quest of rest and repose—are several lakes, in a wild region where red deer and grouse are found.

St. Faustin, on the railway line, seventy-eight miles from Montreal, has sixteen well-stocked lakes in close proximity. In the village is a very comfortable hotel.

St. Jovite, eight miles further north, is another charming lake centre. The village is picturesquely situated in a broad valley, and although its birth dates back only a few years, it evidences a prosperous growth. The Riviere du Diable, a noted trout stream, flows near the village.

Lac Tremblant, the largest lake in the district, is reached from Mont Tremblant, the next railway station north, by a short drive over an excellent road. Before one looms the tremendous mass the natives have called Trembling Mountain—Mont Tremblant—on account of the strange tremors to which it is said to be subject, and of which no man has yet explained the cause. Two thousand four hundred feet it rears its naked, storm-scarred crest, and from that crest a view may be had under favorable conditions that were worth a longer and a harder climb. From this lofty point of vantage an idea of what the wilderness really means is gained, and it fills the mind with awe. Salmon and grey trout, the latter of which average from seven to ten pounds, are plentiful, and there is good shooting in the locality. There is good hotel accommodation at the lake, at which boats, etc., can be obtained.

The railway has been extended 23 miles beyond Labelle to Nominig, around which cluster innumerable lakes, rivalling those further south in their charm of surroundings and repute amongst anglers. From a quarter of a mile to twenty miles long they are to be found, some easy and some more difficult of access, but in few of them will the tourist be disappointed. At Labelle, as at the other places mentioned, guides are easily procurable, vehicles and boats are for hire, and the tourist can be assured of a maximum of pleasure at a minimum of expense. The waters are well stocked with trout, dore and pike, and in fact there is probably no better fishing region at the present time. In the autumn the deer and partridge shooting of the district is famous, and several clubs have their headquarters near Nominig. There is, however, no scarcity of vacant territory over which the general public may shoot.



LAC. DES SABLES, ST. AGATHE, QUEBEC

— QUEBEC —

THE HISTORICAL CITY OF AMERICA AND THE LOWER ST. LAWRENCE



IS one hundred and seventy-two miles from Montreal by rail. At many points on the journey down the north bank of the St. Lawrence by the Canadian Pacific Railway the scenery is wild and picturesque, and all along the line can be observed abundant traces of the primitive French methods that marked the early settlement of this region. Numerous noted fishing waters are crossed, for this is one of the best localities for the angler of all the many good points in the Province of Quebec.

The Mastigouche Lakes, which include some of the most noted fishing waters of America, are reached by branch railway from Joliette Junction, 48 miles east of Montreal, to St. Gabriel de Brandon, 29 miles north, and beyond these are other lakes and streams which offer splendid sport to the angler and unexcelled canoe routes which lead to Lake St. John, to the St. Maurice, and to the upper waters of the Ottawa, from which the St. Lawrence can be again reached.

On the St. Maurice River, between Three Rivers and Grandes Piles, to which a branch of the Canadian Pacific Railway runs, are the Shawinigan and Grand Mere Falls. The Shawinigan Falls are a fine rush of water down a slope 160 feet high. They are not vertical, but foam along at every conceivable angle, impressing all who see them with the immense force of the flood. Grand-Mere, too, eight miles higher up the St. Maurice, is well worth visiting. Here are situated the works of the Laurentide Pulp Co., which employ 1,000 men in the mills. The river-scenery is very beautiful, and there is a good hotel. Higher up the St. Maurice at the beginning of the navigable portion of the river, is the village of Grandes Piles. The region back of the river abounds in lakes and streams, which, filled with fish, attract anglers in great numbers, many of the waters being leased by fishing clubs. There are important iron works at Radnor Forges (established in the eighteenth century), eleven miles from



OLD MARTELLI TOWER,
QUEBEC

PROVINCE OF QUEBEC

Three Rivers on the branch which leads to Grandes Piles, and from Radnor comes a well-known mineral water. The remainder of the route from Three Rivers to Quebec by the Canadian Pacific Railway is through a country similar to that already referred to.

By river, the steamer makes a night trip, but the departure and arrival are so timed that the best of the scenery is visible at either end of the journey. Here and along both shores, henceforth, are relics and legends of the romantic and belligerent history of the early days of the province, and each headland has some old battery or monument, or legend of missionary or patriotic zeal.

Quebec has passed through the various stages from camp to trading post, from a mere fort to a city of 90,000 inhabitants, and where formerly a few Indians sold their peltries there is now a busy commercial centre. The architecture of the city is a strange medley, but a very pleasing one to an artistic eye. Lofty spires tower above the quaint little houses and narrow irregular streets of "lower town," and above all is the great citadel. A writer, in describing the city, says: "It is safe to say that there is no spot on earth that combines more features of beauty and grandeur. To the south



THE FAMOUS CHATEAU FRONTENAC, QUEBEC

are the heights of Point Levis, that rise tier upon tier to the boundaries of the State of Maine; to the north is the Laurentian range that stretches as far as the eye can reach, to the confines of Hudson Bay; to the west is the mighty St. Lawrence, hemmed in between steep and lofty banks; to the east appear the beautiful Island of Orleans, the lofty Falls of Montmorency and the cultivated slopes of Beauport. On the one side stretches the lovely Valley of the St. Charles, while on the other rises the lofty precipitous hill on which the city is perched, like an eagle in its eyrie. This hill, known by the general name of Cape Diamond, is perfectly bare, almost perpendicular, and is as clear cut as if it had been chiselled by a sculptor. Gibraltar itself cannot look more solid and impregnable. For many miles, in all directions, it dominates the whole region. * * * The singularity of Quebec lies in the fact that every inch of its ground is historic. Its streets and lanes, its hills and vales, even in their names recall the great men, events and history of the past. In Champlain, Richelieu, and Buade streets we have the names of the men who watched over the infancy of the Colony. The names of saints that everywhere abound proclaim the attachment of the people to the old Roman faith, while heroism, patriotism,

PROVINCE OF QUEBEC

saintliness or learning are remembered by such names as Brebeuf, Dollard, Ferland and Garneau."

At the eastern end of Dufferin Terrace is the palatial fire-proof Chateau Frontenac, which ranks with the leading metropolitan hotels in every particular. It is a magnificent seven-story structure, erected by the Canadian Pacific Railway company at a cost of considerably over a million dollars. Built after the style of the old chateaux of France, it happily harmonizes with its romantic environments, and the tourist finds within its hospitable walls not only the elegance and luxury that characterized the castellated dwellings of the nobles of Mediæval France, but all those conveniences devised by modern ingenuity for the comfort and pleasure of guests. Built almost on the verge of the cliff, it commands a view over the roofs of Lower Town, of the broad St. Lawrence, the wide sweep of Beauport Flats, Montmorency Falls and the Laurentian Mountains. The Island of Orleans smiles with thick woods and well-cultivated farms, and the heights of Levis, crowned with stately convent and red-roofed cottages, rivals the rock of Quebec itself. The position of the Chateau is perhaps unrivalled by that of any other hotel in the world. All the year round many tourists go there, as its winter sports are not less attractive than its fine scenery. (See "Quebec: Summer and Winter," issued by the C.P.R. Co.). Just below the city is the Island of Orleans dividing the river into two channels, the principal one being on the south side. A choice of routes either by Saguenay steamer or the Intercolonial Railway is offered the tourist. The steamer to the Saguenay passes St. Paul's Bay, opposite Isle

aux Coudres, where abundant traces of primitive Norman life yet linger. Les Eboulements is then passed, and Murray Bay, the most popular watering-place of the North Shore, is reached. There is a fine beach, good hotels and every facility for boating, bathing and golf. It is, moreover, a good locality for the fisherman. Attracted by its fine scenery and pure air a large number of visitors, some from considerable distances, visit Murray Bay every year, while those who seek a less fashionable resort find all they want in Cap à l'Aigle, a few miles further east, where the steamers also stop.

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



SOUS LE CAP STREET, ONE OF THE
QUAINT OLD STREETS OF QUEBEC

PROVINCE OF QUEBEC

Opposite Riviere du Loup and Cacouna is the famous Saguenay River, and at its mouth Tadousac, with ample provision for the comfort and pleasure of visitors. This fine stream is one of the chief tributaries of the St. Lawrence and the outlet of Lake St. John, of which so much has been written. Cape Eternity, 1,800 feet high, rises sheer from the water, and offers perhaps the grandest spectacle of the Lower St. Lawrence. For fifty miles from its outlet the Saguenay is from one to one-and-a-half miles wide, and flows between lofty precipices that appear to overhang its flood.

Trinity Bay, walled in by its gloomy guardian rocks, indents the eastern shore, and on the opposite side is Ha! Ha! Bay. The steamer lands at Ha! Ha! Bay immediately below the group of summer hotels and private residences. Those intending to visit this river should remember that an overcoat is at all times a comfort and frequently a necessity. Navigation on the Saguenay, by steamer, ends at Chicoutimi, long an Indian mission and trading post, but now a busy lumber port. A railway runs from Chicoutimi to Roberval on Lake St. John—the headwater of



QUEBEC'S CELEBRATED PROMENADE, DUFFERIN TERRACE

trip from Quebec by rail. Those who fancy a "dip in the Province of Quebec—and from thence to Quebec.

Lake St. John is also reached by rail from Quebec daily (except Sunday) via the Quebec & Lake St. John Ry., and a pleasant way to visit the places just described is to proceed by rail to Chicoutimi, via Roberval and thence by steamer down the Saguenay and up the St. Lawrence to Quebec. Lake St. John is the home of the wonderful ouananiche, a variety of the land-locked salmon and a royal fighter when hooked. A steamer plies upon the lake and enables tourists to reach various points comfortably. Some eighteen rivers, large and small, flow into Lake St. John, and their upper waters offer canoe routes for hundreds of miles into the unexplored wilderness, where the daring voyageur can travel whither he will.

The little village of Roberval is situated directly upon the lake shore. Upon a gentle elevation, commanding a view of the lake and neighboring country, stands the Hotel Roberval, a comfortable house, lighted by electricity, with accommodation for three hundred visitors, and canoes, etc., for exploration and fishing trips. At Grande Décharge a commodious hotel has been constructed.

PROVINCE OF QUEBEC

From the city of Quebec, an electric railway extends to the famous shrine of St. Anne de Beaupré, the objective point for several hundred thousand pilgrims every season. This railway passes close to the foot of the Montmorency Falls, a cataract 100 feet higher than Niagara and affords a most interesting side trip. Kent House, an historic mansion by the Falls, where lived Edward, Duke of Kent, father of Queen Victoria, while he was stationed at Quebec with his regiment, has been converted into a hotel. It commands a splendid prospect of the Isle of Orleans and the promontory of Quebec. The shrine of St. Anne is visited yearly by many tourists who are interested in the curious scenes to be witnessed in this fragment of old-time Palestine and in the costly works of art which decorate the sanctuary. Good accommodation is afforded visitors, there being a large number of hotels and boarding houses.



CHAMPLAIN MONUMENT, QUEBEC

Should a trip down the St. Lawrence by the Quebec S.S. line or the Black Diamond line be decided upon, the Saguenay will be missed, but more will be seen of the Gulf of St. Lawrence and its southern shore. The south shore is well settled by farmers and fishermen principally, but the first regular stopping-place for steamers below Cacouna is Gaspé. About sixty miles below Cacouna is Rimouski, a favorite summer resort, interesting on account of its thoroughly French civilization, which traces back to the opening chapter of Canadian history.

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

PROVINCE OF QUEBEC

The Bay of Chaleur requires no better proof of its merits as a summer resort than is furnished by the crowds of tourists who gather there each season. Excellent accommodation is afforded at Murphy's Hotel at Dalhousie, and many very comfortable little hostelrys will be found in the numerous quaint villages upon the northern shore. A very pleasant trip can be taken by the Interprovincial Navigation Company's steamers from Campbellton, reached by the Intercolonial Ry., to Gaspé Bay, which affords a fine view of the attractive coast line. There is good hotel accommodation and excellent salmon fishing at different ports of call.



MONTMORENCY FALLS,
NEAR QUEBEC

MARITIME PROVINCES

NEW BRUNSWICK, NOVA SCOTIA AND PRINCE EDWARD ISLAND.

The Maritime Provinces of Canada are best reached from Montreal by the short line of the Canadian Pacific Railway. At Lachine the fine iron bridge spanning the Lachine Canal and St. Lawrence River is crossed and a magnificent view of the river is afforded.

On the one side of the river is the village of Lachine, and on the other the quaint old Indian village of Caughnawaga, the home of a portion of the once all-powerful Iroquois nation. From it, moreover, came the dusky braves who have spread the fame of Canada's national game, lacrosse, far and wide.

At Farnham the Stanbridge and St. Guillaume lines of the Canadian Pacific Railway branch off, and the Short Line leads onward through a level, closely cultivated country.

At Brigham Junction the Montreal & Boston Air Line diverges for the White Mountains and Boston. At Foster Station the Sutton Junction & Drummondville branch of the Canadian Pacific Railway is crossed, and a few miles further on a fine bridge spans a valley of great natural beauty. Eastman Station is the point of intersection with the Orford Mountain Railway. Orford Mt. is over 3,000 feet high and is a favourite camping place and outing point for forest lovers. Heavy timber, cool streams and springs, and the most beautiful of mountain and lake scenery easily reached from Boston, New York and Montreal, give these hundreds of square miles of wild forest land, seamed and dotted with streams and lakes, great prospective value for tourists. It is time this country, which seems to have been overlooked, were better known. The few who know about it have made it a winter and summer resort for several years.

Lake Memphremagog and its beauty and attractions are too well known to require description here. From Magog steamers ply around the lake, touching at many points, including Georgeville, the Revere House, near Elephantis, at the foot of Owl's Head, and the favorite resort of Newport, Vermont. This excursion by steamer affords a most enjoyable side trip, for the tourist can stop at Magog, make the circuit of the lake and enjoy its many beauties, and from Newport go by Montreal & Boston Air Line either to Boston, the White Mountains, or back to Montreal. From the steamer one has a fine view of the lake, its picturesque surroundings and islands, the numerous summer residences upon the shores, and all points of interest, including the mountains. Passing the Magog River, where fishing may be had, and thence along the shore of Little Magog, a long, narrow and very pretty sheet of water, offering great inducements to the canoe and camper, and so on to the beautiful city of Sherbrooke, the commercial centre of the Eastern Townships of the Province of Quebec. Here the Magog River joins the St. Francis, where the Falls are an object of special interest. Sherbrooke is a bustling, thriving place of twelve thousand inhabitants, containing many handsome buildings, prosperous manufacturing and business interests, and scattered through the city are forested avenues, and sur-

MARITIME PROVINCES

rounding it in the rivers and valleys and hills are presented most charming bits of scenery.

North Hatley, 12 miles from Sherbrooke, on Lake Massawippi, rests between two lofty ranges of hills, at the outlet of a beautiful lake, and is a favorite summer resort.

Two miles from Sherbrooke, Lennoxville is reached, from which point the Boston & Maine Rd. runs south to Newport, where it connects with the Montreal & Boston Air Line. At Lennoxville is the University of Bishop's College and the school connected with it, and here for some years after the American civil war lived Mr. Jefferson Davis. After leaving Lennoxville, the route crosses the Massawippi River, and passing through a hilly, densely wooded region, follows the Eaton River for a short distance, and on through forests, relieved by occasional large clearings, from which fine views are afforded of mountains in the distance. Eighteen miles from Lennoxville is Cookshire, where the Maine Central Rd. is crossed.



THE PLEASURES OF OUTDOOR LIFE IN MAINE

running to the White Mountains, Portland, etc. Approaching Scotstown Station the line follows the Salmon River, and Megantic mountain is seen half a dozen miles away. There are several hotels in Megantic village, and sportsmen can also find accommodation at several farm houses near the head of the lake, while those intending to spend a holiday under canvas can pitch tents where they will.

Tourists from Quebec who intend visiting the Maritime Provinces can travel by the Quebec Central Rd. from Levis, opposite Quebec, via the Tring branch, to Megantic where connection is made with the Canadian Pacific Short Line to St. John, N.B. The route lies up the valley of the Chaudiere, a region through which Benedict Arnold marched his army in 1775 to Quebec, and from Tring Junction down the valley of Le Bras River, amidst land and water-scape that is very attractive. The boundary mountains, which divide the Province of Quebec from the State of Maine, are now close at hand, and the general aspect of the country undergoes a change. This portion of the State of Maine is netted with lovely waters, great and small, famous for their trout, and haunted by many moose, and deer, and grouse.

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Through the very fairest portions of this pleasing scenery the "Short Line" runs.

Passing through some very attractive country for a short distance after leaving the Boundary mountains, the first lake of the headwaters of the Moose River is reached. These headwaters of the Moose are a chain of irregularly shaped lovely lakes, linked together by the river and extending for some twenty-five miles, and followed by the line as closely as possible throughout their entire length.

Attean Lake, reached from Jackman, is a fishing water that has become a favorite resort with anglers.

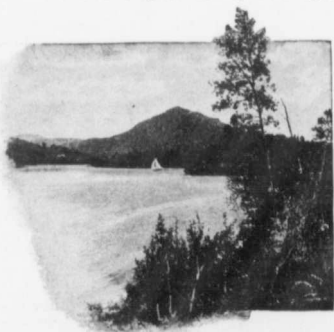
The first station at Moosehead Lake is Moosehead, Me., where a good hotel will be found, and here steamers running daily from Greenville call when required to take passengers for Kineo, or disembark others. Eastward from Moosehead station, the route follows the picturesque shore to Greenville Junction. Moosehead Lake, the queen of these forest wilds, is about forty miles long and one to fifteen miles wide. A number of well-appointed steamers ply on the lake, meeting all trains, and a cruise on one of them will furnish a most enjoyable side trip. The praises of this region have been spread by brush, pen and tongue far and wide, and there is a large gathering of pleasure-seekers here every season.

Upon an elevated portion of the shore at Greenville a large modern hotel affords excellent accommodation. Within easy reach are many trout streams and small lakes. Detailed description of the different trout-waters within easy distance of Greenville is unnecessary, as a few judicious questions asked on the spot will elicit all needful information.

Twenty miles up the lake from Greenville is the celebrated Mount Kineo, Me., an oddly-shaped rock mass rising over 800 feet above the water, and forming one of the most interesting features of the State of Maine. Kineo has long been a favorite resort, and the commodious Mount Kineo House in the very shadow of the mountain offers first-class accommodation. The rates charged are very reasonable. Guides, boats, canoes and camp outfits may all be obtained at fair rates. Several very attractive drives penetrate the dense woods surrounding the mountains, and Kineo itself is an unfailing fund of pleasure.

To return again to the "Short Line": At Greenville Junction connections are made with the Bangor & Aroostook Rd. running to the city of Bangor

River, and thence on to the fashionable watering-places of Bar Harbor, Portland, etc., on the Maine coast. Following the "Short Line" eastward from Greenville Junction the hills grow smaller, and presently the famous chain of lakes, forming a portion of the international boundary between New Brunswick and Maine, appear. This is another fine point for the sportsman, game and fish are



MOUNT KINEO, MAINE

MARITIME PROVINCES

abundant, the largest water of the chain, Grand Lake, being well stocked with land-locked salmon. After passing Vanceboro and crossing the St. Croix River, Canadian territory is reached again, and the route leads on through New Brunswick. At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., Presque Isle, Me., and Edmundston, N.B., to the north, and for St. Stephen, N.B., St. Andrews, N.B., and Calais, Me., to the south. The Washington Co'y Railway from Calais, Me., reaches Eastport, Machias, etc., by way of Washington Junction and McKay. There is a daily steamer from St. Stephen and Calais to Robinson, Me., St. Andrews, N.B., and Eastport, affording a nice sail on the beautiful St. Croix River. A through sleeping car runs between Montreal and St. Andrews, N.B., during the summer season, from June 18th to July 12th; it runs four times a week, leaving Montreal Tuesdays, Wednesdays, Thursdays and Fridays, and St. Andrews Mondays, Wednesdays, Thursdays and Fridays; from July 13th to the close of the season it runs twice a week, leaving Montreal Tuesdays and Fridays and St. Andrews Mondays and Wednesdays.

St. Andrews-by-the-Sea is a popular seaside resort beautifully situated on a peninsula five miles long, which extends



ALGONQUIN HOTEL,
ST. ANDREWS, N.B.

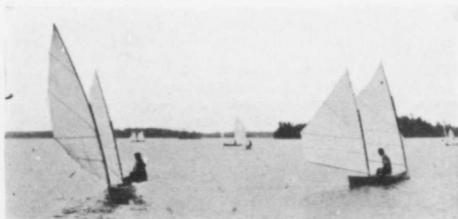
into Passamaquoddy Bay, which is seventeen miles long by six miles wide. It is a town of over 2,000 inhabitants, built upon a slope which rises some 150 feet at 2,000 feet from high-water mark. Beyond the town for about two miles, rounded hills form an amphitheatre 250 feet high from which is a beautiful view of the St. Croix River, the island and water of the bay and the coast of Maine. Good fresh water and deep sea fishing may be enjoyed within a short distance; the roads are perfect, making driving and motoring most enjoyable, the facilities for yachting, boating, fresh and salt water bathing cannot be surpassed, and there are golf links that have no superior in Canada, devotees of the game who play at St. Andrews coming from different parts of Canada and the United States. Yachts, boats and canoes, with guides, can be secured on the spot for a very moderate outlay, and taken upon its merits St. Andrews is one of the most desirable localities on the coast. A marked peculiarity of the place is the entire absence of malaria and mosquitoes. The air has proved wonderfully beneficial

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to malaria and hay-fever patients, and many cases of long standing have derived benefit from a sojourn there. The attractiveness of St. Andrews-by-the-Sea brings people seeking rest and relaxation from different parts of the continent. The Algonquin Hotel, on which a large expenditure has recently been made in improvements, is under the management of the Canadian Pacific Railway Hotel Department, and offers accommodation for tourists. The hotel is open from about 20th June to 15th September. St. Andrews is reached direct by rail from Montreal, St. John and Boston, and a daily steamer runs to Eastport. The popular watering-places of Campobello and Grand Manan are best reached by way of St. Andrews.

Resuming the journey east from McAdam Junction, Magaguadavic and Harvey lakes are amongst the many waters passed, and Fredericton Junction is reached, where connections are made for Fredericton, the capital of New Brunswick. Fredericton is the cathedral city of the Diocese, the military centre of the Province, the seat of the Supreme Judiciary, of the Provincial University, of the Normal School, and all this with a population of barely 10,000 souls. The roads around Fredericton on both sides of the river are good enough to tempt both horsemen and motorists, and they open up many beautiful vistas. The sportsman, whether he follows rod or gun, will find Fredericton an excellent centre from which to work. The evening train from Boston or from Montreal lands one in Fredericton at a good hour for lunch, or by the Boston morning express he will arrive there at a seasonable hour in the evening. From St. John there are several trains each day; there are trains also from Woodstock and St. Stephen. Besides the service of the Canadian Pacific from all the points mentioned, there are two trains a day over the Intercolonial which run through the Nashwaak and Miramichi valleys, whose possibilities have not yet been sufficiently unfolded to the tourist and sportsman, and connects Fredericton with the main line of the Intercolonial Railway at Chatham Junction.

The tourist at Quebec, or anywhere on the Lower St. Lawrence, will find a very attractive route to New Brunswick by starting from Riviere-du-Loup over the Temiscouata Railway, eighty-one miles, to Edmundston. This route skirts the shores of the beautiful Temiscouata Lake, and many smaller lakes and waterways in that section. From Edmundston the Canadian Pacific Railway follows the course of the St. John River to St. Leonards and

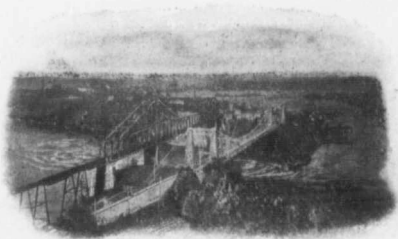


BOATING IS A POPULAR RECREATION IN NEW BRUNSWICK

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Grand Falls. At Grand Falls the tourist will find a very comfortable hotel, and ample facilities for fishing and shooting, while the scenery in the immediate vicinity is everything that one could wish. The journey from Grand Falls southward follows the course of the St. John River to Woodstock.

The upper St. John has also great attractiveness, the scenery being exceedingly varied. To Woodstock by rail or river affords a pleasant outing, and beyond Woodstock, a flourishing town, is Grand Falls, 80 miles up stream. Between these two places the Tobique, a famous fishing stream, flows into the St. John, and along its banks the Tobique Valley Branch runs to Plaster Rock. It is a magnificent canoe trip from Grand Falls to Woodstock or Fredericton, but nearly everybody goes by rail. These falls do not belie their name. There is a perpendicular fall of 74 feet, and below the cataract the waters rush in a series of rapids through a narrow gorge. Peculiar formations here are "The Wells," circular smooth pits with perpendicular walls cut deep in the rock, and fathomless. The scenery along the line to Edmunston is picturesque.



THE WONDERFUL REVERSIBLE FALLS, ST. JOHN, N.B.

and here are to be found some of the best fishing and hunting in the Province.

The St. John is a very beautiful river in every mile of its course, and in many instances the beauty is akin to its grandeur. Taking its rise in the State of Maine, it flows 423 miles until it finds its outlet at the harbor of St. John, on the Bay of Fundy. Steamers run daily between St. John and Fredericton, affording an 85-mile sail with ever-changing scenery from the intervale farms of the lowlands near Fredericton to the islands and groves around Gagetown, then to the upland fruit farms of the Long Reach, which gradually give place to hills and valleys near Westfield, finally culminating in the high and rocky steeps forming the narrows near the outlet at St. John, while many and varied commercial and pleasure sailing craft and steamers are to be met with on its waters from the trim racing and cruising sail boats or luxurious steam yacht to the lumbering wood boat and the powerful little tugs with an acre or more of logs in tow. As the waters of the main St. John River reach the city of St. John, they are forced through a narrow, high-walled rocky outlet, into fierce conflict with the great tides of the Bay

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of Fundy, producing the famous "Reversible Falls," one of the most curious phenomena of its kind in the world. The tide, as it rises twice a day, forces the salt water of the bay with great velocity through the gorge till it reaches Grand and Kennebecasis Bays, a few miles up the river. Here the incoming flood has room to spread out and lose its speed and power. It receives the fresh water brought down by the river, and as the tide turns the accumulated flood dashes down the gorge again. The fall of the tide in the harbor is as much as 17 to 25 feet, and as there is much water to escape and the outlet is narrow, the resulting rush is terrific. Its speed is estimated at 25 knots an hour, and its fury is fairly compared to the rage of the whirlpool at Niagara. The falls are, however, navigable at slack water twice a day for vessels of considerable draught.

On the brink of the falls is an elevated rocky island, separated from the eastern shore by a narrow channel, and the entire surroundings are diversified and picturesque. The gorge at the falls is spanned by two bridges, side by side—types of the past and the present in engineering skill—a suspension bridge for general traffic, erected in 1853, and a railway cantilever bridge over which the Canadian Pacific passes into the city, the latter the first "through" cantilever bridge ever constructed, all previous structures on the cantilever plan having had their tracks laid on the upper chord.

The City of St. John is an ideal summering place—a pleasure house of delightful surprises to the visitor—with pleasant environments that have rare attractions. The city is one of the great commercial ports of Canada, and is every year growing in importance by reason of its increasing relations to other places as a port of shipment. During the last few years its shipping facilities have been enlarged to a great extent to accommodate the several lines of Atlantic steamers which have made this their winter port, among which is the fleet of the Canadian Pacific Railway Company's Atlantic Steamships. These fine vessels run during the winter between St. John, London, Liverpool, Bristol and Antwerp, and do a large business in carrying through freight from the furthest points of the Dominion to Europe, as well as a considerable passenger traffic. The city is well laid out with wide and well-kept streets and asphalt sidewalks. The hotel accommodation is excellent, while the city and suburbs have much to invite the attention of the tourist. The harbor itself with its great rise and fall of tide, its picturesque beacon, its fishing crews, its ever-changing panorama of steam and sail, and at its mouth Partridge Island—which Whittier called "the Isle of the Pheasant"—on which blew the first steam fog whistle ever sounded in the world, is more than ordinarily interesting. The drives are numerous and afford many beautiful views of the Bay of Fundy and its surrounding country. Half a day spent in such a drive as will include Mount Pleasant and Lily Lake Park (also reached by electric cars), Fort Howe, the Falls, the Manawagonish Road and along the Bay Shore, returning by way of Carleton, will well repay the visitor. Other drives are out past the Marsh to Loch Lomond, to the Kennebecasis, to Milledgeville, the headquarters of the Royal Kennebecasis Yacht Club, etc. There is excellent sea bathing at the Bay Shore, where good facilities for bathing are afforded. There are streams and lakes within easy reach of St. John which afford sport for the angler without over-exertion on his part. While the citizens feel a pride in their harbor as safe, capacious, easy of access and free from ice in the

MARITIME PROVINCES

coldest seasons, they are equally proud of their summer climate, which they claim to be all that the tourist can desire. The heat is never extreme, the mercury rarely climbing into the eighties, and the nights are refreshingly cool, while the salt-laden sea breezes have a tonic effect which is as surprising as it is agreeable to those who come from less favored climates. The languid sufferer from summer heat finds on his arrival that the appetite is restored and that restful slumber in the coolness of the night is enjoyed. From St. John one may go by rail or steamer to all points in the Maritime Provinces.

The Intercolonial Ry. connects St. John and Halifax, passing through many villages and the thriving towns of Moncton, Amherst and Truro. At Painsec Junction a branch line diverges to Shediac, a pleasant little watering-place, and to Point du Chene, connecting there with steamers for Prince Edward Island; from Sackville another line runs to Cape Tormentine; from Springhill Junction the Cumberland Railway runs to Springhill Mines and to Parrsboro, on the Bay of Fundy, where connection is made with south shore ports in Nova Scotia; and from Oxford Junction and Truro branch lines run to Pictou, one of the



FROM THE CITADEL AT HALIFAX, N.S.

most beautifully situated towns in the province, where connections are made for Charlottetown, P.E.I., direct, and weekly sailings made to the Magdalene Islands, where excellent fishing and shooting are obtained. The Truro branch line also extends to the Sydneys.

An alternate route from St. John to Halifax is by the well appointed and fast steamer "Prince Rupert" across the Bay of Fundy, from St. John to Digby, and thence by the Dominion Atlantic Ry., which passes through Annapolis, the site of the earliest French settlement in Acadia, and traverses the beautiful Annapolis valley, immortalized by Longfellow as the home of Evangeline. At Grand Pré, the old well of the Acadians and the site of the destroyed church can be seen from the car window, and in the long lines of French willows and abandoned cellars, once covered by the cottages of a banished race, are other mute witnesses of the existence here of a primitive people whose romantic story has been pathetically told by the great American bard. Cape Blomidon and the Basin of Minas, the Gaspereau River, from which the expelled Acadians embarked, and other streams interesting to the stranger by their continually changing conditions on account of

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the high tides for which the waters of the Bay of Fundy are noted, and Kentville, Wolfville, Grand Pré, and Windsor and other prosperous towns, combine to make this a most interesting trip, while the beauty of the scenery is equalled by few regions on the Atlantic coast. From Windsor to Truro, 58 miles by the Midland Railway, is a delightful ride through a splendid section of Hants and Colchester Counties. The railway crosses the Shubenacadie River at South Maitland, where the rise and fall of the Bay of Fundy's tide is from 50 to 60 feet. Yarmouth is also reached from Digby by the Dominion Atlantic Ry. and has direct connection with Boston by fast steamers of the same company.

Halifax, the capital of Nova Scotia, is situated on Halifax Harbor, in which, with Bedford Basin, a thousand great ships can find secure anchorage. It is the most thoroughly English city on the continent, with the possible exception of Victoria, B.C. The weekly mail steamers from Great Britain land their passengers and mails here during the winter months. On the eastern side of the harbor is the town of Dartmouth. In the harbor lies the fortified St. George's Island, and at the entrance, three miles away, are McNab's Island and York Redoubt, also strongly fortified. The crowning fortress is of course the citadel, and from it the tourist may have the finest view of the city, harbor and surroundings. There is no lack of amusement for visitors. A sail upon the Basin; a trip to McNab's Island; a drive on Point Pleasant Road, through the public park and up the North-West Arm, a lovely sheet of water, to Chain Rock and the remains of the old English fort; Prospect Road and Round Herring Cove; around Bedford Basin by Dartmouth; to Waverly and Portobello; to Cow Bay with a run on the sands and a dip in the roaring surf; these and many more trips are offered. A more interesting spot for the tourist than the city by the sea would be difficult to find, and here he can profitably spend several days in visiting the places mentioned, and the public gardens; the dry dock, the largest in America; the old Dutch church, erected in 1775, which remains to-day just as it was first built; Dalhousie College, one of the finest educational institutions in Canada; the Provincial building, with its library and historical paintings; the Green Market on Post Office Square; His Majesty's dock-yard; St. Paul's church, the oldest Protestant edifice in British North America, erected in 1750; and the Garrison church, to which the military parade every Sunday morning—a sight that is always an attraction to tourists.

If the tourist cares to breathe Atlantic breezes in going west along the shore from Halifax one of the first ports of call will be Chester, with its lovely islands and its smiling shores dotted with summer residences and sylvan retreats. Chester is one of the most popular of provincial summer resorts, many Baltimore and New York people going there year after year. Legend has it that Captain Kidd buried much treasure at Chester, and extensive excavations have been made in the search for the noted pirate's booty. From Chester the voyage may be continued westward to Yarmouth.

Halifax has direct communication with all parts of the world by steam or sailing vessels. It is also a terminal point of the Intercolonial Railway, and through Canadian Pacific trains gives direct communication with Montreal and the West via St. John, N.B.

The Sydney and the Island of Cape Breton have been more in the public eye during the past few years than any

MARITIME PROVINCES

other part of Nova Scotia. The Sydney of to-day is a far different place from the Sydney of a few years ago. The town still retains its historic scenes and romantic associations, for Sydney is old and interesting, but it has in recent years become the headquarters of the Dominion Iron and Steel Company. Four blast furnaces, with steel mills, rolling and finishing mills, employ considerably over two thousand men, and the hum of the works goes on night and day. The Sydney of to-day, too, instead of the rough pathways of the past, now has concrete sidewalks, electric trolley cars and bustling crowds in busy marts of trade.

Co-laborers with Sydney's iron men are the 8,000 workmen in the Dominion Coal Company's mines at Glace Bay, a few miles distant. It is claimed that the reserve colliery of the Dominion Coal Company, which can quickly be reached from Sydney by electric tramway, has the greatest output of any one colliery in the whole world—about 1,000,000 tons annually; while what is called Dominion Colliery No. 2 has a more perfect and more modern equipment than any other colliery on the globe. The tourist will enjoy a visit to these works.

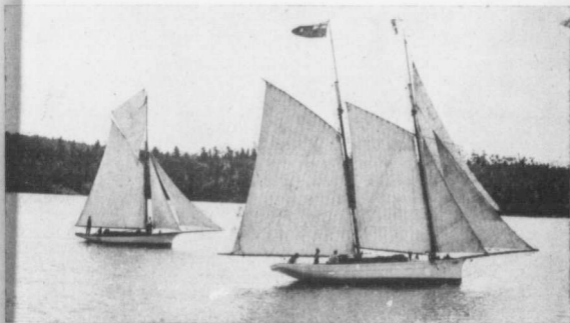
Sydney and North Sydney, while showing all signs of modern life, are the centres of a country of much scenic beauty. Sydney is the point of arrival and departure for steamers sailing through the far-famed Bras d'Or lakes, those "waters of gold," which so entranced the early French Warriors and settlers who made Louisburg their eastern headquarters—waters and mountains which have taxed the powers of descriptive writers ever since. The charm of the Bras d'Or lakes, which practically divide Cape Breton into two islands, is great indeed. Land and water blend in delightful harmony. The tourist may go on to Sydney from the railway at Mulgrave, via the Bras d'Or lakes; he may go by rail to Sydney and return through the lakes, or he may board a steamer at Grand Narrows, midway in Cape Breton, and proceed to Baddeck, where Professor Bell, the telephone's inventor, has built "Beinn Breagh," a magnificent summer home, and also a scientific laboratory. Whycomagh is another one of many charming points on the Bras d'Or lakes that may be included in a leisurely trip through Cape Breton. Louisburg is the eastern terminus of the Sydney & Louisburg Railway. The remains of the old French fortress, its bastions and mounds, are still strongly marked. Here can be plainly seen the points round which the last battle for supremacy in Acadia was fought between France and England. The romance of the past at Louisburg is not at all bedimmed by the great shipping piers which send large quantities of coal to New England. It is not difficult to go from Sydney to Cape North, the most easterly point of the mainland of the American Continent, where one can almost see the Newfoundland Coast. It is a look-out point on the Gulf of St. Lawrence. Cape Breton abounds in mineral wealth, has charming scenic beauty by land and by water, while in Inverness County especially there are rich farms and good trout and salmon fishing grounds, and the country is easily reached by railways and boats connecting with the Canadian Pacific.



— NEWFOUNDLAND —

THE NORWAY OF AMERICA

TO the dweller in cities who battles with the intense heat of the summer season no country offers a greater contrast than does Newfoundland, seated off in the midst of the great Atlantic, surrounded by the cool Arctic current, and refreshed by the keen breezes that are wafted across the ocean from the shores of Iceland. The country, the people, the customs, and the industries all possess the charm of novelty, and the isolation of the island, enabling one to escape completely from business cares, is a further advantage. Newfoundland is the twelfth largest island in the world, with a population of 300,000, descendants of hardy, adventurous English, Scotch and Irish emigrants who crossed the western ocean two centuries ago, to garner the harvest of the sea from the fishing banks round the Coast. They bred a progeny of fishermen who



NEWFOUNDLAND HAS SPLENDID WATERS FOR YACHTING

have no equal in the world, brave, kindly and hospitable. They are settled in every nook and cranny round its 3,000 miles of coast line, and one of the peculiarities of the island is that there is not a settlement in it three miles from the seashore.

This resort for tourists is best reached from North Sydney, in Cape Breton, to which a branch of the Intercolonial Railway runs from Truro, Nova Scotia, and thence by the splendid and speedy steamer "Bruce," which makes the passage to Port-aux-Basques in six hours, rendering Newfoundland no longer inaccessible on account of the ocean voyage, this new route practically annihilating the distance between the mainland and the Ancient Colony. The steamer is operated by the Reid-Newfoundland Co., in

NEWFOUNDLAND

connection with its well-equipped road connecting Port-aux-Basques, on the south-western shore of Newfoundland, with St. John's, the capital, on the eastern coast, with branches to Burnt Bay, Carbonear and Placentia. The road runs through a country rich in natural resources and having a wealth of great scenic beauty which has no counterpart on the eastern coast of America. The Bay of Islands and other grand bays which afford magnificent boating, bathing and fishing, can be visited, a stop made at Topsail, St. John's fashionable watering-place on Conception Bay, or, with St. John's as headquarters, excursions can be made to Topsail, Harbor Grace, the chief town of Conception Bay, and Heart's Content, the great Anglo-American cable station, Placentia, the ancient French capital, and to Portuque Cove and Belle Isle, which rises to a great height above the sea, giving it a commanding appearance. Placentia is a spot of unique interest, old fortifications, old ruins and buildings, a church built over 200 years ago, on the site of a Franciscan monastery, and a number of ancient Basque tombstones with inscriptions which have defied the most learned modern professors to decipher, make it a spot for the lover of the antique to linger in.

Few cities present a more quaint aspect than the little town of St. John's, the capital, built on the side of a steep hill, the houses rising in tiers above each other, and the summit crowned with the splendid cathedrals of the Catholic and Episcopalian denominations, structures of surpassing dimensions in such a small country. The entrance to the harbor is through a narrow channel, 600 feet wide, cleft in the encircling hills, as it were, by a giant's blow, and from the ship's deck the visitor gazes up 500 feet to the now ruined batteries which formerly crowned the top, and defended the city in the good old days when France and England battled for the supremacy of the island, and especially for the control of its unrivalled fisheries. In the city the visitor is brought face to face with fish being stored, dried, or shipped to market, for fish is the Colony's staple industry, and its prosperity is founded thereon as Amsterdam was said to be founded on herring-bones. Within half a mile of the town lies the pretty little lake of Quidi Vidi, nestling between two hills and abounding in splendid trout. It is a notable fishing resort, and trout of three to seven pounds' weight are often taken. A drive of an hour in any direction will bring one to numbers of other lakes and streams where trout are equally abundant. In Newfoundland "fish" means codfish, and all other kinds of finny creatures are known by their specific names. Pleasant drives can also be made to the fishing settlements within a radius of a dozen miles or more. Here the whole process of this industry can be observed from the catching of the cod in the offing, through the various stages of salting and curing until the perfected product is turned out, ready for export. Every break in the rugged cliffs is utilized for a settlement, and the houses of the fisher-folk are perched in almost inaccessible places, surrounded by the "flakes," or structures of poles and boughs, upon which the fish are dried. Since the great fire, the city has made rapid strides, and few cities of its rank can claim as many fine ecclesiastical and educational structures, business blocks and handsome residences. The construction of 640 miles of railway, traversing the island and tapping its principal bays, is leading to the rapid development of the many resources of Newfoundland, by giving St. John's easy connection with the American continent, opens up a new field for tourists in search of new

NEWFOUNDLAND

lands to explore, and for sportsmen seeking large or small game or the triumphs of the rod and line.

A variety of tours can be made from St. John's including one by steamer as far north as Nain on the Labrador coast, returning via the Straits of Belle Isle to Bay of Islands on the west coast of Newfoundland, thence by rail by Port-aux-Basques and the S.S. Bruce to North Sydney. Another tour is to St. Pierre Miquelon by rail to Placentia, and thence steamer, or by steamer direct from Port-aux-Basques. A complete tour by the Reid-Newfoundland Co.'s system of railways and steamboats, including all points of interest in Newfoundland and Labrador, occupying forty days, is the best way to see this island in the Atlantic, about which there is a quaintness that no other part of America possesses.



ATLANTIC SEA COAST

THROUGH THE FAMED WHITE MOUNTAINS TO PORTLAND

THE most attractive routes to the popular resorts of the American sea coast from Canada through the celebrated White Mountains. Between Canada and the fashionable points on the Atlantic seaboard lies a territory of great natural beauty, affording unnumbered facilities for spending a pleasant holiday, and in addition to picturesque and varied scenery there will be found well-appointed hotels for the accommodation of tourists. The Canadian Pacific Railway has laid out a great number of routes to convey pleasure-seekers through the finest portions of this region, to the White Mountains, the Coast, and also through the mountains to southern New England.

The majority of these tours have Montreal as their starting point, and the route is the same to Brigham Junction as described in the trip via the Short Line to the Maritime Provinces. From Brigham Junction south the line runs through a hilly country, enters the State of Vermont a short distance south of Abercorn, and thence east to the pleasant resort of Newport, Vt., situated on the southern end of Lake Memphremagog.

Travellers starting from Quebec reach Newport via the Quebec Central Railway, which traverses the upper valley of the Chaudiere, thence into the Eastern Townships to the city of Sherbrooke (where it crosses the Canadian Pacific Short Line) and thence via the Boston & Maine Rd. along the rocky shore of Lake Massawippi to Newport. From Newport the trip is continued via the Passumpsic division of the Boston & Maine Rd. to Lunenburg, Vt. The run from Newport to St. Johnsbury trends towards Burke Mountain and follows the crooked Passumpsic River for some distance, winding about picturesque hills with fine views of the Green Mountains.

Leaving St. Johnsbury, the line runs eastward crossing the beautiful Connecticut Valley. The famous White Mountains, faintly discernible from St. Johnsbury, now loom boldly before the eastern and southern horizon. Sharply defined in the foreground is Lafayette, and to the south the Profile range; to the east and north Cherry Mountain and the Lancaster range; while between Lafayette and Cherry tower the grander summits of famed Mount Washington and the Presidential range. From Lunenburg the Maine Central Rd. is taken.

After crossing the Connecticut River the line turns to the south, passing many villages resorted to for summer holidays, until Fabyans, at the northern gate of the White Mountains, is reached, the Ammonoosuc River being followed into the interior of the group, beyond which a pass affords egress to North Conway, from which point the road runs to Portland and Boston. There are several small stations between Lunenburg and Conway, offering good accommodation for visitors, and from them many branch and stage lines diverge to desirable points, where hotels and boarding houses will be found.

East of Fabyans the first station is Twin Mountain House, close to Twin and Cherry mountains, and from here a fine view is obtained of Mount Washington and of

ATLANTIC SEA COAST

Mount Lafayette. The several picturesque villages to the north about Cherry Mountains, Randolph and Jefferson, are easily accessible. The White Mountain House, one of the oldest hotels in the country, is one mile away to the east, Fabyans being the central point of the entire district.

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

A noteworthy side trip of ten miles can be made by rail from Bethlehem Junction to the famous Profile House, situated in a deep cleft between Franconia and Lafayette ranges, at the source of the Merrimack. Close at hand, projecting from the brow of a tremendous cliff, is the mighty profile of the "Old Man of the Mountain." It is colossal in proportions and a perfect face throughout, as though one of the wizard craftsmen of old who chiselled the stupendous Sphinx had sought to carve some magnificent statue from the living rock and given up the task after completing the features. Six miles below the Profile is the Flume and Flume House, reached by stage, and within easy driving distance is North Woodstock. To the south and west of Fabyans lies a wilderness, mountainous and wild in the extreme, and to the north and east tower the lofty heights of the Presidential range. A branch line, six miles long, runs from Fabyans along the bank of the Ammonoosuc and past its pretty falls to the base of Mount Washington, whence the Mount Washington Rd. carries visitors to the summit, 6,293 feet above the sea.

The summit of the mountain is occupied by a large hotel. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded. The incline railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. The total length of the line is nearly three miles, and the time of ascent about one and a half hours. Precautions for safety are so numerous that an accident is impossible.

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

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

The Maine Central Rd. proceeds southward from North Conway to Conway Centre on the banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago Lake to Portland, Maine, and thence eastward to all points in the

ATLANTIC SEA COAST

State of Maine and the Maritime Provinces. This is a rich farming country, presenting charming landscapes and many different tours, including those leading to Bar Harbor, Old Orchard Beach, Poland Springs, the Maritime Provinces, Boston, etc. In the immediate vicinity of Portland are several noted resorts much frequented by Canadians, including Cape Elizabeth, Prout's Neck, Cushing's Island, Peak's Island and other attractive places.

TO BOSTON VIA THE MONTREAL & BOSTON AIR LINE

The route followed in this case is similar to the one just described (to Portland via the White Mountains), as far as St. Johnsbury. Below that town the Passumpsic river is crossed and re-crossed several times ere its mouth is reached, a few miles before arriving at Wells River Junction, where connection is made for Lisbon, Sugar Hill and Littleton, the trip between the two latter places being made by stage. Continuing on the way to Boston, the Connecticut is crossed at Wells River, and proceeding southward over the hilly region that divides the tributaries of the Connecticut from those of the Merrimack we descend towards the Merrimack Valley by way of the gorge of Baker's River, one of the headwaters of the Pemigewasset. The towns of Haverhill, Wentworth, Warren and Rumney (all in New Hampshire) are passed. Fine views are obtained of the White Mountains close upon the left, with Moosilauke prominently conspicuous. Further on Mount Washington is grandly revealed across Lake Winnepesaukee. At Plymouth, N.H., situated at the junction of Baker's River with the Pemigewasset, a branch line runs northward to North Woodstock, whence the Flume and Profile hotels are reached by stage as previously referred to. Plymouth appears like a scrap of outside civilization deposited among guardian mountains for safe keeping, the surroundings being wonderfully pleasing. Soon Winnepesaukee's shore is reached, with the villages of Lakeport, Laconia and Weirs, with good hotels and all facilities for spending a holiday, Weirs being a landing-place for the steamers plying upon the lake. At the city of Laconia, nestling near the base of Mt. Belknap, the lake is left behind, and the line follows the valley of the Winnepesaukee River, and ere long Concord, the capital of New Hampshire, is reached. Passing on from Concord and following the Merrimack River, the next point of special interest is the great factory city of Manchester. From thence the route passes through the busy "cotton" cities and flourishing towns of New Hampshire and Massachusetts, including Nashua and Lowell, until the train rolls into Boston, and the run of less than twelve hours from Montreal is completed.

A pleasant way for the traveller to reach New York from Boston is by the Sound Steamer Lines. Reference to the list of tours will show that in several cases a round trip is provided between Montreal and Boston, via St. Johnsbury, Fabyans and Portland, and return via Plymouth and Wells River, or vice versa.

MOUNT DESERT AND THE MAINE COAST

What the routes are from Canada to the coast the tourist has already been informed. Once the sea is reached complete facilities are offered by rail or steamer from Boston or Portland for reaching all noted points of summer travel. Between Boston and Portland large and elegantly appointed steamers ply by day and night; or should the trip by rail be preferred, a succession of interesting seaports are traversed, ranking among the earliest settlements on the New England seaboard, viz.: Lynn, Salem, Ipswich, Newburyport, Portsmouth, Kennebunk and Kennebunkport, Biddeford, Saco, and the famous Old Orchard and Scarborough beaches.

The city of Portland, Me., has for years been a popular spot with tourists, and a holiday can be well spent examining its interesting features. It has many delightful spots, among which is Riverton Park, reached by electric car. One point that never loses its charm is the old tower on Munjoy Hill. Casco Bay is surrounded by most attractive shores and contains delightfully pretty islands, prominent among which is Cushing's Island. There are numerous hotels and cottages dotted here and there and all around, and along the coast are sleepy, old-fashioned villages, ideal spots for a restful vacation. Gayer resorts are furnished by the beaches and hotels, the most celebrated of them being Rye Beach, the Isles of Shoals, Wentworth House and Old Orchard, the latter being a smooth beach a few miles south of Portland, with row after row of hotels, cottages, amusement booths, bathing-houses, etc., and everything to make it what it is, a fashionable and popular watering-place. A special side trip is arranged from Portland to Old Orchard, which also gives access to Ocean Park, Ferry Beach and other points; in fact all are situated upon the same ten-mile strip of shore and connected by a branch line on which trains run every hour. The traveller can reach Mount Desert (Bar Harbor) from Greenville Junction by rail as mentioned in connection with the Short Line, or from Portland by the Maine Central Road, or by rail from Portland to Rockland and thence by steamer, which calls at several points upon the Maine coast, and at summer resorts upon the lesser islands.

Mount Desert Island is the most prominent and fashionable watering-place on the northern coast of Maine. Its principal landing and centre of amusement is Bar Harbor. Hotel and private boarding accommodation can easily be obtained at varying prices. The island is mountainous and some of the summits are over 1,500 feet in height. A good wagon road leads to the top of Green Mountain, from which an unequalled view of the sea, the straits and an immense landscape inland is obtained. Good paths have been made to the tops of other hills, and walking trips, consequently, are one of the most fashionable as well as enjoyable customs of the island.

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

THROUGH THE ADIRONDACKS

The Adirondacks may be reached from Montreal by the trains of the New York Central Rd. (Adirondack Di-

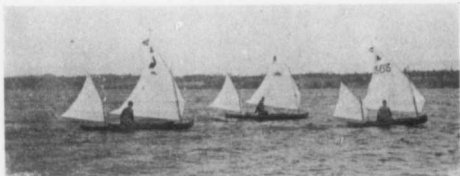
ATLANTIC SEA COAST

vision), which run in and out of the Canadian Pacific Railway's Windsor Street Station to and from New York.

The route is very attractive, passing through a region rich in forest and mountain scenery, crossing the St. Lawrence River bridge at Lachine, and running through the famed Adirondack Mountains past Loon Lake, Paul Smith's and Saranac Lake to Utica, thence via Albany and the eastern bank of the Hudson River. The trip may be varied by a sail down the Hudson from Albany. Volumes could be written about the attractions of this route, and the holiday seeker, who contemplates travelling that way, is recommended to the tourist publications of the New York Central Railroad.

DOWN LAKE CHAMPLAIN

Delightful tours can be made by the Rutland Railroad running from Montreal to New York, which, after leaving Canadian territory, runs through an historic region across the islands which dot Lake Champlain and skirts the foothills of the Green Mountains, with the Adirondacks to the westward. For several miles the lake itself is traversed on a solid stone embankment. The views when traversing the lake from Alburgh to Burlington are picturesque beyond description. To the east are the lake and the mainland of Vermont, a broad plain of highly cultivated farms, with the high peaks of the Green Mountains in the distance. Westward and to the south the level islands and the lake lie in the foreground, the Adirondacks forming the sky line. There is no more attractive holidaying realm throughout New England. By this line one can reach Burlington, a charming Vermont city at the foot of Lake Champlain, Vergennes, Middlebury, Brandon, a pretty little town which attracts summer visitors in large numbers, and from which the famed resorts of Lake Dunmore (8 miles distant) and its envioning waters and mountains are reached; Rutland, another typical Vermont city near which are Killington Peak (alt. 4,241 ft.), Lake Bomoseen and Clarendon Springs, and Manchester, in the heart of the Green Mountains, known for years as an ideal summering place. Saratoga Springs and other favorite resorts can also be reached by the Rutland and its connections. Through trains from New York via the Rutland Rd. leave the Windsor Street Station of the Canadian Pacific Railway every morning (except on Sundays) and every evening.



— NIAGARA —

THE GREAT CATARACT AND THE SPLENDORS OF ITS SURROUNDINGS



NIAGARA

IS THE one wonder of the world which has a fascination for all. It baffles description, and the grandest flights of fancy in prose or poetry convey but a faint idea of the majesty of the scene. At first sight the falls are disappointing to some who go expecting they hardly know what, and find a mighty torrent tumbling over a precipice of rock, and for a few moments feel a vague dissatisfaction, an idea that in some way the spec-

tacle is not what it was represented to be; but they seldom carry that idea away.

There is a choice of routes to Niagara Falls from Toronto—either by all-rail around the head of Lake Ontario and through what is not incorrectly described as the garden of Canada, or by steamer across the lake to Niagara or Queenston, Ont., or Lewiston, N.Y., and thence by railway or electric car. The cataract itself is of course the central object of wonderment, and surrounding it are many interesting points which are annually visited by large numbers of tourists.

On the Canadian side is the Queen Victoria Niagara Falls Park. Following the cliff walk, unobstructed views are obtained from the picturesque Rambler's Rest, directly opposite the American Fall, at Inspiration Point, opposite the northern end of Goat Island, and again at Table Rock, which is at the very end of Horseshoe Falls. Clad in waterproofs, which, with guides, are easily obtainable, one can descend by the hydraulic elevator to the river side and pass behind the watery curtain at the end of the Horseshoe. The experience is a novel and exciting one, for nowhere else can the actual height of the Fall and the immensity of the volume of water be so comprehensively realized. There is little danger, as experienced guides prevent venturesome visitors from going beyond the line of safety.

The American side is reached by ferry or bridge. There are many points of vantage from which the cataract can be seen, and many places worth visiting. The American Fall is a few feet higher than the Horseshoe, but the volume of water passing over it is not so great. The Cave of the Winds, the State Reservation from which the American rapids are best viewed, Goat Island, a pleasant island park, the Three Sisters Islands near by, Luna Island, are amongst the places that should be and usually are seen by tourists. Prospect Park has been admirably laid out, and there is sufficiency of beauty in the view away from the Falls to give fame to any summer resort, even though the wonderful Falls were not there at all. Another experience is a

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trip on the Maid of the Mist, a staunch little boat that stems the current, passes in front of the American Fall and Goat Island and allows you to look far up the emerald sheet that pours over the wonderful Horseshoe.

About two and a half miles below the Falls are the Whirlpool Rapids, scarcely less wonderful than the Falls themselves. The river is very contracted here, its depth, in fact, being far greater than its width. The waters pour down the narrowed channel with such velocity that their elevation is sometimes thirty feet greater in the middle of the channel than at the sides. The scene is sometimes compared to the Danube at the Iron Gate, but the Danube is a peaceful and well-behaved stream compared to Niagara. At the Whirlpool itself the river follows a sharp angle to the right before flowing out of the rocky defile.

There is an excellent electric car service on both sides of the Niagara River. Along the bank on the



NIAGARA FALLS

Canadian side, which is skirted by the International (Electric) Railway, running from Slater's Point, above the Falls to Queenston, there are several places of great historical interest, chief among which are Queenston Heights, where was fought the great battle of the war of 1812, in which General Brock lost his life, his memory being perpetuated in a huge columnar monument surmounting the heights. The Company operating this electric line has acquired the improved elevators to the Whirlpool and other points of interest at the river's edge. From the cars passengers can see the view of this magnificent river, no part of which is lost by those who travel on the Canadian side. The alternative route is on the American side by the New York Central Railroad, or the Niagara Gorge Rd., and is well known to all visitors to the Falls.

Thirty miles beyond the Falls is Buffalo, the largest city on the Great Lakes except Chicago, which ranks among the leading centres of commerce in all America. A

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dozen great railroads, the Erie Canal and unlimited shipping concentrate here.

Another attractive point connected with this tour is Niagara-on-the-Lake, Ontario, a famed summer resort with excellent hotel accommodation. Here is situated the Canadian Assembly, or Canadian Chautauqua, the sole institution of the kind in the Province of Ontario. Niagara-on-the-Lake is, as the name indicates, on the shore of Lake Ontario at the mouth of the Niagara River, directly opposite Toronto, thirty-eight miles distant. Some hundred thousand dollars have been expended in improving and beautifying the grounds, amphitheatres and hotels, and musical and literary entertainments of a high order are furnished. Niagara-on-the-Lake may be reached either by the Niagara River Line's steamers from Toronto, or by the Michigan Central Railway from Niagara Falls, a run of fourteen miles.

There are many attractive points in the Niagara peninsula, and Hamilton, at the head of Lake Ontario, will be found an interesting and handsomely built city. It is picturesquely situated at the base of the mountain, its many industries indicate its prosperity, and the city's streets and the roads around afford very pleasant drives.



ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY IN ONTARIO ARE MANY RIVERS FAMOUS FOR THEIR FISHING

TORONTO

AND PLEASURE RESORTS IN WESTERN ONTARIO



THE chief city of Ontario, is admirably located and naturally adapted for a summer resort. It is in the heart of the temperate zone, the climate made equable by the broad waters of Lake Ontario. It has a fine harbor that affords splendid boating and bathing facilities, and there is endless variety to be found in the neighboring summer resorts. The city is well built and progressive, with a population of about 300,000, and its public

buildings and private residences indicate great prosperity. Many of the streets and avenues are well shaded by luxuriant trees. It is a remarkably clean city, and it has more than a provincial reputation as a city of churches. There are many pleasant drives, and the Island across the Bay offers great inducements to visit it during the day and evening. The tourist should visit the Parliament Buildings, the Queen's Park, the Exhibition Grounds, the Horticultural Gardens, the City Hall, the Asylums, the University, Trinity College, Upper Canada College, and the other educational institutions which have given the city fame, and the parks and suburban summering places will be found interesting.

Toronto is a great railway centre, and from it lines branch out east, west and north. The Canadian Pacific lines run to Buffalo, to Owen Sound, to Muskoka, to Montreal and Ottawa, and by way of London and Chatham to Detroit, where close connection is made with the American west, through cars being run to Chicago over the Wabash R.R. The western counties of Ontario have been styled the garden of the Province, and Kent and Essex in particular are also celebrated as shooting grounds.

At Guelph, reached by a short branch from the main line, is the Ontario Agricultural College and Experimental Farm with which is allied the Macdonald Institute for young women.

Preston Mineral Springs are reached by the Galt, Preston & Hespeler Electric Line from Galt station. These sulphur springs are undoubtedly among the finest in Ontario. There are two good hotels recently renovated and modernly equipped with a system of baths in each, besides a substantial bath-house built and maintained by the G. P. & H. Railway.

London is situated about half way between Toronto and Detroit, and is one of the prettiest cities even in this garden of Ontario.

This city possesses some of the finest sulphur baths on the continent. It is the centre of the richest farming

ONTARIO

district of Canada, is at the head of navigation on the Thames River, a beautiful excursion point for the States' border cities, and having adopted the plan of taking down fences in the residential portions, appears like a veritable garden city.

Chatham, midway between London and Detroit, has two beautiful parks. There are also exceptionally fine mineral springs at this point, in connection with which a new modernly equipped hotel, offering all the usual attractions for summer tourists in addition to the mineral water and baths.

The Canadian Pacific Railway Company's large steel ferry steamers take the trains across the Detroit River from Windsor, Ont., to Detroit, the "City of the Straits."

Mount Clemens, twenty miles from Detroit, owes its reputation as a resort and its prominence as a prosperous and beautiful city, to the medicinal virtues of its mineral waters and the efficacy of its thermal baths.



WHERE LIFE IS FREE FROM CARE
MUSKOKA LAKES

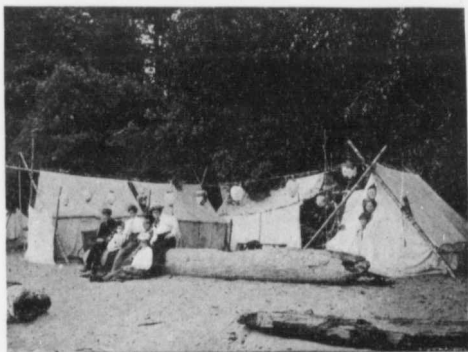
MUSKOKA LAKES

In June will be inaugurated a special fast train service by Canadian Pacific Railway on the Toronto-Sudbury line between Toronto and the celebrated Muskoka Lakes. Bala, one of the most beautiful as well as central, points on the Muskoka Lakes, will be the principal station.



BALA FALLS ON THE MUSKOKA LAKES

At Bala direct connections will be made with the steamers of the Muskoka Lakes Navigation Company for all the principal resorts on these famous Lakes. The unsurpassed beauty of these waters and the many natural advantages offered to pleasure seekers have made these lakes the summer-resort home of thousands of people from Canada and the United States. The train service from Pittsburg, Buffalo, Hamilton and Toronto via the Canadian Pacific Ry. will be excellent.

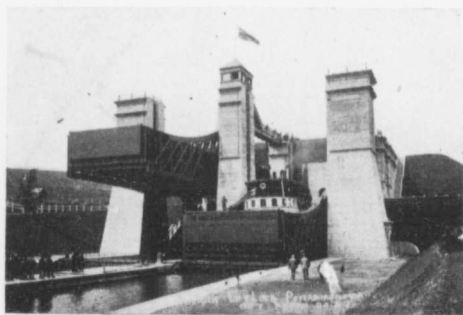


CAMPING IS ENJOYABLE ON MUSKOKA LAKES

THE THOUSAND ISLANDS

FROM TORONTO EASTWARD BY LAND AND LAKE

ONE of the most popular summer outings is that which includes a portion of or the entire trip on the St. Lawrence between Lake Ontario and the City of Quebec. Combinations of railway and steamboat transportation are so arranged along the river that tourists are enabled to travel by the Canadian Pacific route from Toronto to Kingston and there connect with the mail boats of the Richelieu & Ontario Navigation Co., that pass by the Thousand Islands, Brockville, Prescott, Ogdensburg, Cornwall, and the various rapids to Montreal, the Ottawa River below Ottawa City being also included among the steamer trips. Montreal and Ottawa can also be reached by rail direct from Toronto. The route lies through a well-farmed country, a far spreading succession of fields and orchards sharing with portions of the Niagara penin-



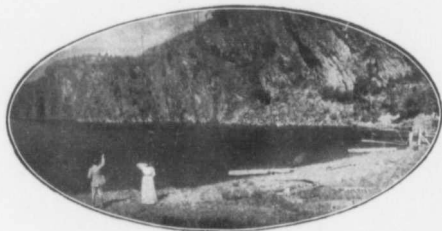
LIFT LOCK AT PETERBORO, ONT.

sula and the rich lands of Kent and neighboring counties, the proud title of "Garden of Ontario." From Burketon Junction, Lindsay, Bobcaygeon, and the beautiful Kawartha Lakes are reached by a new air line of the Canadian Pacific Railway which runs on an elevated plateau where there is complete immunity from hay-fever. The terminus is at Bobcaygeon, where there is very good bass and maskinonge fishing within four hundred yards of the station. There are hotels and boarding houses at Bobcaygeon. Steamers connect with trains both at Lindsay and Bobcaygeon, which bring tourists and fishermen to a great number of summer hotels and camps. Much time is saved by taking this Lindsay branch of the C.P.R. There is a yacht or canoe route of seventy miles on these Kawartha Lakes and many streams and lakes by which canoe trips can be extended to all points of the compass from

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Lindsay or Bobcaygeon. Peterboro', one of the growing cities of Ontario, is another excellent point from which to start upon a canoe voyage, or a jaunt into the woods. The Otonabee River, a rapid and pretty stream runs through the city, and its swift current furnishes power for many busy mills. Canoeing is a prominent feature among the amusements of the sport-loving community, and from Peterboro' some famous shooting grounds, a great chain of lakes, and the River Trent, with reasonably good fishing for black bass and maskinonge, are readily accessible. Fifteen miles north of Kaladar station are Lake Massanoga and the beautiful Bon Echo Inn (Post-office address, Bon Echo, Ont.) is growing rapidly in favor among people who desire refinement and scenery unsurpassed in Ontario, together with good bathing and boating, and an abundance of fish and game. By arrangement carriages will meet trains with guests for Lake Massanoga.

Tourists leaving Toronto in the morning can reach the City of Kingston in the afternoon by way of Tweed, from which town the Bay of Quinte Ry. extends via Tamworth and Harrowsmith to Kingston, traversing a very pretty



THE BEAUTIFUL LAKE MASSANOGA,
REACHED FROM KALADAR STATION

country, with several lakes and streams that afford excellent fishing. Another and equally attractive route to Kingston is via the Kingston & Pembroke Ry., reached at Sharbot Lake. Either of these is a pleasant route for those desiring to go from Kingston to Montreal by steamer through the Thousand Islands rapids. Sharbot Lake is a large sheet of water midway between Toronto and Montreal and 50 miles north of Kingston. It is a famous fishing resort, black bass up to five pounds being not an unusual catch, and salmon trout from 10 to 15 pounds being common. In the immediate vicinity are several good fishing waters, and in the fall small game is plentiful. The surroundings are of more than ordinary scenic beauty, the air is dry and bracing, and it is one of the best resorts in the country for camping parties.

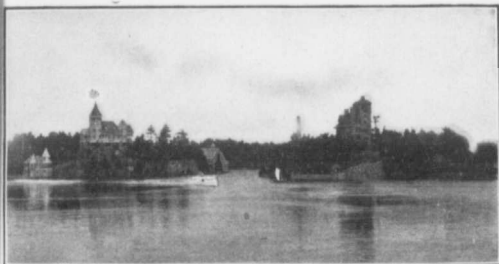
There are a number of places along the line of the Kingston & Pembroke Ry. where good sport is to be had. South of Sharbot Lake are Eagle and Bole's Lakes, reached from Perham; Cole Lake, reached from Hinchinbrooke, and Rock and Silver Lakes from Verona. North of Sharbot Lake there are good fishing waters and shooting grounds which are reached from Clarendon, Lavant, Flower and Calabogie. The railway runs through a very picturesque country, which is attractive to the sightseer as well as to the sportsman.

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Kingston, the "Limestone City," which occupies the site of the old Fort Frontenac, one of the French outposts in early days, contains many objects of interest, and its pleasant surroundings make it a place where a day can be very well spent. From Kingston numerous steamers ply daily to the American shore at Cape Vincent, Clayton and Alexandria Bay, and to the principal islands.

Just below Kingston, Lake Ontario contracts into the funnel-shaped head of the St. Lawrence, enclosing the Thousand Islands, a vast cornucopia of picturesque islets. Between them channels wander in every direction, some contracted and with swift, foaming currents, and others still, deep and shadowy, forming favorite haunts for great black bass and huge maskinonge.

The trip by steamer among these islands lasts for several hours, always in daylight, and its scenic effects and variety of picturesque views have made it famous. The international boundary line between Canada and the States is laid in mid-stream. A great proportion of the larger islands bear the handsome summer residences of wealthy people, and at different points grand hotels have been erected, the most popular of them being surrounded by cottages and presenting the appearance of thriving villages,



AMONG THE THOUSAND ISLANDS

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.

At certain centres of these transient communities are landings for the steamers and objective points for the traveller, the first of them being at Frontenac, lying opposite Clayton, N.Y., which possesses a fine hotel and quite a number of 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. Approaching the park there is a beautiful view from the steamer of crystal water and island after island, stretching away as far as eye can see.

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

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

The last, or most easterly of the Thousand Islands, are called the Three Sisters, on account of their resemblance and proximity to each other, and are nearly oppo-



CANOEING ON KARWATHA LAKES

site Brockville, the terminus of the Ottawa & Brockville Branch of the Canadian Pacific Railway, from which steamers ply to points in the Thousand Islands, Alexandria Bay and beyond.

From Brockville the branch railway alluded to runs northward to Smith's Falls (where connection is made with the direct line to Montreal or Toronto), and Carleton Junction, where it unites with the main line of the Canadian Pacific; and certain tourist tickets read over this line to Ottawa.

One of the most delightful trips is that through the waters of the Rideau which connect Kingston and Ottawa by lake, river and canal, a distance of 126 miles. The canal portion of the trip is comparatively short, but the passage of the locks is most interesting, and the lakes,

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some of which are island-dotted, and the river form a splendid waterway amidst an almost unbroken series of magnificent scenic surprises. At times the steamer's course lies through streams which meander through pleasant meadows, and everywhere is a novelty in the surroundings. Amongst the interesting features of the trip are the Kingston Mills ravine; the Duke of Wellington's profile standing out boldly 20 feet in height—a perfect reproduction of the Iron Duke's face; the winding channel between Carberry and Whitefish lakes, where almost every point of the compass is followed, and the Hills of Heather which overlook the waters of the latter lake; the great dam and the scenery at Jones' Falls—perhaps the prettiest spot in all Ontario; the "Quarters," where the boat appears to be entering the woods: the Fiddler's Elbow, or blind channel, a watery maze; the big Rideau Lake, a paradise for fishermen, canoeing and camping parties, on one of the islands of which is the Angler's Club, an ideal retreat; and the Poonamalie Cut, over which the foliage of the trees forms a magnificent arch.

From May to the beginning of November the steamers of the Rideau Lakes Navigation Co. ply between Kingston and Ottawa. From June 17 to September 28 they will leave Kingston on Monday, Wednesday, Thursday and Saturday morning at six o'clock and arrive at Smith's Falls at half-past eight at night, and Ottawa Tuesday, Thursday, Friday and Monday morning at eight o'clock.

Steamers leave Ottawa on Monday, Tuesday, Thursday and Friday at two o'clock in the afternoon, and Smith's Falls at half-past three o'clock Tuesday, Wednesday, Friday and Saturday morning, reaching Kingston at 4.30 p.m. and Clayton at 8.30 o'clock the same evening. To join these steamers at Smith's Falls passengers may leave Ottawa by the Canadian Pacific Railway on Tuesday, Wednesday, Friday and Saturday at 11.00 a.m.

For the rest of the season, from May 2 to June 17, and from September 30 to November 1, the steamer service between Kingston and Ottawa is semi-weekly, the boats leaving the former on Monday and Thursday, the latter on Tuesday and Friday. The journey to Ottawa from Montreal can be made either by the Canadian Pacific Railway or by steamboat, and the return to Montreal from Kingston also by steamboat, through the Thousand Islands, running the rapids on the way. The trip can also be reversed, but then the journey up the St. Lawrence is made by the series of canals and the rapids are avoided.

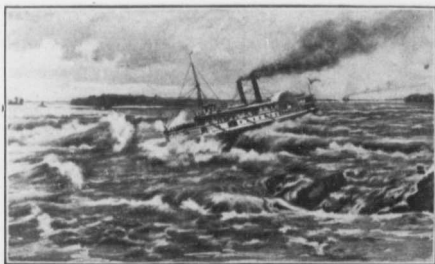
The shortest route between Ottawa and the St. Lawrence, however, is by the branch line from Prescott, a river-town twelve miles below Brockville. Immediately opposite is the flourishing city of Ogdensburg, N.Y.

Shortly after leaving Prescott on the voyage down the river, the tourist gets the first inkling of running rapids in the Galops, insignificant in themselves, except as a hint of what is to come. Rapide du Plat is next navigated, and almost immediately comes a thrill of excitement as the turmoil of waters ahead marks the beginning of the famous Long Sault, the longest of the rapids, presenting a continuous descent for nine miles with a current of twenty miles an hour. A canal, eleven miles long, with seven locks, permits the passage of the steamers on the upward trip. There are four similar canals at other points. Going down stream, after the first startling thrill of sliding down a water steep, comes a feeling of 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,

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running the rapids of the St. Lawrence produces a sensation that must be felt to be understood.

Sweeping down the Long Sault the steamer enters Lake St. Francis and the passenger feels a mingling of regret and relief that the rapids are done with for the time. A straight run of twenty-five miles gives ample time for a comfortable dinner and the study of the landscape, and then comes another flying race with the waters. Passing Coteau du Lac, the Coteau rapids are descended and we speed on to the Cedars, Split Rock and Cascade rapids. Running the Cedars is sure to startle the novice. At one point the boat appears to stagger and then suddenly settle down as though she meant to stay there, which never fails to quicken the blood of the most callous passenger aboard. There is no danger in it, the pilot knows the channel perfectly and just when the crisis seems imminent a turn of the wheel sends the boat safely past what looked like disaster. Sometimes passengers are treated to the interesting spectacle of a raft making the descent. The hardy lumbermen take it as a matter of course, and generally come through all right, but occasionally a wreck results.



IN THE LACHINE RAPIDS NEAR MONTREAL

After running the Cascades, so called from their resemblance to a series of short leaping falls, we enter the enlargement of the river, known as Lake St. Louis, which also receives a current of the Ottawa. This lake is twelve miles long by nearly six wide, and during this quiet stretch, we prepare for the crowning exploit of the entire trip—for the next and last great obstacle is just ahead—the far-famed Lachine Rapids. Immediately after passing the stately steel bridge of the Canadian Pacific Railway (referred to elsewhere) the first powerful influence is felt of the current that plunges in foamy speed down the incline below. One of the best features of this route is that the excitement steadily increases with the journey until it culminates with the exhilarating dash down the wild turmoil of Lachine's angry water. Though apparently dangerous the passage is in reality perfectly safe, but the suggestion of peril gives an additional zest to the undertaking. The actual running of the Lachine rapids is alone well worth the trip, for a like experience cannot be enjoyed elsewhere; it is a popular amusement with citizens of Montreal. Below the rapids the boat glides smoothly along, passing under Victoria Bridge, and thence onward to her wharf at Montreal, which is a great tourist resort, and is more fully described in a special booklet issued by the Canadian Pacific Railway Co.

OTTAWA

THE CAPITAL OF CANADA

Ottawa



IS THE seat of Government of the Dominion—an attractive city, whose people boast that it is “the most picturesque capital in the world.” It occupies a magnificent site, and its surroundings are delighting to the eye. The principal attractions of Ottawa are the handsome Parliament Buildings of the

nation, erected on a bold promontory rising 100 feet from the Ottawa River, from which is obtained the finest view of the city and the country across the river to the Laurentian mountains, which form the far northern horizon. In the central main building, which is 475 feet long, are the House of Commons and Senate Chamber, surmounted by a massive clock tower 295 feet high. A magnificent octagonal library is connected with the main building, which is flanked on either side by huge departmental buildings, of somewhat similar architectural design, and faced by another, which, however, is not in the parliament grounds proper. The Chaudière Falls, resembling in shape the rim of a large cauldron, over which the waters of the Ottawa, the third largest river in all Canada, pour into the seething Chaudière or cauldron, are set between the Provinces of Ontario and Quebec. The Rideau Falls, where the waters of the Rideau leap into the Ottawa, a mile below the Chaudière, is a singularly beautiful cataract. Its depth is 60 feet, the waters being divided by Green Island. Rideau Hall, the residence of the Governor-General, takes its name from this waterfall, from which it is only a stone's throw distant; and almost directly opposite on the Quebec side of the Ottawa River is the mouth of the Gatineau, along which, before its junction with the Ottawa, are many picturesque rapids. There are other points of interest: the romantic “Lovers' Walk” that clings to and in parts is hewn from the face of the rocks; Major Hill Park, the gorge along the bed of which was built in 1827, the Rideau Canal, 126 miles in length, which connects the Ottawa with Lake Ontario at Kingston, etc. The immense lumber industry which centres here is interesting, and shooting the chutes of the Chaudière is an exhilarating experience, which many visitors to the Capital thoroughly enjoy. In the vicinity of Ottawa are a number of pleasant summer resorts.

The traveller leaving Ottawa to continue the journey east, has a choice of routes—by rail or river. By the former he has again another choice, as the lines of the Canadian Pacific parallel both banks of the Ottawa until its waters are lost in those of the St. Lawrence.

The “Short Line” of the Canadian Pacific between Ottawa and Montreal, on the western or Ontario bank of

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the river, passes through Plantagenet, Caledonia Springs, Vankleek Hill, Hudson and Como, the two latter being pleasant summering places, and joins the line from Toronto at Vaudreuil. Caledonia Springs is a spot greatly favored by Canadians on account of the valuable medicinal properties of the waters, which have more than a local reputation. The Caledonia Springs Hotel, which has been acquired by the Canadian Pacific Railway, and makes a splendid addition to its chain of fine hotels extending from Montreal right across the continent to Vancouver, offers excellent accommodation for 250 guests and attracts many visitors from the United States and Canada. It has been enlarged by the building of an additional five-storey structure, while the original hotel has been entirely remodelled and refitted throughout. It stands in its own grounds of 560 acres, which have been laid out picturesquely, and contain a new nine hole golf course. Facilities for tennis, bowling and billiards are also provided. By the North Shore Line the tourist to Quebec can either branch off at St. Martin Junction or visit Montreal.

Those desirous of a change from this all-rail pilgrimage can enjoy a delightful variety by taking steamer at Ottawa and voyaging down the Ottawa River to the St. Lawrence, and down the latter river to Montreal and Quebec. Going by one of the Ottawa River Navigation Company's steamers an early start in the morning is made, and as the boat swings into midstream, the rocky bluff crowned by the government buildings, with the boiling waters of the Chaudière higher up and the broad placid river below, presents a very charming picture. The gigantic lumber yards on each side of the river, and the Chaudière Falls and the timber slides, are sure to interest a stranger, and, lower down, the lumbering towns of Gatineau, Buckingham, Rockland, Thurso and Papineauville are passed in succession. At Montebello, and below, some of the most picturesque scenery of that part of the country is revealed, and at noon Grenville, on the north side of the river, is reached. At this point furious rapids prevent the further passage of the boat, and passengers disembark and make a half hour's run by rail to Carillon, where a second steamer awaits them, and the trip is continued. The little railway that connects these two points is a curiosity in its way. It is not operated in winter; it has three stations and thirteen miles of track, and covers them in 25 minutes once a day, each way. The engine burns wood, and the gauge of the rails is much broader than the standard.

The next stopping places are the villages of Point Fortune and Rigaud, in the Province of Quebec, and below that is Point aux Anglais and then Hudson, where passengers can take the Canadian Pacific train if required. In the same way tourists can run up to Hudson by the Canadian Pacific and then go down the river through the Lachine rapids to Montreal. Looking across the lake the north shore stretches away in a grand succession of lofty hills, and directly opposite is the Indian village of Oka, at the foot of Mount Calvary, a rounded height with several curious old shrines upon its summit, which are visited on certain occasions by pilgrims from far and near. A little east of it is a smaller hill upon which is a monastery of Trappist monks, who lead a secluded life, finding occupation in tilling a large farm and tending their extensive orchards. The population of Oka is principally composed of Algonquin Indians, remnants of that once powerful nation.

Close to the junction of the Ottawa with the St. Lawrence is the village of Ste. Anne de Bellevue on the northern

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shore. This was once a landing place for the Hudson's Bay Company's voyageurs, who scoured the waters of the Upper Ottawa in quest of furs and peltries, and it was at this point that Moore got an insight into the life of the trapper and voyageur which prompted him to write his musical "Canadian Boat Song." The Canadian Pacific direct lines between Montreal and Toronto and Montreal and Vancouver cross the river here.

A short distance below Ste. Anne de Bellevue the brown waters of the Ottawa join the clear current of the St. Lawrence, and the eye can follow the discolored water for a long time before it finally mingles and is lost in the greater river. It is a short run from the mouth of the Ottawa to Lachine, where a number of people who have come out from Montreal to make the descent of the rapids are waiting, and in a few moments the steamer is making the exciting dash through these world-famed rapids.



CALEDONIA SPRINGS HOTEL

A CHARMING RESORT, LOCATED MIDWAY BETWEEN MONTREAL AND
OTTAWA, FAMOUS FOR THE CURATIVE PROPERTIES OF
THE WATERS

THE GATINEAU VALLEY

A DELIGHTFUL SUMMERING RESORT

IT is only a few years since the Valley of the Gatineau was opened up to the outside world; yet it has already become a famous resort for the sportsman. There are ten thousand lakes within the confines of one county, and range follows range of mountain, like wave on wave of the sea. The Maniwaki branch of the Canadian Pacific Railway runs from the City of Ottawa almost directly north for a distance of eighty-three miles.

The Gatineau River is followed the whole distance through the heart of the Laurentian Mountains, and for beautiful scenery and pure mountain air this district cannot be surpassed.

The line has become a favorite resort for summer residents, and during the past couple of years many have been attracted by the glowing reports of parties who have spent a season among the hills of the Gatineau.

The first summering spot after leaving Gatineau is Chelsea, six miles out—this is a very pretty village right among the hills, as in fact most of the places are. Kingsmere, about three miles back of Chelsea, is also a lovely place, being called after a lake by that name. The next hamlet is Kirk's Ferry, very prettily situated on the banks of the Gatineau. Four miles further on is Cascades, named on account of the small falls or cascades in the river at that point; a number of people reside there during the summer, and it is a grand spot indeed. The next place is Wakefield, which is the largest village on the Gatineau between Hull and Maniwaki. From Wakefield up to Gracefield there are several other delightful summering spots, such as North Wakefield, Farrelton, Low (a favorite picnicking resort on account of the natural beauty of the grounds and scenery—the famous Paugan Falls being at this point), Venosta, Kazabazua, and Gracefield, where there is a well-conducted and comfortable hotel. The beautiful Blue Sea Lake district is traversed and the terminus of the branch is reached at Maniwaki.

As a sporting territory the Gatineau region is known far and wide as equal to any in America. The numberless lakes which may be reached from any point along the line are teeming with black bass, trout, and other varieties of fish. Although there have been hundreds of lovers of the rod and fly fish the lakes and streams for the past few years, yet the catches are just as large, and there are any number of lakes where scarcely a line has been cast.

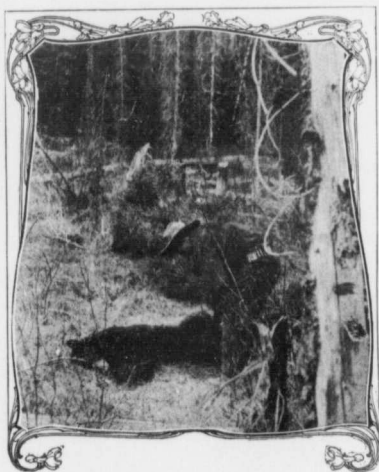
The hunting is fully as good as the fishing, the country being fairly alive with red deer and other species of wild game, partridge, duck, etc., and those wanting bigger game can find moose further north.

Another branch of the railway skirts the bank of the Ottawa river to Waltham, eighty miles from the capital, passing the charming little villages of Aylmer, Quio, Shawville, and Fort Coulonge, where the seeker after health and recreation will find the conditions enjoyable and satisfactory.

THE UPPER OTTAWA

KIPAWA, TEMAGAMI
TIMISKAMING

FOR those who admire the charms of Nature, with the most beautiful scenic surroundings—something out of the common and off the beaten track—this great lake region is especially alluring. Nature was prodigal with water when this vast solitude was formed. When the dry land appeared, driven upward by Titanic internal forces, and thrown into mountains and hills of every shape, the water was gathered into every valley, and there remains, in streams and lakes, each with its own charm, each beautiful with the combination of hill and valley and forest-lined slope, each attractive in its way, each rich in scenes that a painter would desire to copy. Embraced in this district are three of the grandest of the innumerable northern lakes, whose very names are suggestive of romantic interest and beauty.



KIPAWA IS NOTED FOR ITS GAME

They are Lakes Timiskaming, Kipawa and Temagami—the first named lying in the district of North Nipissing, Ontario, and for its whole length of seventy-five miles forming a part of the provincial boundary between Northern Ontario and Quebec; Kipawa lying only a few miles in from the boundary on the Quebec side, while Temagami is on the watershed to the west of Timiskaming, from which the

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waters flow into Lake Huron and into the Ottawa. In this region the Ontario Government has created a forest reserve of 5,900 square miles.

Timiskaming (Indian for "deep and shallow waters"), the largest of these magnificent water-stretches, is an expansion of the Ottawa River—a little over 350 miles northwest of Montreal, from which it is reached by rail.

On the lake are several steamers, the finest of which are electric-lighted, commodious and well appointed craft—whose run is from Timiskaming at the foot of the lake, to North Timiskaming, or the Head of the Lake, as it is usually called. Opemikan, a few miles from Timiskaming, is a delightful spot where the fishing is exceptionally good; and at Montreal River, 26 miles further up the lake, the angler will also find good sport. About a quarter of a mile up this river is "The Notch," a narrow gorge through which the compressed waters flow, while above and below are swirling rushing rapids. Another of the interesting points on the trip is the Hudson's Bay Company's post at the Narrows, where the lake is only about 200 yards across, opposite to which are the remains of an old Indian Mission. Past the Narrows, a few miles, and on the Quebec side is Ville Marie, the chief centre of a settlement which is assuming considerable proportions—a progressive village with stores and hotels and mills. A little further up across the lake, is Haileybury, where the Hotel Matabanik (coming-out place) is a convenient stopping place for those going into the country on hunting expeditions. Here the tourist or prospector, for this district has become famous for its mineral wealth, may leave the steamer and take the railway for Lake Temagami. Haileybury is a good outfitting point. Other interesting points are Liskeard, a thriving New Ontario town, and North Timiskaming, where the Quinze—the river of the fifteen rapids—pours its flood into the lake.

Close to, and emptying into Lake Timiskaming, is Kipawa, which with stretching arms in every direction, studded with islands, and these islands in turn with lakelets, is claimed by some to be even more attractive than its greater neighbor. It has a water surface of 250 square miles, and a coast line that is approximately placed at 600 miles, although no one has yet traversed the full length of its deeply indented shores. With its octopus-like reaches, Kipawa well deserves its Indian name—"The hiding place," for in its intricacies it would not be difficult for an army to escape observation. Though at one point only a few miles away, Kipawa is some three hundred feet higher in level than Timiskaming.

It is a favorite with hunting parties, and by its connecting waters may be reached with few portages the head tributaries of those streams which ultimately end in the St. Lawrence. There are several steamers on the lake, the largest and most comfortable of which makes runs of 40 miles each in three different directions—to Red Pine Chute, to Hay Bay and Taggart Bay, and to Kipawa River.

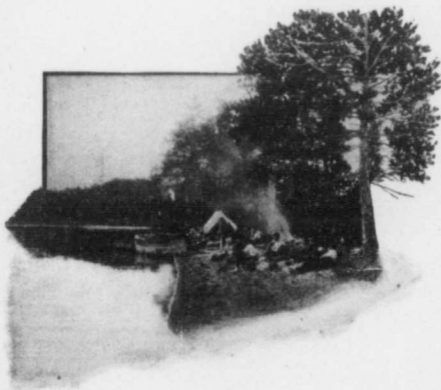
Lake Temagami is about thirty miles long, and thirty in breadth, and its waters are translucent as crystal; its shores in most places bold and precipitous, with many bays and arms running off for miles in all directions. Its surface is studded with most beautiful islands to the number of fourteen hundred, or more. Its waters are filled with many kinds of game fish. Altogether, with its elevation, bracing air, and romantic scenery, it is an ideal summer resort.

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Timiskaming is reached by the Canadian Pacific Railway by main line to Mattawa from which a branch runs to Timiskaming.

At Timiskaming station is the Bellevue Hotel, large, clean, comfortable, with a table service equal to the wants of the most exacting. The grounds, overlooking the river and lake, are neatly laid out; while from the slope on which they are situated can be seen, three hundred yards off, the mountains between which the lake lies. The stillness of the woods and the odor of the pine trees add to the attractiveness, and make the wide verandas most pleasant resting places. A pavilion contains bowling alleys and a billiard and assembly hall, and all that is necessary for a well-equipped summer hotel is to be found at the Bellevue.

A trip to and through Lake Timiskaming and its sister waters is among the pleasantest of summer outings, either for those who simply want a rest, or seek recuperation from hay fever or similar ills, or for those who would fish or hunt. The latter have their season later, and rarely make their journey without having cause for satisfaction. Tourists desirous of seeing the beauties of both Lakes Timiskaming and Temagami and the mining camps at Cobalt can purchase tickets carrying them by rail to Timiskaming station, thence by steamer to Haileybury or Liskeard and back by the new Ontario Government railway (the Temiskaming & Northern Ontario) to North Bay, where the Canadian Pacific Railway is again joined. Cobalt is a station on the T. & N. O. R., and from Temagami station on the same line steamboats ply on Temagami Lake to the Temagami Inn, Bear Island Camp, Keewadyn Camp, Lady Evelyn Hotel and other resorts.



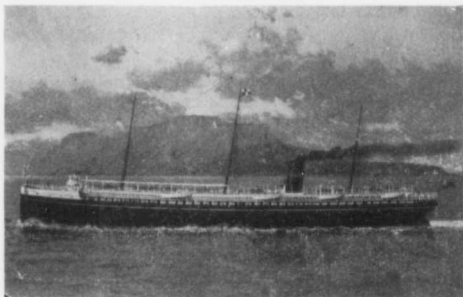
CAMPING ON KIPAWA LAKES

THE UPPER LAKES

TOURS THROUGH LAKES HURON AND SUPERIOR FROM OWEN SOUND

AN OCEAN VOYAGE in tranquil waters, embracing all the novelty and pleasure of an Atlantic trip and during the heated term a tempting tour to those who cannot go to the seaside, and even to those who can, is practically what is involved in a cruise of the Upper Lakes. A week or longer may be spent by those seeking health and relaxation on the broad bosom of Huron and Superior and among the pleasant retreats and islands and shores of those vast inland seas, and a delightful holiday enjoyed at no greater cost than is ordinarily incurred in staying at a first-class hotel.

The rapid growth of resorts in this lake region proves that these immense water-stretches are becoming popular amongst tourists. The salubrious summer climate, the accessibility of the different resorts, and the comparative inexpensiveness of their attractions to those who seek rest



"LAKE MANITOBA," RUNNING BETWEEN OWEN SOUND AND FORT WILLIAM

and quiet, are factors in yearly increasing the number of visitors.

From Toronto the Canadian Pacific's branch railway is northward over the Caledon hills and through the rich farming country of Central Ontario to Owen Sound, a port at the southern extremity of Georgian Bay, there being a special Steamship Express on sailing days. Owen Sound itself is a pleasant place, with a delightfully situated park three and a half miles from the town. The park, which overlooks Georgian Bay, is a favorite resort for tourists, who are enabled to reach it by steamer. At Owen Sound the traveller embarks upon one of the Clyde-built steamers of the Canadian Pacific Lake Steamship Line—the "Alberta," "Athabasca" and "Manitoba"—magnificent steel vessels of 2,500 tons burden, with well appointed

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and comfortable upper-cabin staterooms, illuminated throughout by electric light. The route lies past the forested headlands of Georgian Bay and along the southern shore of the Great Manitoulin and other islands to St. Mary's River, by which the overflow from Lake Superior is conducted into the lower lakes. This river is a narrow and winding stream beset with wooded hills and interrupted by islands that lend a pleasing variety to the scenery. At the rapids, named Sault Ste. Marie by the French voyageurs almost three centuries ago, magnificent locks have been constructed on both the Canadian and American sides, by means of which steamers are lifted to the level of Lake Superior. An idea of the importance of these canals is given in the statement that a greater aggregate of tonnage is locked through them during the season of navigation than passes through the Suez canal in an entire year. The towns of Sault Ste. Marie—one in Michigan and the other in Ontario—have grown up at this point, where three great railways now converge, and here the Sault Ste.



CANADIAN PACIFIC RAILWAY STEAMSHIP DOCKS, OWEN SOUND

Marie branch of the Canadian Pacific crosses the rapids over a magnificent steel bridge. These railways have given an impetus to the towns on both sides of the river, and they are rapidly becoming important centres and popular summer resorts. The "Sousans" are famed in history, the American town dating back more than 150 years before the cities of Cleveland or Buffalo had geographical names. Their natural attractions are very great, and to the tourist they offer a splendid resting place in a great park region. In the vicinity of the American town is "The Shallows," where the shoal water resting on the level sandy bottom is raised to a comfortable bathing temperature by the summer sun. As a summer home and camping ground the place is winning favor with the people of the locality.

Next to Niagara Falls, St. Mary's River and canals are the most interesting watercourses in America. The river commences at Pointe aux Pins, on the Lake Superior shore and from this point to the head of the rapids the current is easy, but on reaching the fall, the waters rush downward, strike the rocky bed, and speed in a fierce torrent over the remaining three-quarters of a mile to the

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foot of the rapid, having a descent of eighteen feet in that short distance. Native Indian boatmen derive an income by renting their canoes and their own skilful services toward a sport which, for dash and exhilarating effect, cannot be excelled—"shooting the rapids"—an experience never to be missed and always to be remembered. These Indian pilots have spent their entire lives on and about the rapids; they know every rock and wave in them, and so skilful are they that an accident has never been recorded.

The locks in the foreground, the foaming rapids, the Canadian islands beyond, with rocks and evergreens striving for place, the ruins of Fort St. Joseph, on St. Joseph's Island, the old Hudson's Bay Company's trading post, and rising in the background the Canadian hills, emerald and bold, make a landscape well worth seeing. There is a never-ending procession of steam and sailing craft constantly before the eyes of the interested traveller, for through this channel passes an immense volume of the products of both the Canadian and American West.

There are several excellent hotels on both sides of the river, and a visit to the great pulp mills on the Canadian



ONTARIO IS FAMOUS FOR CANOEING

side, which rank amongst the largest in the world, or the other large industries, and the pleasant drives and the boating, bathing and fishing facilities, give those very opportunities for enjoyment which tourists usually desire.

The tour from Owen Sound to Sault Ste. Marie can be varied by taking the steamers of the Northern Navigation Co., or of the United States & Dominion Transportation Co., which leave Owen Sound, and follow the inland channel among the ten thousand islands north of Manitoulin Island, calling at way-ports both on the mainland and Manitoulin and St. Joseph's Islands, and consuming about two days in a delightful voyage, considered by many to be more attractive than the trip down the River St. Lawrence. The fishing lakes at Desbarats afford a delightful side trip. There is a village hotel and a summer camp at Desbarats. Brandon's hotel is at Richard's Landing, and Hilton, a few miles further on, has a country hotel. The Lakeside Summer Resort at Richard's Landing, St. Joseph's Island, is a pleasant, inexpensive place. It is reached by rail via Desbarats, or by boat from Sault Ste. Marie, Ont., or Mackinac Island during July and August.

Another pleasant side trip from the Soo is to Mackinac Island, at the eastern end of the Straits of Mackinac, the central point of the three great lakes—Huron, Michi-

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gan and Superior. Leaving "The Soo" in the morning the steamer retraces the former course to the mouth of St. Mary's River. Drummond Island, at the mouth of the river, is passed upon the left by way of the Detour strait, after which the steamer turns westward along the northern shore of Lake Huron, passing the curious Cheneaux islets, favorite resorts of fishermen, and campers, and reaching Mackinac in the early afternoon. The island stands at the western extremity of Mackinac straits by which Lakes Michigan and Huron interchange their waters. It contains about three and a half square miles, nearly all of which is reserved as a national park and military reservation, occupied by a garrison of U.S. troops. To the Hurons it was the "island of giant fairies." On the edge of a precipice of white limestone, 155 feet high, just back of the town, is the fort, which, in picturesque beauty of location, has no rival among all the fortresses of the United States. Arch Rock is one of the sublimest freaks of Nature's handiwork in sculpture. It projects from the face of a cliff 200 feet high, a gigantic bay win-



CANADIAN PACIFIC RAILWAY GRAIN ELEVATORS,
FORT WILLIAM

dow of stone, supported by a mighty arch 149 feet high at its summit. The rim of the wall at the bay-window is about three feet wide, and it bulges out some twenty feet from the cliff, overhanging the blue-green water of the lake a dizzy depth below. The view from the summit of the arch takes in a glorious sweep of fifty miles, including an enchanting archipelago of some seventy-five or eighty islands.

St. Ignace, located on the beautiful Mackinac straits, and virtually at the head of Lakes Huron and Michigan, is the south-eastern terminus of the Duluth, South Shore & Atlantic and the Minneapolis, St. Paul and Sault Ste. Marie railways, whose lines extend to Duluth, St. Paul and Minneapolis through a region noted for its fishing and hunting, and by steam ferry to Mackinaw City on the southern peninsula from which all points in central Michigan, Detroit, Chicago, and other large cities are easily reached by rail. At Mackinac Island connection is also made with the steamers which take the inland passage north of Manitoulin Island on the north shore of Lake Huron to Owen Sound in Georgian Bay. St. Ignace is the

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cradle of the history of the whole North-West—where Marquette landed in 1670. Behind the business portion of the town runs a bluff on which is the residential portion of St. Ignace, and from these heights the view of Lake Huron and Mackinac Island—which stands about four miles off the shore, and on the west side rises to a height of three hundred feet above the level of the lake—is indeed a charming one. At St. Ignace is the grave of Father Marquette. The remains of this noted Jesuit missionary and explorer were brought here in 1677 by the Indians, who removed them from their first burial place at the mouth of the river that bears his name, on the east shore of Lake Michigan. There are many places of more than local interest in the vicinity, and within easy reach by steamer are beautiful Mackinac Island, the numberless islands of Les Cheneaux, and Bois Blanc Island.

Continuing the journey, Lake Superior, the largest body of fresh water in the world, whose invigorating breezes scarcely ruffle its placid bosom, is traversed, and passing Isle Royale on the left and Thunder Cape on the right, on



KAKABEKA FALLS, NEAR FORT WILLIAM

which reclines the huge form of the Sleeping Giant of Indian tradition, a twenty-two hours' pleasant sail from the Soo brings the tourist to Port Arthur on Thunder Bay, and to Fort William, the great shipping port of the Canadian Northwest, a few miles from the mouth of the noble Kaministikwia river—destined to be an inland Liverpool in the near future—through whose immense elevators yearly passes the vast volume of grain from the fertile prairies of Western Canada. A day—or a week or longer—may be pleasantly spent in this young city on the banks of the historic Kaministikwia, where yet remains the old post of the Hudson's Bay Company, at one time the chief rendezvous of the officials and fur hunters and voyageurs of that huge corporation, whose sway once extended from Labrador to the Rockies and from beyond the international boundary to the Arctic Ocean. The climate is suitable for hay fever patients, and many of those who have benefited by a visit here return every year to escape the season during which the attacks come on at home. In the vicinity of Fort William and Port Arthur, five miles eastward—the two towns

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being connected by electric street cars—are numerous mines and other places worth visiting, while the river and Thunder Bay offer unexcelled facilities for boating.

Twenty miles away are the Kakabeka Falls, which are reached by rail. These falls rank with the mighty cataracts of the world. Here the Kaministikwia breaks into a canyon down through 140 feet of black slate, and forms a spectacle of watery splendor.

Eastwardly, the Nipigon, the most noted of trout-fishing resorts in America, is less than a three hours' run by the Canadian Pacific Railway and it can also be reached by the local steamers running along the north shore of Lake Superior. The Nipigon River, which has long been famous for its trout fishing, flows into Nipigon Bay, an arm of Lake Superior. This river is nearly forty miles in length and drains Lake Nipigon. It is a powerful stream and broken by a succession of cataracts and whirlpools making canoeing upon it most exciting. Trout and whitefish are exceedingly numerous there, and good camping places abound. From Nipigon station those in quest of sport with the big trout begin their trip up the river, camping here and there by the way. Twelve miles from the starting point is Camp Alexander, a favorite camping spot, and one of the best points for sport. Indian guides, canoes, camp supplies and all the necessary outfit for a fishing trip may be hired or purchased at reasonable rates. No civilization interferes with the wildness and romance of the surroundings, and for a camping and angling excursion the Nipigon offers one of the greatest attractions in the district.

Returning from Fort William or Port Arthur on Tuesdays, Fridays and Sundays, the route is the same as described westward. Lakes Superior and Huron are crossed in the night, and the most interesting parts of the trip are performed in daylight. Owen Sound is reached in five days from the time it was left, and connecting with the Steamship Express on boat days, one arrives at Toronto inside of four hours, practically finishing an "Upper Lake" journey that is remembered by all who have taken it as a most pleasant experience.

Lake Nipigon, one of the most beautiful lakes in the world, and likewise one of the finest fishing grounds, and the land for twenty miles around it, have been declared a Forest Reserve. This is the seventh large area set aside by the Ontario Government as a series of great national playgrounds, which will also form excellent timber and fish and game preserves for all time.

At all points on the route, should one care to take advantage of the stop-over privileges, there is excellent hotel accommodation, and the steamships will be found possessing every appliance for the safety and comfort of passengers. Berths and meals are included in the fares.



THE SOO AND BEYOND

BY THE NORTH SHORE OF LAKE
HURON OR BY RAIL AND STEAMER

ANOTHER direct, and at the same time very interesting all-rail route to the Upper Lakes is by way of Sault Ste. Marie, from which, if land travel is preferred, the trip can be continued to St. Paul, Minneapolis, and the Canadian and American Northwest generally. The route is by the main line of the Canadian Pacific westward to Sudbury, thence by the Sault Ste. Marie branch. Through sleeping cars run between Boston and St. Paul and Minneapolis via Sault Ste. Marie. Sudbury is sixty miles west of Lake Nipissing and in the midst of rocky hills abounding in copper and nickel, the deposits of the latter ore being the largest in the world. The Sault Ste. Marie branch of the Canadian Pacific Railway here diverges and takes a southwesterly course through a broken and forested country, and passes for an hundred miles along the northern shores of Lake Huron, where the scenery is wild and picturesque in the extreme. From Desbarats, ferry can be taken for St. Joseph's Island and for the camps on the myriad islands of the north channel of Lake Huron, of which here is obtained a partial glimpse.

The Ontario Government have declared a Forest Reserve in this part of the country, including a large portion of the Mississaga River, and the land on both sides, and covering an area of 3,000 square miles. In this as in other cases, fire and fish and game wardens are appointed, and, under very reasonable restrictions, the sportsmen of all countries are welcomed.

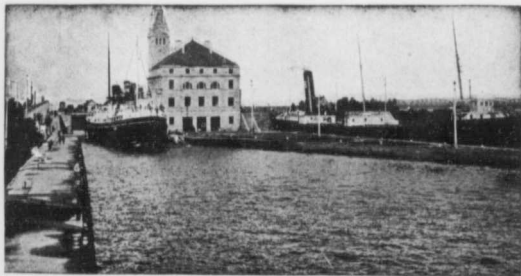
The St. Mary's River is crossed just above the "Sault" by a fine steel bridge, 3,000 feet in length, which connects the Canadian and American towns. Steamer can be taken here across Lake Superior to Fort William, or the trip made to Owen Sound, should one not desire to go further west. The journey by rail westward is through the American and Canadian North-West, and from here a choice of two routes is offered. One is by the Minneapolis, St. Paul & Sault Ste. Marie Ry., westward through the northern peninsula of Michigan, long celebrated for its lumbering and mining industries, and as an exceptionally good locality for deer, grouse and fish. After skirting the northern shore of Lake Michigan and passing Manistique, with its Spring Lake, a natural phenomenon quite wonderful in its way, Gladstone, Escanaba and Pembine, all within easy reach of some of the best fishing and hunting grounds of Michigan, the line crosses the State of Wisconsin through a country varied with dense forest, rolling prairies, large farms and park-like expanses.

The marvels of the "Dalles Country" of Wisconsin are well known, and it must be remembered that this portion of the State is not by any means the only beautiful one. Sportsmen and fishermen can hardly go amiss along this line. The stations of Rhinelander, the gateway to the lake region of Northern Wisconsin, Prentice, Cameron and Turtle Lake are all good points, as are many of the smaller stations between them. Fifty-two miles east of the twin

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cities of St. Paul and Minneapolis is the St. Croix River with its beautiful falls; the station is St. Croix Falls, near which is the picturesque "Interstate Park" of over 1,000 acres bordering on the St. Croix River between St. Croix Falls and Osceola, which is undoubtedly one of the most attractive spots in America. Sport in the vicinity is also good, there being many trout brooks and trout streams and fishing lakes within a short drive.

The second route is via the Duluth, South Shore & Atlantic Ry., which extends from Sault Ste. Marie to Duluth, situated at the head of navigation of the great lakes, and forming a distributing point of gigantic proportions for the agricultural and other products of the American North-West. This attractive line follows more closely the romantic south shore of Lake Superior, through the wild scenery of the mining region of the northern peninsula of Michigan by way of Marquette, etc., and thence across a portion of the State of Wisconsin to West Superior and Duluth. The forests and waters contiguous to this line are noted for their great variety of game and fish, a specially good point for anglers being beautiful Lake Gogebic.



SOO LOCKS, SAULT STE. MARIE

At Duluth, tourists will see the magnificent harbor, mammoth elevators and docks and shipping facilities for the handling of enormous quantities of grain, and also countless evidences of the bustling life and important enterprises of the lake city. From Duluth the journey to St. Paul and Minneapolis is completed by rail, there being a choice of three routes.

The cities of St. Paul and Minneapolis are situated at the head of navigation on the Mississippi River, and are the chief cities of Minnesota and the North-Western States. Among other attractions are the lovely Lake Minnetonka and the Falls of Minnehaha.

Northwestward from St. Paul and Minneapolis the route runs through the States of Minnesota and North Dakota to Portal, and on through Saskatchewan in the Canadian North-West to Moose Jaw, where connection is made with the main line of the Canadian Pacific. The celebrated park region of Minnesota is traversed from the twin cities to Elbow Lake, a territory abounding in lovely lakes from which he who returns with an empty creel is a poor angler indeed. The "Soo Line" has also a through route of its own to Winnipeg from St. Paul and Minneapolis.

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Another pleasant way of reaching the "Soo" from the East, by a combination of rail and steamer travel, is known as the "Soo" Lake Route. In this case the trip is via the Transcontinental line of the Canadian Pacific from Montreal to Sudbury, thence southwesterly for several miles along the shore of the Spanish River, and onward through a wild region to the North Channel, north of Grand Manitoulin Island on Lake Huron, to Algoma Mills, where lake steamers call on their way to different ports on Grand Manitoulin and Cockburn islands. Continuing on, the route follows the lake shore, crossing several streams, and passing Wellington and Bruce Mines; the next station is Desbarats, where the Government has surveyed 200 islands for tourists, thence through Garden River to Sault Ste. Marie, from which point the trip is completed by Canadian Pacific Railway steamer directly across the widest part of Lake Superior to Fort William, where the Transcontinental line for Winnipeg and across the Western Prairies and Canadian Rockies to the Pacific Coast is again followed. At Sault Ste. Marie, connection with steamers for Chicago may be made.

Another interesting trip is to the Michipicoten gold mines, on Lake Superior, which are reached by steamer direct from the Canadian Soo.

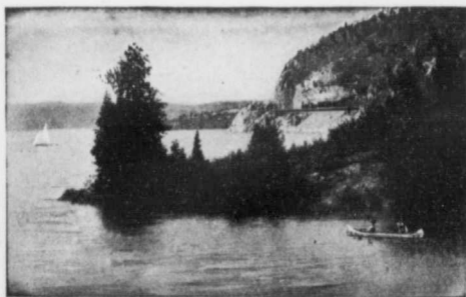


FISHING IN THE RIVER AT SAULT STE. MARIE

ACROSS THE CONTINENT

THROUGH THE CANADIAN LAKE, PRAIRIE AND MOUNTAIN REGION TO THE PACIFIC

THE trip across the continent, a delightful outing in itself, can be made by various routes: by the transcontinental line from Montreal north of Lake Superior to the Pacific Coast at Vancouver: by the Lake Route from Owen Sound across Lakes Huron and Superior to Fort William and thence by rail by the "Soo" Route to Sault Ste. Marie, and through Northern Michigan, Wisconsin and Minnesota to St. Paul and Minneapolis, thence to Moose Jaw on the plains of Saskatchewan, where the transcontinental line is again reached, or by variations of all these routes, and by all there is again an alternate route between Medicine Hat and Revelstoke through the mountains of Southern British Columbia by the Crownsnest Pass Branch. There is a daily passenger service each way, by the Pacific and Atlantic Expresses, between Montreal, Toronto and



JACK FISH BAY, LAKE SUPERIOR

Vancouver, and in addition, beginning May 6th, the Imperial Limited will run daily each way between Montreal and Vancouver, connections with Toronto being made at North Bay, and with Minneapolis and St. Paul via the Soo-Pacific at Moose Jaw. This double daily transcontinental train service was established as a result of the growing popularity of the mountains as a holiday resort and of the Canadian route among travellers between Europe and the Orient and Australia.

Beginning the westward journey by the first mentioned all-rail transcontinental route, upon leaving Montreal westward-bound the quaint French suburbs, dating back to the earliest settlement of the country, are first seen. The railway follows the banks of the Ottawa River past Ottawa, the capital of the Dominion, on up through the Ottawa Valley, through an agricultural and then a lumber-

ACROSS THE CONTINENT

ing region. At Caledonia Springs the Canadian Pacific Railway Company have a fine hotel, which is largely patronized because of its magnificent location and medicinal springs, sixty-six miles from Montreal. At short intervals streams and small lakes promise splendid sport to the angler. The country becomes more broken and rocky towards Lake Nipissing, with less agriculture, more woodland and greater attractions for artists and sportsmen. From Mattawa there is rail and steamer communication with the Timiskaming country, referred to in previous pages. Lake Nipissing, reached at North Bay, is noted for its fishing and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Here passengers from Toronto join the train. Glimpses of rolling hills, lakes, dashing trout streams, cataracts, rocky crags, meadows and marshes, are caught through the almost universal forest as the train speeds along its northern shore. Many hundreds of beautiful islets at the western end of Lake Nipissing, near the mouth of French River, may be reached from Sturgeon Falls or Cache Bay, and are eligible for summer residences. Ample details about these and other islands can be had from the Colonization Agent of the C.P.R. Company at Montreal. The railway winds among forested hills for some distance westward of Nipissing, then crosses to another stream, which leads it down to Lake Superior, first seen at Heron Bay station, a little over 24 hours after leaving Montreal.

Lake Superior remains in view, with only occasional intermissions, until Fort William is reached, towards which the train makes its way amid rocky hills and tremendous cliffs, forming pictures delightful to the eye, but in construction testing the utmost skill of the engineer. In this district the line crosses a number of the finest trout rivers in Canada, chief amongst which is the Nipigon River.

LAKE OF THE WOODS

THE THOUSAND ISLAND REGION OF THE WEST

OF ALL the lovely lakes that diversify and ornament the country lying between Lake Superior and the great western prairies, the Lake of the Woods is the most beautiful and most accessible. It is a summer resort par excellence, and is largely visited by the people of Western Canada and the middle Western States, who find here ideal conditions for the thorough enjoyment of the summer holidays.

To reach these pleasant waters from Fort William one travels through a region of rapid-flowing streams and picturesque lakelets bordered and surrounded by rugged rocks, and a dense tangle of woodland that charms by its wild beauty.

Kenora, a well-built town of over 5,000 people, is on the northern outlet of the lake, which contains many

ACROSS THE CONTINENT

thousands of islands, varying in size from the one containing a dozen or so square miles to the little tree-crowned islet of one or two acres in area. Each has its own peculiar form of beauty, and each channel that penetrates this archipelagic maze its characteristics. Starting from Kenora one can in an hour's time sail or row in a seemingly land-locked sheet of pellucid water, surrounded by high-rising lands, beyond the sight of civilization or human life. The channels and bays are as varied in scenic beauty as they are bewildering in their windings. On many of the islands nearer the town are erected handsome summer residences, and many camping parties find temporary abodes on others, for this is the favorite summering resort of the Canadian West. Excursions can be made by small steamers to the different mines, which are operated within twenty miles of the town, for this is a rich mineral country, whose wealth is widely scattered from the international boundary to north of the lake. The steamer of the Rainy River Navigation Co. makes regular trips between Kenora and the foot of the Sault Rapids on Rainy River. From Fort Frances another boat plies to Mine Centre and other points on Rainy Lake. The route lies through the islands of the northern end, passing through the famed Devil's Gap, across the Traverse, and up Rainy River, a magnificent stream separating Ontario and Minnesota. Near the Sault and Manitou rapids of the river are mounds left by that departed race, the Mound-builders, of whom so little is known, but who once occupied the country from these northern waters to the Gulf of Mexico, and at Fort Frances are the pretty falls of Koochiching, and the famous Government locks, commenced over a quarter of a century ago and never completed. Fort Frances is a pretty little summering resort, lying on the river bank, just below Rainy Lake. Excellent boating is to be had here, and the fishing is good. Rainy Lake is a reproduction of the Lake of the Woods in many ways, and on it excursions may be taken in many directions. From Rainy Lake the main line of the Canadian Pacific Railway can be reached by steamer and stage, or by canoe and portage by those not wishing to follow beaten lines of travel, on over a dozen different routes through a region prolific in fish and both big and small game. One favorite route is to the Devil's Cascade, and by steamer through the Manitou Lakes to Wabigoon, 95 miles east of Kenora.

The waters of the Lake of the Woods flow in a magnificent stream into the Winnipeg River, which, within a few hundred yards of the town, tumbles through a rocky gorge and forms the beautiful Ka-ka-be-Kitchewan Falls. This river also gives a picturesque canoeing route to Fort Alexander on Lake Winnipeg, from which the city of Winnipeg is reached, and is frequently used by excursionists, who find supplies and guides easily procurable at Kenora.

Norman is a part of Kenora which possesses many desirable camping sites, and west again is Keewatin, where are located the great mills of the Lake of the Woods Milling Co., and the works of the Keewatin Power Co., which are intended not only to supply power to factories and industries which it is expected will be erected in the locality, but to transmit power to Winnipeg and other Western cities.

Besides mining, lumbering and fishing are carried on extensively on the Lake of the Woods, and a visit to the scene of operations of these industries will be interesting to the visitor.

THE WESTERN PRAIRIES

WINNIPEG AND THE BROAD WHEAT FIELDS TOURS THROUGH THE WEST

FROM the Lake of the Woods it is an interesting six hours' ride on the Canadian Pacific through a picturesque region to Winnipeg, the capital of Manitoba, and the gateway of the great western prairie-land of Canada. Winnipeg is a Chicago so far as 110,000 ambitious people are able to make it. Before the advent of the Canadian Pacific Railway it was merely a small village round the Hudson's Bay Company's post of Fort Garry, hundreds of miles from anywhere. To-day it is the focus of nearly a dozen radiating railways or branches, and is progressing rapidly. It has many fine public buildings, several beautiful public parks, and the magnificent residences of its wealthier citizens display taste and refinement. Across the Red River is the town of St. Boniface, whose cathedral bells were



ROYAL ALEXANDER, WINNIPEG,
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

immortalized by Whittier, and a mile north of the centre of the city is St. John's (Episcopal) Cathedral, one of the oldest landmarks of this new country. With Winnipeg as headquarters, tours can be made through the great grain fields of the west and south-west, which in the late summer and early autumn present scenes that delight the eye. In 1885, when the Canadian Pacific Ry. was completed, this western country was importing food products. Last year over 120,000,000 bushels of grain were produced on the prairies, and the total elevator storage capacity amounted to over 50,000,000 bushels. Western Canada also exported to the Eastern Provinces, and to the Old Country, hundreds of thousands of head of cattle, horses, sheep and hogs. With each succeeding year the yield of grain is largely increasing, so that now every autumn 10,000 to

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20,000 laborers go up from the East to work in the harvest fields.

To the southwest of Winnipeg, reached by a daily train service over the Napinka Section, is the attractive resort Lake Killarney, situated about half a mile from the town of that name. Farther on the student of the past will find something of interest in the two mounds—Pilot and Star—which are supposed to have been the work of the Mound-builders in remote ages. Pilot Mound is near the town of that name, and Star Mound about 15 miles distant and near the international boundary.

Winnipeg is connected by twenty miles of railway with Lake Winnipeg, one of the great inland lakes of the continent, whose combination of bays, sheltered nooks, of forests and lawn-like openings, of long, green shores winding in curves and symmetrical beauty, of projecting promontories and gleaming beaches, of pretty islands, shrub and vine adorned, and of charms wrought by the hand of Nature,



WINNIPEG BEACH

will compare favorably with resorts more widely known and will be better appreciated. Days and weeks may be spent steaming, rowing and sailing over its surface, camping and resting on its shores, fishing or bathing in its waters or hunting in its surrounding woods and prairies. Steamers run regularly on Lake Winnipeg between Selkirk near the mouth of the Red River of the North and Grand Rapids at the mouth of the Saskatchewan River. The rapids are worthy of their name, and to run them is a novel and delightful experience, and visits to the fishing grounds are interesting features of the trip.

A pleasant resort is Winnipeg Beach, reached directly by rail from Winnipeg, which offers many attractions to the people of the West, and is largely patronized by the people of Winnipeg.

A very pretty place is Lac du Bonnet, reached by rail from Molson, a station on the C.P.R., 45 miles east of Winnipeg. The scenery is very picturesque.

Shoal Lake, on the line of the Northwestern Branch of the Canadian Pacific Railway from Portage la Prairie, is a

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pleasant resort, and beyond are several villages near which shooting parties can find excellent sport. Lake Winnipegosis, where there is not only excellent fishing, but most delightful scenery, is also reached from Portage la Prairie by the Canadian Northern Railway.

Westward from Winnipeg spread a thousand miles of open and productive plains—the wheat prairies of Manitoba, the green uplands of Saskatchewan, and Alberta's broad pastures, which are gradually and steadily being taken up by the settler. During the first day's travel thriving towns and villages and comfortable farm houses are passed. Later the villages diminish and the farms become fewer, at least near the railway, which has now ascended to a higher region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but domestic cattle have taken their places, wild fowl through the many lakes, and in the season grouse are plentiful, and antelope occasionally are seen quietly watching the train as it hurries on. From Regina, the North Saskatchewan River is reached by railway to Prince Albert, in the centre of a thriving agricultural and stock-raising district where there is good shooting and fishing.

At Portal, the "Soo" Line from Sault Ste. Marie, St. Paul and Minneapolis, by which tourists from Chicago and other cities of the central Western States travel, connects with the Canadian Pacific, and from here the route continues through the great plains, joining the main line at Moose Jaw.

From Medicine Hat a choice of routes is offered through the mountains of British Columbia.



REAPING IN CANADA'S GREAT WEST

THROUGH THE CROWNEST PASS

THE SHORT LINE TO THE KOOTENAYS

THE Crowsnest Pass branch which diverges from the main line of the Canadian Pacific at Medicine Hat, 660 miles west of Winnipeg, furnishes the shortest route to the vast mining regions of East and West Kootenay and the Boundary District, and an alternate route through the Rocky Mountain and Selkirk ranges. This road extends by way of the Lethbridge coal fields and the town of Macleod, across the great ranching district of Southern Alberta, through the Crowsnest Pass to its present terminus on Kootenay Lake. It is proving a potent factor in the opening up of the rich and yet undeveloped resources of the new region of East Kootenay. Countless herds of sleek cattle are seen on the plains and in the



COAL MINE, LETHBRIDGE

foothills, and in the mountains there is a wonderful wealth of scenic grandeur, although in sublimity and ruggedness it scarcely equals that which is to be seen along the main line further north.

A great line of huge boulders lying due north and south a few miles west of Macleod, about which the Indians relate a legend of the revenge wreaked by the Evil Spirit on fleeing tribes, are mute but interesting witnesses of the presence in the long ago of large glaciers by which these stones were brought from the frozen north. Further on are the newly opened coal fields at Frank, Coleman and other towns, which are being extensively operated, and sulphur springs at Blairmore, the objective point of many in search of health.

EAST KOOTENAY

The pass is a narrow gateway sentinelled by towering peaks, and ten miles westward is Crowsnest Lake which is credited with being the birthplace of the winds which sometimes blow across the plains. A river flowing out of a hole in the side of the mountain into the lake is no less interesting a sight than the Crowsnest Mountain itself, which, with its seven pillars, stands distinct and alone against the sky line. Beyond Island Lake the summit of the Rockies is reached—the dividing line between Alberta and British Columbia—at an elevation of 4,427 feet. The line descends into the valley of Michel Creek, along the side of a lofty mountain, and by a loop which makes some amazing turns and twists that double it back to within a stone's throw of itself it overcomes one of those engineering difficulties which frequently confront the railway builder in mountainous regions. Mountains appear to bar the way on all sides, jagged and naked, but they are circled, and the valley of the Elk is gained. Near Fernie, a town built in the heart of the mountains and surrounded by densely forested flat-topped hills, are the coal mines whose rapid development are having such a marked effect upon the prosperity of British Columbia. Here and hereabouts are the greatest coal-bearing areas in the world, and several towns show that mining operations are being rapidly extended. It has been demonstrated that a coke superior to any manufactured in the United States, and not inferior to the best Welsh coke, is obtained from this coal, and the hundreds of coke ovens are kept busy supplying the smelters of West Kootenay and Montana with fuel.

The new town of Elko is located at the crossing of the Elk River. The valley of the Elk, down which the railway is carried forty miles, here merges into the greater valley of the Kootenay. The flat bottom lands show their fertility in the great growth of trees which are rapidly being thinned to supply the sawmills along the river. The country, especially around Elko, is extremely beautiful. Over the forests can be seen the sharp angular peaks of the Rockies, while up the valley glimpses of the sparkling waters of the river winding its way through grass-covered flats suggest eligible sites for the homes of the coming settlers. To the tourist this district possesses many attractions, for besides its picturesqueness it is the region of big game, while the Elk River is one of the best fishing waters in British Columbia. The Kootenay River is crossed at Wardner, and its course is followed through a series of natural parks with Sand Creek Range, The "Steeple," Mount Fisher and Saunder's Peak in the distance.

The mining region is penetrated beyond Cranbrook an important, typical western railway town, which is charmingly situated in a hill-girt valley, surrounded by a dense forest growth and overshadowed by the lofty peaks of Baker Mountain. Cranbrook is the centre of trade for the large mining interests in this locality, as well as for the rapidly growing ranching industries, and from it the North Star Branch extends to the North Star mines at Kimberley.

ACROSS THE CONTINENT

Crossing streams and brooks at brief intervals, and passing mining camps, the train emerges into the open at Swansea, and commences its winding course along the beautiful Moyie Lake—a delightful sheet of water which occupies the whole valley between two mountain ridges and forces the railway into the hillside. Around Moyie Lake are extensive galena mines and Moyie is situated at its southern end, in a great game country. Further on splendid views of the Yahk Mountains are obtainable, and at Yahk station the valley of the Moyie is left, and the ascent made of the Purcell range of the Selkirks, amidst lofty rugged peaks and broken and serrated mountain ranges on every side. From Goatfell the descent of the Purcells is commenced, and at Kitchener, near which are some extensive iron deposits, the Goat River canon, through which the compressed waters of that stream tumble and roar and rush furiously, presenting an awe-inspiring spectacle, is entered. Passing Creston and following the slope of Goat Mountain into the flats of the Kootenay, famous for feathered game, the train rolls into Kootenay Landing, on Kootenay Lake, the present terminus of the road, where transfer slips of gigantic dimensions are built for the convenient transfer of freight cars to barges which are conveyed by water to Nelson. The view of Kootenay Lake, into which the Kootenay River after debouching into Montana and Idaho pours its flood, is a famous one, and there is a world of mountain and lake whose splendors delight the eye.

WEST KOOTENAY

From Kootenay Landing the trip is continued 52 miles down the lake by Canadian Pacific steamer to Nelson, a rising city whose present prosperity and bright prospects are best indicated by its rapid growth and increase of population, and by its busy streets. Nelson is a delightful residential place, in which are many handsome homes and public buildings and well-stocked stores and fine hotels, churches and schools and a great smelter. It is the judicial centre of the southern West Kootenay country, and one of the most important and thriving, as well as attractive and healthful towns in British Columbia. It is picturesquely built on sloping ground, its site being on an arm of Lake Kootenay, just where its outflow commences to pour through the Lower Kootenay River to join the Columbia near Robson, 28 miles away, and is a convenient centre from which all parts of the country can be reached. The steamers of the Canadian Pacific Railway Company afford a daily service to all points on Kootenay Lake—to Ainsworth, Kaslo, Lardo (for the Trout Lake country), and to Kootenay Landing. A novel feature for tourists who have time and leisure at their disposal is the houseboat placed at Nelson, in which every provision is made for their comfort and convenience. The houseboat is practically a floating home, the inmates of which may view the marvellous scenery of this picturesque

ACROSS THE CONTINENT

region or indulge in excellent fishing and shooting in season, under the most enjoyable circumstances. The houseboat can be chartered at moderate rates, and is towed by the Company's tugs to different points on the lake, as the tourists may desire.

The Lower Kootenay River has many pretty and attractive falls and rapids which give additional charm to the picturesque surroundings. Bonnington Falls is a magnificent cataract whose lack of height is more than compensated for by the vast volume of water which madly rushes over its broad brink, and from it power is generated that is utilized in the Rossland mines. The river is one of the most noted fishing waters in the world, at different points below literally alive with rainbow and silver trout, the best spot being below the Lower Falls, 13 miles from Nelson. The railway parallels the north bank its full length



CANADIAN PACIFIC STEAMER ON ARROW LAKES, B.C.

near its confluence with the Columbia, and that stream is bridged, and here the trains cross the river and run from West Robson to Trail, and on to Rossland through the famous Trail Creek and Red Mountain mining districts. Extensive smelting works for the treatment of ore are established at the town of Trail. The ride from Trail is exceedingly picturesque, ascending the mountain side to Rossland, the rise being 2,300 feet in 13 miles. Rossland is one of the most interesting mining camps in British Columbia, and at the present day in America. It is a well-built city of 5,000 population and within its limits are some of the most extensive and best paying gold mining properties in the country, of which Le Roi is perhaps the most widely known. The railway also penetrates the Boundary district, serving thriving towns, as Cascade, Grand Forks, Columbia, Phoenix, Greenwood and Midway. The route lies through a land of great picturesque beauty

ACROSS THE CONTINENT

with an immensity of mineral wealth now being rapidly developed.

The Slocan country—the greatest silver-lead mining region on the continent—is reached from West Robson by steamer to Nakusp, on Upper Arrow Lake, thence by railway to Sandon, a bustling mining camp, the route lying through scenes of mountain splendour, the canon of the Three Forks being a remarkable gorge worth seeing. The Slocan is also reached from Nelson from Slocan Junction to Slocan City at the foot of Slocan Lake, a mountain-girt waterstretch on which are located several mining towns. On this lake another Canadian Pacific steamer plies between Slocan City, Silverton, New Denver and Rosebery, at the head of the lake through which the railway runs from Nakusp to Sandon. The main transcontinental line is also reached by the Arrow Lakes to Arrowhead, from which a branch railway, operated by the C.P.R. Co., runs to Revelstoke, on the Columbia, between the Selkirk and the Gold ranges.

A complete system of steamer and rail communication is established throughout the entire region by the Canadian Pacific, by which every important point is easily reached. The Canadian Pacific fleet of passenger steamers on these waters are the "Rossland," "Kootenay" and "Minto," plying on the Columbia River and Arrow Lakes between Arrowhead and Robson, the "Slocan" on Slocan Lake, the "Kokanee," "Moyie" and "Nelson" on Kootenay Lake, and numerous freight steamers and tugs. The passenger boats are fast, scrupulously clean, lighted by electricity, modern, and to the joy of the traveller the cuisine is excellent. Everything is done to make the trip a comfortable one; in truth, the passenger will have cause long to remember the impressions of these lovely lakes.

The excellence of the hotel accommodation throughout this region is noted and appreciated by travellers, every town of importance and even smaller places having first-class hosteleries, the Halcyon House, at Halcyon, on Upper Arrow Lake, and the Hotel Revelstoke, at Revelstoke, a handsome structure erected by the Canadian Pacific Railway Co. on a high bench above the station, being specially pleasant stopping places for travellers.



ENOUGH FOR LUNCH

MOUNTAINS OF BRITISH COLUMBIA

BANFF, LAKES IN THE CLOUDS, FIELD, YOHO, GREAT GLACIER AND OKANAGAN

THE traveller who has chosen the main line for his trip through the mountains continues on through the vast plains of Central Alberta to Calgary, a well-built city, from which a railway runs south to Macleod where it connects with the Crowsnest Pass road, and north to Edmonton on the North Saskatchewan River, in the midst of an excellent agricultural and ranching country. From here the mystic polar regions can be reached. A good wagon road leads to Athabasca River, 30 miles north of Edmonton, from which the steamers of the Hudson's Bay Company can be taken to the mouth of the Mackenzie River, which flows into the Arctic Ocean, a distance of 2,000 miles, but as their sailings are irregular it is advisable for intending tourists to make inquiries at the Company's head offices in Winnipeg before undertaking the journey. In this far northern country



THE THREE SISTERS

there is big game, and plenty of it—in the Barren Lands the musk-ox being found. There is capital fishing, and the whole Mackenzie basin offers more than ordinary attractions to the venturesome explorer, the Mackenzie being the great waterway to the Arctic Ocean.

Continuing the journey westward, the mountains rise up in majestic grandeur. In startling and wonderful contrast to the prairies are these great ranges of British Columbia—the wildest and most magnificent scenery in the world. Before the traveller is aware the train has passed from rolling plain to rising plateau, and from plateau has wound through the foothills up the valley of

ACROSS THE CONTINENT

the Bow; the prairies are shut out behind; and a tortuous way is followed into the folds of the mighty Rockies.

Four ranges of huge mountains are crossed before the Pacific Ocean is reached, and for over five hundred miles there is a succession of views unequalled for grandeur on the American continent, if not in the world. The Prince of Wales (then Duke of Cornwall and York), who crossed the continent in the summer of 1901, describes the scenery as "matchless," and Edward Whymper, one of the greatest of mountaineers and explorers, pays tribute to the region as being "fifty or sixty Switzerlands rolled into one."

"Do not try to take in all of this in one unbroken trip" is the timely advice given to the tourist by one who has been across the Rockies many times, and knows the giants well. "The eye loses power of discrimination, so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and past mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one too rapidly for appreciation. Here gush the headwaters of rivers that run for a thousand miles east and west. You



BUFFALO AT BANFF

enter by and escape by the gates they have cut, your track is laid along the ravine pathways they have hewn, and you behold the very source of their currents in some crystal lake, or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciest of summer clouds a mile and a quarter above you. Again the railway surmounts a portion of this distance; and you can look down to where tall forest trees appear like shrubs. Upwards, apparently close at hand, are the naked crags lifted above the fringe of vegetation, wide spaces of never-wasting snow, and the wrinkled backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, and find yourself enshrouded in the shadow of a forest. The massiveness and breadth of the mountains in one part will astonish you; their splendid and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Cathedral, Mount Stephen or Sir Donald will print itself upon your memory." True, a general idea of the illimitable grandeur of the scene may be formed without disembarking from the train, but while the result

ACROSS THE CONTINENT

of a trip in this hurried fashion across the Rockies is an experience never to be forgotten, a leisurely exploration of this region reveals wonders undreamed of and grandeurs that surpass conception.

It would be well, then, for the tourist to stop off at two or three points at least, and take time to understand the mountains. Pleasant hotels, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed. At some of these—the Lakes in the Clouds, Field and the Great Glacier—experienced Swiss guides are stationed during the tourist season at the Company's hotels, who accompany visitors on pleasant expeditions to points of more than usual interest. By these means in a comparatively short stay the visitor can thoroughly and satisfactorily explore the immediate region in which he is stopping. This will also enable those who are not accustomed to mountaineering to gain points of vantage which were hitherto practically inaccessible to them, and materially add to the pleasure of a sojourn in these delightful spots, while to the ardent mountain climber it offers opportunities of making those difficult ascents which are so attractive to him. Visitors should never attempt any of the more dangerous ascents without at least one trained Swiss guide being of the party.

BANFF

The gateway to the Canadian National Park. Up to 1902 this park was comparatively a small affair, being only twenty-six miles long by ten wide. The Government of Canada have been impressed with the importance of properly preserving fish and game, and advised that for the full and efficient carrying out of that policy, particularly in the case of the larger animals, a much larger area was necessary. The Canadian National Park is now the largest in the world—being nearly half as large again as the famous Yellowstone Park in the United States. The Canadian National Park has now an area of 5,732 square miles, or 3,668,480 acres, as against 3,344 square miles included in the Yellowstone. It is situated on both sides of the Rockies—on the east extending eastward for about eighty miles and north for one hundred miles, and on the west running north and south for forty miles. On both sides it is roughly in the form of a triangle, and on the eastern side the Stoney Indian Reserve cuts into it. By means of this great National Reservation the Federal Government retains public control, and in this way secures the enjoyment of both citizens and visitors for all time of some of the grandest and most accessible scenery in the whole mountain area. So far successful endeavors have been made to increase the numbers of large game in the Park. Here are also kept the last of the great herds of buffaloes that once ranged the prairies in countless thousands. When the greed of the hunter had almost succeeded in exterminating them from the face of the earth, the officials of the Canadian Government succeeded in coralling sixteen, and sent them to Banff. There are now over fifty of them, and it is hoped they will continue to increase, as they are now secure from the attacks of men and animals. Splendid moose, elk, a flock of Angora goats, and a herd of deer are there with other animals, and they all appear to find their surroundings thoroughly congenial. A corral has also been established in which other animals are kept. In such a large area there is much exploration

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yet to be done, and it is certain that with the facilities afforded by the Canadian Pacific Railway to travellers from all over the world to reach this wonderful district, the name and fame of the National Park of Canada will become world wide. Carriage roads and bridle paths make certain parts of the Park readily accessible. Shooting within the confines of the Park is entirely prohibited, but fishing under reasonable regulations will be allowed. The attractions of the Park are illimitable. Visitors who enjoy magnificent scenery, those in search of health and pleasure, and scientists and topographers, all find in this Park that for which they are seeking. The Banff hot mineral springs there have peculiar curative properties, and the Banff Springs Hotel, greatly enlarged, owned and operated by the Canadian Pacific Rail-



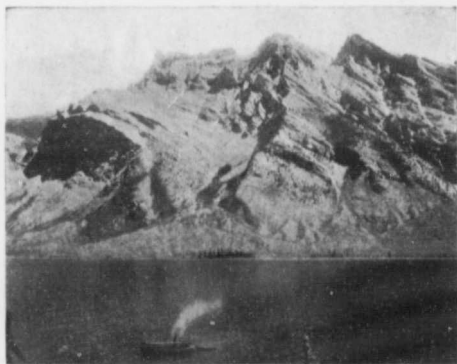
BANFF SPRINGS HOTEL
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

way Company, affords luxurious accommodation and attracts pleasure and health seekers in yearly increasing numbers. Nine miles north is Lake Minnewanka, an extremely deep sheet of water walled in by tremendous cliffs, and overlooked by the remarkable peak, the Devil's Head, which forms a well-known landmark, visible far out upon the plains. The fishing here is good and the scenery grand. In a capacious launch the tour of the lake can be made pleasantly. A small launch also plies upon the Bow River and Vermillion lakes, giving access to the best points and a fine view of the surroundings, and excellent canoes and skiffs are also kept for hire. Trout-fishing can be had on the Bow and Cascade Rivers within a short walk of the Banff Springs Hotel. These waters have recently been re-stocked with speckled and rainbow trout. A large number of driving and saddle horses are kept for tourists' use, and there is perhaps no more enjoyable way of spending a morning than in a breezy gallop over the low levels, rolling along the well-kept roads in

ACROSS THE CONTINENT

a carriage, or climbing the steeps and studying the marvellous beauty of the park on the back of a sturdy, sure-footed cayuse, as the native ponies are called.

There are many points of interest to visit: The cave and basin, a remarkable formation, from which gush natural sulphur springs; the Bow Falls in the valley beneath the hotel; the hot springs on Sulphur Mountain; the Loop, a drive around the Bow Valley, skirting the base of Mount Rundle; the Sun Dance cañon, a deep cleft in the mountain; up the side of Tunnel Mountain to a height of 5,000 feet; the Hoodoos, curious formations on the banks of the Bow; Bankhead, where the coal mines are operated, etc. There is also a museum, where the Government has made a very interesting collection of specimens of flora, fauna, minerals, etc., of the mountain region, and an observatory on the summit of Sulphur Mountain, which is reached by a good trail, from which excellent views of the whole valley are obtainable. Further away are the Spray lakes and Mt. Assiniboine, which offers great opportunities for mountaineers.



LAKE MINNEWANKA, NEAR BANFF

Banff's summer climate is a glorious one, salubrious and enjoyable, with no great extremes of heat or cold during the daytime and even in winter is seldom unpleasant.

Although Banff is chiefly a tourist resort, the curative properties of its waters attract invalids, in numbers, who find relief from their ailments here. At the hotel, which was recently enlarged to double its former capacity, a new large bath house has been erected. An analysis of the Banff water supplied by an official of the Dominion Government is as follows: "The water is very free from organic impurities and gives no albumenoid nitrogen . . . Each gallon contains dissolved sulphuretted hydrogen to the amount of 0.3 grains (equivalent to 0.8 cubic inch).

"The dissolved solids are as follows:

Chlorine (in Chlorides)	0.42 grains.
Sulphuric Acid (S O ₂)	38.50 "
Silica (Si O ₂)	2.31 "
Lime (Ca O)	24.85 "
Magnesia (Mg O)	4.87 "
Alkalies (as Soda, Na ₂ O).....	0.62 "
Lithium	A decided trace."

ACROSS THE CONTINENT

The quantity of lithium present is at least one hundred times as much in the Banff water as in some of the so-called lithia waters placed on the market. The temperature of this spring is 114.3 Fahrenheit.

Guests of the Banff Springs hotel will find excellent driving, fishing, boating, bathing and mountain climbing. In the hotel, a dark room has been furnished for the use of photographers who desire to finish their pictures before returning home. Alpenstocks for mountain climbers can also be procured. The hotel opens May 15th and closes at the beginning of October. The rates are from \$3.50 per day upwards, with reduction from this rate for those making prolonged visits.

Complete outfits, including guides, servants, provisions, saddle and pack horses, tents, etc., are supplied from Banff for parties of Alpine explorers, goat and bear hunters in the Selkirks, and caribou and sheep hunters in the foothills of the northern Rockies, at moderate rates, not exceeding \$4.00 each per day for parties of four or more.

No more beneficial and enjoyable holiday can be obtained than at Banff.

THE LAKES IN THE CLOUDS

IT is only an hour's ride by train to Laggan, the station for the famed Lakes in the Clouds. Hidden high above the valley, shut in by towering heights, this trinity of pellucid waters is a revelation to those unac-



LAKE LOUISE CHALET,
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

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customed to Alpine environments. From the station, where conveyances and saddle horses await the trains, a carriage road has been made rising along the mountain side and following the turbulent mountain torrent called Louise Creek for two and three-quarter miles to Lake Louise—the first of the three. This lake lies between two peaks of the Rockies and is fed by a glacier which covers the side of a third eminence at the further end. A hotel has been built by the Company on the near shore at which parties can find excellent accommodation, and has proved so popular that it has been several times enlarged. Swiss guides are stationed here who plan and accompany excursions. The ascent to the upper lakes—Mirror and Agnes—is easily made, ponies being procurable for those not wishing to climb, and good trails lead to Saddleback Mountain and to Paradise Valley, from which superb views are to be obtained. At Lake Agnes and Saddleback shelter houses are erected for the use of tourists.

To describe these lakes would be a task from which the most gifted word-painter might well shrink. Their beauty is beyond description, and language fails to impart even a faint conception of their supreme loveliness and splendor. There is nothing like them on the face of the earth elsewhere than here in the regal Rockies, where they lie like a string of jewels in the clefts. Sheer from the water's edge the mountain walls rise toward the sky. The spruce and pine that clothe the steeps are reflected with perfect fidelity in the motionless waters of Lake Louise. Every gleam of color on the ever-changing bare acclivity on the other side is reproduced there in the mirror-like surface. The varied tintings and the colorings of the water are superb, and evoke the admiration of the beholder.

The Valley of the Ten Peaks, a most delightful spot where camping facilities are offered visitors, is reached by trail, from the hotel at Lake Louise. The scenery in this valley has the same magnificence and grandeur that characterizes the Lakes in the Clouds region, and to those wishing to revel in the pleasures of camping, it is an ideal spot. Not to visit Lake Louise is to miss seeing one of nature's rarest gems.



MOUNTAIN CLIMBING IN THE CANADIAN ROCKIES

FIELD-YOHO VALLEY

FROM Laggan to Field the distance is but sixteen miles, yet between the two is the summit of the Rocky Mountains. At the "Great Divide" the backbone of the continent is crossed, the elevation being marked by a rustic frame beneath which flows a mountain stream, here separating its waters to flow one way to Hudson Bay and in another to the Pacific Ocean. Ten miles below the "Divide," at the base of Mount Stephen, a huge pyramid rising sheer from the railway track, is Field, where the railway company's hotel, the Mount Stephen House, rebuilt and extended, affords a delightful resting place to those wishing to remain over and explore the glacier-laden monarchs which are here in a glorious group, or visit the other points of interest. A few miles away is a curious natural bridge, under which the angry waters of the Kicking Horse, compressed in a narrow space,



FIELD AND MOUNT STEPHEN,
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

rush impetuously. Beyond this is Emerald Lake, one of the most charming of mountain waters and a fitting rival to the Lakes in the Clouds—and a favorite spot for anglers as well as artists—which, like the natural bridge, is reached by a foot-bridge across the Kicking Horse River. At Emerald Lake a handsome chalet has been erected, which affords splendid accommodation for those wishing to remain at the lake, or who intend visiting the Yoho Valley, to which excellent trails lead from this point. It is a region of immense glaciers, stupendous waterfalls, and marvellous canons, the counterpart of which Nature has seldom fashioned. The Takkakaw Falls (Takkakaw being the Cree for "It is magnificent") leap from the forefront of a glacier and dropping several hundred feet to a ledge, shoot out an hundred feet like a huge

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watery bow and making the final plunge of 1,100 feet without again touching the precipice. The Twin Falls is another remarkable cataract, whose divided waters unite in one great stream before reaching the depths below. There are many other smaller waterfalls, notably the Laughing Falls, so called from the sound the dropping waters give forth, and the mighty glacier, pushing its way between two mountains is a worthy rival of the famed Illecillewaet of the Selkirks. The canon of the Yoho is a great cleft in the rock, which rises from 200 to 300 feet on either side, and in one place its width is compressed to 20 feet. There are capital opportunities for mountain climbing, pretty little parks which form excellent camping grounds, where the sportsman can find game and the botanist discover a wealth of wild flowers and plants. Camps are erected at different points throughout the valley, for the shelter and comfort of visitors. The silver mines, 2,500 feet up the side of old Mount Stephen, are plainly seen from the Yoho road, while on the trail to Mount Stephen are immense fossil beds, in which rare specimens of trilobites are obtainable. The hotel is open throughout the whole year, and has been enlarged and practically rebuilt to meet the requirements of a constantly increasing number of guests who appreciate Field's many charms. Ponies and guides are obtainable at the hotel.



EMERALD LAKE

THE GREAT GLACIER

FROM Field, the route onward lies down the Kicking Horse Pass. New scenes of sublimity appear in endless succession, and high up against the sky a serrated line of snow-mantled peaks of new forms and colors loom up beyond the intervening deep forest-covered valley holding the broad and rapid-running Columbia, crossing which, the ascent of the second range—the Selkirks—is commenced. Seen in the full glory of the morning sun, these mountains are the most beautiful and wonderfully colored of all the great ranges between the Plains and the Pacific. Further on, the Rockies and the Selkirks come close together, forcing the river into a deep narrow gorge, through which its turbulent waters roar and fume in maddening ferocious torrent; far above the track winds along the mountain side and finds a passage through narrow defiles to the vast amphitheatre of mountains beyond.

Climbing higher and higher, near the summit of the range, is seen a wonderful group of strangely-shaped glacier-bearing peaks, and further away one of the largest of all the world's ice-fields—the Great Glacier of the Selkirks. Here is another of the Company's châlet hotels, which has become a favorite resting place, for there are attractions aside from the immense glacier, whose forefoot extends to within a short distance of the track. There are vast forests clothing the lower slopes and filling valleys in which game abounds, cascades tumbling thousands of feet and glaciers covering miles of area with gleaming ice, and lofty peaks that pre-eminently appeal to the true Alpine climber. Facing the hotel, the Hermit range, on which the old cowed hermit and his dog have kept watch and ward for untold ages, stands in stately line, snow-capped and grim; to the right, Sir Donald rears his hoary head near Eagle Peak, from whose summit over an hundred glaciers are visible,



THE GREAT GLACIER, AT GLACIER, B.C.

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whilst to the left lie Ross Peak, Cheops, Abbott, and a score of other equally daring ascents. Branching off up Fish Creek Valley is a trail leading to the Asulkan Glacier, crossing which a magnificent view is obtained of the ice-bound valley on the further side with the three commanding peaks—Fox, Donkin and Dawson—and the serpentine Donkin and Geikie glaciers. This region is peculiarly attractive to mountaineers, who assemble here from all parts of the globe, to make the ascent of the higher peaks. It has one great advantage over other mountainous countries in that the ascents can be made directly from the hotel without having to travel great distances before commencing the climb. The Swiss guides stationed here, like those at Field and Lakes in the Clouds, are expert mountaineers. For those who cannot attempt the greater climbs, there are numerous shorter and easier ascents, such as Marion Lake, the Cascades, on the ridge of Glacier Crest, from Rogers' Pass to the foot of the Swiss Peaks, for all these and many other similar points may be gained without difficulty. Excellent trails have been built in all directions, with resting-places along the roads, and at some points shelters erected, where sleeping and cooking outfits can be utilized by picnickers who wish to spend a day or longer in the higher altitudes. The Great Glacier itself being only about half-an-hour's walk from the hotel and reached by a good trail, everyone may visit its foot and even explore its wrinkled surface, though this should not be attempted except in company of a Swiss guide.

At the Glacier House, which has accommodation for 150 guests, are a bowling alley, billiard hall, swings and other sources of amusement, and there is an observatory and a telescope. The hotel remains open throughout the year. The best time for visiting this place, however, is from the latter part of June to the end of September.

Leaving the Glacier, the descent of the western slope of the Selkirks is made by the Loops, a bewildering turning and twisting and doubling, to the valley of the Illecillewaet, whose picturesque features are accentuated by startling gorges, to the very brink of the deepest of which—Albert Canon—the railway runs, and trains stop to give passengers the opportunity of peering into its depths.

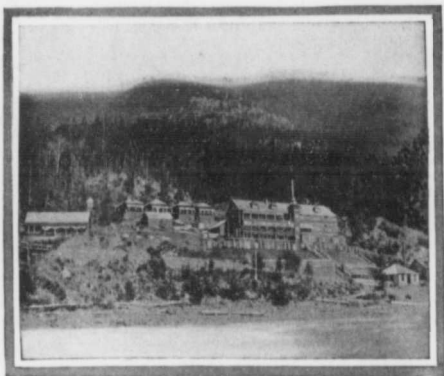
Glacier is one of the most attractive places in America.



GLACIER HOUSE, B.C.
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM.

TWO OUTINGS ON THE COLUMBIA

One of the most beautiful trips in British Columbia is that from Golden to Lake Windermere, one of the mother lakes of the great Columbia River. The river itself is seldom over a hundred feet in width, and winds about between the foot-hills of the Rockies on one side and those of the Selkirks on the other. The river bottom is really about one and a half miles in width, but it is cut up by numerous small channels bordered with tall cotton-woods and an undergrowth of red willow, saskatoons, high bush cranberries and wild rose bushes. During the months of June and July the river runs bank full, and these bushes and their blossoms appear to be growing out of the water, in wonderful contrast to the background of rugged mountains. For the first fifty miles above Golden the benches on either hand are heavily wooded, but at Spillamachene the valley broadens and becomes a park country with bunch grass and scattering large Douglas firs. A string of lakes lying



HALCYON HOT SPRINGS, B.C.

at the foot of the Selkirks here offer magnificent sport to the fishermen. They are at a distance of four to eight miles from the river, but can be readily reached by good pack trails. They have only been fished by miners and prospectors, and are full of trout.

The highest peak in sight of the Columbia, Mount Ethelbert, overshadows these fish lakes, which have not yet received a name. The journey, as Lake Windermere is approached, is intensely interesting. Perpendicular banks one and two hundred feet in height, formed of the sediment of ancient glacial streams are now and again cut into the most fanciful shapes by the action of rains and melting snow, giving the appearance of ruined castles grander than may be seen on the Rhine. Two miles from the lake is passed the last of the turbulent mountain streams which up to this have made the waters turbid, and the river becomes beautifully clear. Here are the salmon beds, the spawning ground of the persevering fish who have fought their way from the distant Pacific.

ACROSS THE CONTINENT

Lake Windermere is a beautiful sheet of water one and a half miles wide and ten miles long, bordered by green rolling hills and behind that the great Rockies and Selkirks. Windermere, half way up the lake, possesses a very good hotel. The bathing and boating are excellent. The weather during the summer months is very dry and cloudless. A breeze generally starts up after sunrise and lasts till afternoon, when the lake becomes perfectly calm. There are no meadow lands nor swamps in the vicinity, and Windermere is free from mosquitoes.

The steamer "Ptarmigan," which during the months of June, July and August runs on the Columbia River between Golden and Windermere. There is good hotel accommodation at Golden.

From Revelstoke the Columbia River and Arrow lakes, which are but expansions of that river, furnish another delightful side-trip that takes one to the gold fields and silver-lead mines of West Kootenay. The trip is by branch railway, twenty-eight miles to Arrowhead, at the head of Upper Arrow Lake, and thence by the Canadian Pacific



SICAMOUS HOTEL, SICAMOUS JCT., B.C.

steamers and their connections, as mentioned in the description of the Crowsnest Pass branch, to Nakusp and the Slocan, Robson, and the Lower Kootenay River, to Trail and Rossland and to the Boundary Country to the west. Twelve miles below Arrowhead are the Halcyon Hot Springs, at which the traveller finds an up-to-date sanitarium and hotel, in connection with which are a number of comfortably furnished villas for guests who prefer privacy. The climate is very mild—even in winter—and the waters of the springs possess exceptional virtues, being held in high opinion by medical men for the cure of rheumatic and gouty and other affections. The quantity of lithium contained in these waters is larger than that shown to exist in some much-advertised foreign waters. The grounds are beautifully laid out in terraced walks; there is good boating and fishing, the surroundings are charming, and people come here from many places not only on account of the healing qualities of the waters, but for the pleasure which the place affords. The scenery is magnificent, one of the mountains, at times piercing through the clouds, having a resemblance to the peak of Teneriffe.

THE OKANAGAN LAKES

Beyond the Columbia is the Gold range, which is crossed by the Eagle Pass. The grandeur of the mountain scenery is not wanting until the lake region of British Columbia is reached. The Great Shuswap Lake is a remarkable body of water, an arm of which is crossed to Sicamous Junction, from which a branch railway penetrates the famed Okanagan country, a region of great beauty, which affords unending delight to the holiday seeker and the sportsman. This is a great fruit, agricultural and game country, and was the scene of the hunting expeditions of the Archduke of Austria, on his tour around the world several years ago, and other scions of the royalty of Europe. Caribou, black, cinnamon, and grizzly bear, deer, mountain goat and mountain sheep, are here in abundance, and the waters are filled with fish. A branch railway runs past Vernon, a delightfully situated town, five miles beyond which is Okanagan Landing, on Okanagan Lake, where the commodious Canadian Pacific steamer "Aberdeen" plies to Kelowna and Penticton at the foot of the lake, affording a delightful sail. Comparatively low, rolling hills border either shore of the long narrow waterstretch. The water is remarkably pure and clear, and the climate approaches perfection. Kelowna is a pleasant little stopping place, near which Lord Aberdeen, formerly Governor-General of Canada, has one of his extensive ranches (another being near Vernon), and Peachland and Summerland are two places which are rapidly becoming popular health resorts, and for the quantity and quality of the excellent fruit produced. There is much to interest the tourist on this lake, and the two days occupied in making the round trip from Sicamous Junction can be most enjoyably spent.

There is an excellent hotel at Sicamous, located on the shore of Shuswap Lake. The fishing and shooting are excellent, and rowboats are procurable at the hotel.

From Penticton, where there is an excellent hotel, stages run to Okanagan Falls, Camp McKinney, Fairview—an established mining camp—Ore, Loomis, and other points in the rich and rapidly developing country of the Okanagan. From Fairview, the valley of the Similkameen is easily reached by waggon road. Ashnola Creek, a tributary of the Similkameen River, has long been famous for its big-horn, cougar and bear, and further westward are the flourishing coal and metal camps of Princeton.

THE COAST OF BRITISH COLUMBIA

There are many points of interest along the railway line between Sicamous and the Coast. A delightful health and pleasure resort is the pretty little city of Kamloops, in the great basin between the Gold and Coast ranges, where the absolute requirements of salubrious climate and pleasant surroundings, essential to the cure of lung troubles, are happily combined in the highest degree. High medical authorities agree that the conditions existing are among the most favorable known for consumptives.

Savonas, where valuable quicksilver deposits have been discovered, is at the further end of Kamloops Lake, near where the wonderful canons of the Thompson begin. The

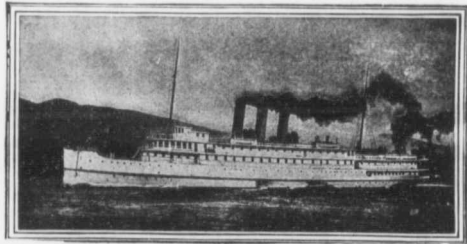
ACROSS THE CONTINENT

lake offers opportunities for pleasant sails, steam launches being procurable at Kamloops.

The Nicola Valley District is reached from Spence's Bridge by new branch line recently constructed.

The famous gold-fields of Cariboo are reached from Ashcroft, on the main line of the C.P.R., by stage which leaves for Clinton tri-weekly, beyond which point there is semi-weekly communication; but special stages can be secured by pre-arrangement, and a steambot service during the season of navigation on the Upper Fraser from Soda Creek to Quesnel reduces the time to the gold-fields materially. This district comprises the Cariboo, Cassiar and Omenica districts, from which, forty years ago, from surface washings alone, there were taken millions of gold. There are now many financially strong companies working energetically with modern appliances for the extraction of the gold, and new placer diggings are often reported.

Beyond Ashcroft, the Canon of the Thompson, whose angry waters rush in a perfect maelstrom, is entered, and after the junction at Lytton with the Fraser, the great water-course of the Province, which comes down from the north, the scenery becomes wilder than ever. North Bend,



C.P.R. STEAMSHIP "PRINCESS VICTORIA"
SEATTLE, VICTORIA AND VANCOUVER SERVICE

in the midst of the awe-inspiring surroundings of the ferocious Fraser canon, is a desirable headquarters for those who intend to explore the wonderful canons. Here the famous flowers of British Columbia are to be found in great profusion; there is excellent fishing in the locality and places of interest to tourists.

Harrison Springs, on Harrison Lake, is reached from Agassiz station where conveyances meet all trains, and after a very pleasant drive of six miles the hotel and Hot Springs are reached. Harrison Lake, a beautiful sheet of water, affords excellent fishing. A splendid hotel has been built on the shore of the lake close to the sulphur springs, which have great curative qualities. Pleasure boats and a steam launch are there available for picnic or fishing parties.

Forty-three miles east of Vancouver is Mission Junction, from which a branch of the Canadian Pacific Railway runs south connecting at the international boundary, at Sumas, with rail lines for Seattle, Tacoma, Bellingham, Portland, San Francisco and all other points on the Pacific.

Twelve miles east of Vancouver a branch line runs to New Westminster, a flourishing city on the Fraser River, and the headquarters of the salmon canning industry.

The western terminus of the road is reached at Vancouver on Burrard Inlet, a few miles north of the mouth

ACROSS THE CONTINENT

of the Fraser, on the fourth day after leaving Montreal. This new seaport is only nineteen years old, yet it has over 50,000 inhabitants and a flourishing commerce. Its situation is unrivalled, as regards picturesque surroundings, natural drainage, harbor facilities and commercial advantages, and a variety of sport is obtainable in the neighborhood. Upon a hill commanding the best and widest view the Company has erected a large hotel, the Vancouver, which for comfort and luxury compares favorably with the best hotels on the Atlantic seaboard. It was entirely rebuilt in 1903. From its broad balconies a magnificent prospect is revealed. Far to the southeast rises the snow-capped cone of Mount Baker; to the north and northwest, rising directly from the sea, are the imposing giants of the Cascade range; westward, beyond English Bay and the Straits of Georgia, huge purple masses mark the mountains of Vancouver Island; and to the southwest, across the broad, fertile delta of the Fraser River, tower the serrated peaks



CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL, VANCOUVER, B.C.

of the Olympian range, the whole forming a panorama of loveliness unsurpassed on this continent. There are many charming drives around Vancouver—that through Stanley Park being particularly interesting—and a visit to Capilano Canon, across the inlet, is a delightful outing—the canon being several hundred feet deep, with perpendicular sides.

As a pleasure and excursion route the half-daily trip to the scene of the salmon fisheries and cannery operations via the electric cars of the Vancouver & Lulu Island Railway is a very popular one. The trip takes the traveller through one of the pleasantest districts to be found on the lower mainland. The distance from Vancouver to Steveston is about eighteen miles, the route lying through a variety of scenes and scenery typical of the country, its industry and progress.

The trip can be made by taking the electric tram Vancouver to New Westminster, and Str. Transfer New Westminster down the Fraser to Steveston, a distance of

ACROSS THE CONTINENT

24 miles, taking the electric car thence to Vancouver. This can be done nicely in an afternoon.

From Vancouver fast daily steamers belonging to the Canadian Pacific Railway Company enable the traveller to cross through the archipelagoes of the Straits of Georgia and Fuca to Victoria, on Vancouver Island, the capital of the Province of British Columbia. The sail, which usually occupies about five hours (but during the summer season the "Princess Victoria" makes it in four hours), is a delightful one. The scenery has a resemblance to the fiords of Norway, with which it is frequently compared. The route lies through the Narrows, and amongst groups of picturesque islands, with the snow-capped Olympian Mountains on the left, the Cascade range on the right and the mountains of Vancouver Island ahead. Victoria is charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands Government House within its beautiful park. The Government buildings across James' Bay, erected at a cost of \$1,000,000



PARLIAMENT BUILDINGS, VICTORIA, B.C.

are a most striking group of great architectural skill and design, and within their walls the visitor will find many things pertaining to the Province that will interest him—the museum and library especially being worthy of more than a hurried visit. Near the Government buildings, the Canadian Pacific Railway Company has erected the palatial hotel of the Pacific coast, known as the Empress. The business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city Beacon Hill overlooks the Straits of Fuca, and gives a view of the Olympian range on the southern shore of the strait and of the great Cascade range in Washington. This is the city's park, in which the races, cricket matches and other events, take place.

Victoria is one of the most important ports north of San Francisco, and does a large business with the interior of the island and with the mainland. Since the opening of the Canadian Pacific Railway, Victoria has increased largely in population and importance. It is connected by railway with the Nanaimo coal region northward, and with Saanich. Esquimalt, three miles distant, the erstwhile rendezvous of the British

ACROSS THE CONTINENT

navy in the North Pacific, where there are immense dry docks, a marine railway and huge fortifications, is reached by electric car, or by a pleasant carriage drive. There are several summering resorts within short distances of the city: Parson's Bridge, Goldstream, Shawnigan Lake, Koksilah, Cowichan Lake, and Duncan's, where excellent hotels are found. Lines of steamers give regular communication between Victoria and every port on the Pacific Coast from San Francisco to Alaska, and it is a port of call of the China, Japan and Australian liners.



EMPRESS HOTEL, VICTORIA, B.C.,
CANADIAN PACIFIC RAILWAY HOTEL SYSTEM

ON THE PACIFIC COAST

TO YUKON, ALASKA, PUGET SOUND AND OTHER COAST POINTS

TOURISTS in British Columbia have not exhausted the attractions of the country when they traverse the Mountain division of the Canadian Pacific Railway, with its vast panorama of crag and canon, outclassing in stateliness and grandeur the scenery of Switzerland. Arriving at Vancouver those who wish to gain information of the extent and possibilities of the Province have the choice of several routes that will be found most interesting.

Besides the superb Trans-Pacific service that the Railway Company provides they have in commission a fleet of coast-wise steamers of the first-class; safe, commodious and luxurious in appointment, on which comfortable and interesting journeys can be made. The new and elegant steamer "Princess Victoria," the speediest vessel on the Coast, plies from Victoria and Vancouver to Seattle, giving tourists ample opportunity to visit points of interest on Puget Sound. The steamship "Princess May," recently overhauled and given increased and improved passenger accommodation, with the new steamship "Princess Beatrice," maintains a regular service from Victoria and Vancouver to Alaska, calling at Rivers Inlet, Skeena River, Port Simpson and other Northern British Columbia ports, giving excursionists an opportunity, in taking in the points of interest in Alaska, to also visit the various points of interest along the Northern British Columbia Coast.

The steamer "Tees" makes two trips each month from Victoria and Vancouver to Northern British Columbia Coast points, as far as the Naas, on the borders of Alaska, a distance of between 600 and 700 miles, with periodical calls at points on Queen Charlotte Islands.

The steamer "Queen City" makes four trips per month from Victoria to points on the West Coast of Vancouver Island.

Examination of the map will show a remarkable difference in the coast line north of San Francisco from that north of Puget Sound. On the United States side there is but one large river and the coast for the greater part is open to the full sweep of the Pacific Ocean, but from the Straits of Juan de Fuca to Alaska there is one almost continuous archipelago in Canadian territory. The coast is indented in an extraordinary manner, presenting innumerable inlets and countless islands and an amazing network of waterways that might puzzle a navigator, were they not all fully charted.

The Yukon has, during the last few years, become a resort of those tourists, who desire to see the little known corners of the world and to come into close contact with Nature. For every trace of the danger and difficulty that awaited the pioneers, who made their way to the Land of Promise in 1898, has disappeared, and the trip from Vancouver, Victoria or Seattle to Dawson City is now made with the comfort and safety that mark a journey in districts that have been settled for as many years as the Yukon has months.

ON THE PACIFIC COAST

The "Princess May" and the "Princess Beatrice," the fine steamers of the C.P.R. British Columbia Coast Service, run regularly from Vancouver to Skagway, and thread their way through scenes of the greatest beauty, culminating in the grandeur of the mountains and ice-fields of the Far North. The geographical characteristics of the coast are the same as those of Norway or the west coast of New Zealand, but the scale on which they are executed is far greater and grander. Deep inlets cut their way into the coast, and on either hand rise steep cliffs straight from the water's edge. Outside of these fiords a long line of islands form a natural breakwater, and the many winding reaches and narrow canals present with marvellous variety views of great charm and poetry. As the northern latitudes are reached, the scenery increases in grandeur, and the traveller begins to realize he is in a strange and wonderful region. Archipelagoes, peninsulas, bays, inlets and forest-clad mountains alternate with snow-capped giants and splendid glaciers, while the signs of human habitation even have an unfamiliar aspect. Mining towns, sprung up since yesterday, are interesting, for they show the marvellous development of these western lands, and any one of them may become famous the world over through the chance of some lucky strike. The fishing villages are older and more thoroughly established, and contain many objects of historical interest. Before the United States bought the coast strip, it was in the hands of Russia, and its former owners have left here and there unmistakable traces of the stay of a Slavonic people. But long before the Russians were the Indians, and in the native villages are still to be seen the curious totem-poles, barbaric in coloring, yet highly skilled in their grotesque carving, which tells the story of a vanishing religion and people.

The Land of Nightless Days has now been reached, the country where in summer time the sun is high in the heavens for twenty hours out of the twenty-four, and night has no hours of darkness. Glaciers of magnificent size may be seen, and at certain points the marvellous effects, that huge masses of ice can produce, are displayed in the most beautiful manner. At Taku Inlet and Glacier Bay great walls of ice tower hundreds of feet above the sea-level, and the great Muir Glacier is a spectacle that enhances all by its variety of form and depth of color, as well as by the majesty of its size.

At Skagway the steamers connect with the train of the White Pass & Yukon Railway. This carries the tourist with the greatest comfort in seven hours over the White Pass to White Horse, a trip that was only accomplished by the pioneers with the utmost pain and difficulty. From White Horse the journey to Dawson^{*} is made by water, and the traveller changes to one of the fine fleet of the White Pass & Yukon Railway & Navigation Company, and prepares for a pleasant sail down the Yukon River for 35 to 40 hours, till Dawson is reached. He will find the service provided by the boats an excellent one, and everything has been done that care and attention can devise to enable him to enjoy the scenery through which he is passing. The views the whole way are very grand, and in summer under a bright, blue sky the atmosphere is mild and genial.

The rivers are lined along the whole route with high, well-wooded hills, garbed in green, and if it were not for the midnight twilight it would be hard for the traveller to believe that he was within a few degrees of the Arctic circle. Here and there various mining camps are passed. Indeed, the route is now never lonely, and besides the attraction of the scenery, there is plenty of human

ON THE PACIFIC COAST

interest. On the second day from White Horse, Dawson will be reached, and there the traveller sees one of the greatest mining camps of the generation, whose placer diggings are amongst the richest in the world.

Dawson City has passed out of the pioneer stage, and now has many buildings that would do credit to any city of its size in Canada or the United States. It contains schools, churches, hospitals, stores, both wholesale and retail, and a foundry. It rejoices in the telephone, the electric light and waterworks, and has good hotels, at the best of which \$4 a day and upwards is charged on the American plan. Skagway and White Horse too, have made considerable advances in the securing of the comforts and conveniences of civilized life, and the traveller may seek them, confident that they will provide him with good accommodation.

When the traveller has seen all he cares to see at Dawson, and is ready to start for home, he has the choice of either continuing his journey down the Yukon by one of the many large steamboats engaged in this trade to St. Michael's, visiting if desired the Fanana District, where the recent discoveries of gold have resulted in the building of Fairbanks and Chena, and thence by ocean steamer to Victoria, Vancouver or Seattle, or of returning by the same route as he came. The difference in time between Dawson and Vancouver or Victoria would be about ten or twelve days in favor of the Skagway route.

It will thus be seen that if the traveller goes and returns by the Skagway route, he can make the round trip from Montreal in about a month. This would be divided up as follows: Four days and a half from Montreal to Vancouver by Canadian Pacific Railway; three days from Vancouver to Skagway by ocean steamboat; seven hours from Skagway to White Horse by the railway; and say two days from White Horse to Dawson by river steamboats, making less than ten days in all from Montreal to Dawson. The return trip would take a day or two longer, because of the difference in going up-stream to White Horse instead of down-stream to Dawson.

The most favorable season for tourist travel in these high latitudes is, of course, the middle of summer. Tourists should, therefore, not start from Vancouver before the middle of June nor after the middle of August.

VANCOUVER TO NORTHERN BRITISH COLUMBIA AND ALASKA

Many tourists every year make the excursion trip to Alaska and return, but with the operation by the Canadian Pacific Railway of the steamships "Princess May" and "Princess Beatrice" excursionists now have the opportunity in making the Alaska excursion trip to also visit the points of interest along the Northern British Columbia Coast. The two steamships are of the highest class on the Pacific Coast. The "Princess May" has been recently overhauled and has splendid passenger accommodation for 175 first class passengers, with spacious smoking rooms and large observation room on the upper deck forward, permitting a free and unobstructed forward view of the magnificent scenery along the route. The "Princess Beatrice" is a new steamship, constructed in 1903, well equipped and thoroughly up to date in every particular.

ON THE PACIFIC COAST

The run from Victoria to Vancouver is made during the night, and the steamer clears from Vancouver the following evening, so as to make the passage through Seymour Narrows during daylight. At no time on the journey is the steamer out of sight of land—indeed, the greater part of the way is between islands and past headlands, flanked by snowcapped or cloud-crowned mountains, down the timbered and often verdure-clad sides of which picturesque cascades tumble to the sea or are turned into sluice boxes for the prosaic uses of saw-mills or canneries. There are glaciers here and there of emerald green ice, great mountain peaks of eternal snow, and Indian villages at which the wonderfully carved totem-poles are constant objects of curiosity to visitors and matters of delight to kodakers.

Alert Bay, one of the prettiest places on the Coast, is reached about noon and the visitor's attention will be immediately taken by the display of totem-poles at the head of the wharf. There are two splendid specimens to be seen there, painted in the most striking colors. Alert Bay has a large Indian population, and here will be seen the blanket-clad Indian with his bronce skin shining with oil. The village is practically unaltered from the days when the great navigator, Vancouver, after whom Vancouver Island is named, presented the villagers with a small cannon, which is mounted in the centre of the village. Here are many novel and interesting sights, not the least of which is the Indian cemetery, with its strange totems and monuments.

Thence the steamer passes Hardy Bay, where the Dominion Government is establishing a station for the protection of halibut fisheries from poachers, and proceeds to Queen Charlotte Sound. Until Queen Charlotte Sound is reached the passage is through one continuous series of straits and narrow waterways, but here for three hours nothing is seen to the west but the broad Pacific, and one can stand on deck and enjoy the effect of the genuine ocean breeze.

The steamer then proceeds to Fitzhugh Sound and into Rivers Inlet, where many large canneries are in operation, and as the vessel steams up the sound a large fleet of fishing smacks can be seen, the men spreading and hauling in their gill nets, laden with silvery salmon. Here the canning operations can be viewed, and the process of changing the shining mass of salmon to the "half-pound flats" for the consumer's use is an interesting sight. Still northbound the steamer resumes her course after leaving Rivers Inlet between groups of islands and through picturesque inlets past Namu, and thence into Burke Channel and Bella Bella, an old Hudson's Bay post. Here the Bella Bella Indians have a large village, the most modern looking of any rancherie heretofore seen, the buildings being more after the architectural style of the white man. They have schools, churches, stores, etc.—as the Bella Bella Indians are a progressive tribe.

From Bella Bella the route is through Millbank Sound and through Finlayson Channel to China Hat—so called from the fact that a mountain resembling a Chinaman's hat stands at the back of the settlement.

Port Essington, the large settlement at the north of the Skeena River, is the next port of call. Here a number of stern-wheeled steamers plying on the Skeena River make their headquarters, and during the summer run to the head of navigation on the river, 180 miles away, at

ON THE PACIFIC COAST

Hazleton. Here, as at Rivers Inlet, are many salmon canneries.

An interesting side trip can be made by taking one of these stern-wheeled steamers from Port Essington to Hazleton. On account of the great swiftness of the river they are specially constructed, of great power, and in running the canons with the current often make over thirty miles an hour. The navigation of the Skeena was first attempted in the days when the futile endeavor was being made to construct a telegraph line via Alaska and Siberia. Then the steamers could only negotiate the canons with the aid of warp-lines from the shore, but now the specially designed steamboats can usually cope successfully with the current without "roping."

After Port Essington comes Metlakatlah. This is an old-time Indian Mission station, and curiously enough has the largest church in British Columbia, the mission church being larger than any place of worship in Vancouver or Victoria.

Port Simpson is the next stopping place, and there is much interest attached to it. It was for many years the most northerly post of the Hudson's Bay Company, and has stood many a siege in the olden time. Indians then were sometimes turbulent and could make things warm for the factors and their trappers; now the fighting spirit has gone out of them and they live peacefully enough on their reservation, a decadent but picturesque race.

At Port Simpson the steamer clears for Ketchikan, the U. S. port of entry, where a short time is spent, and during which time a visitor will have the opportunity of observing the shoals of salmon ascending Ketchikan River in their effort to reach their spawning grounds. After leaving Ketchikan the steamer proceeds through Wrangel Narrows and Stephens Passage, a most picturesque trip, passing within sight to the east of Taku Glacier, which becoming one of the show spots of Alaska; thence up Lynn Canal until Skagway is reached. Steamers stop at Skagway a sufficient length of time to enable visitors to make a trip to the summit of White Pass and at times sufficient length of time to make a trip as far as White Horse.

The return trip of the steamer covers practically the same route as taken on the northbound trip, giving passengers an opportunity to revisit the places with which an acquaintance has already been made on the journey north. The trip occupies about eight days, and with the exception of a short reach in crossing Millbank Sound the steamer route is inland and the water is calm, the passengers thereby receiving all the benefits of an ocean voyage and escaping all its distressing inconveniences. In this way Vancouver is reached and the trip is over, the passengers disembarking with the consciousness of time well spent among sights worth seeing.

ALONG THE PACIFIC COAST

From Vancouver, there is direct rail communication, via Mission Junction, to Seattle, Tacoma, Bellingham, Portland, San Francisco, etc., and those passengers who have taken steamer at Vancouver, but desire to visit Victoria, can do so and continue their journey from that point to Port Townsend, Seattle and Tacoma on the steamships that ply

ON THE PACIFIC COAST

on that route. The route from Vancouver, whether by all rail or via Mission, or via Victoria and Puget Sound steamers to Tacoma, is a most attractive one. Varied and interesting views of a lofty coast range are everywhere obtained. Mount Baker is distinctly seen for hours and Mount Tacoma rising over 14,000 feet and seen from the sea level is most impressive. Seattle, situated on the eastern shore of Puget Sound, is the largest city in the State of Washington. This city is fortunate in the possession of a fresh water lake easy of access by means of several electric and cable tram lines. On the shores of the lake, the city has created three beautiful parks to which a visit should be made. Tacoma, at the head of Puget Sound, about thirty miles to the south of Seattle, is another flourishing city of rapid growth. Like Seattle, this city boasts of a magnificent park, and there are several delightful drives in the vicinity. From these two ports steamers ply to the new towns springing up along the many-armed shores of Puget Sound.

From Tacoma to Portland the route is comparatively speaking uninteresting, although Mounts Hood and St. Helen's are in view for a considerable time. Portland is a handsome city, the largest in Oregon, and has more of an Eastern appearance than any other on the Pacific Coast. Its business is large, and it is surrounded by an extensive agricultural country. Portland is the real western terminus of both the Northern Pacific and Union Pacific railways, and has several local roads and lines of steamers. Astoria, at the mouth of the Columbia, the American headquarters of the salmon-canning industry, is of considerable interest, and is reached from Portland by steamer.

The overland or "Shasta" route from Portland to San Francisco, 730 miles, is by the Southern Pacific system. The most picturesque part of this journey is seen on reaching Mt. Shasta. The main peak stands 14,442 feet above the sea and the railway passes close to its base. South of Shasta the route lies through Sacramento Valley.

San Francisco is also reached by sea, from Vancouver or Victoria, by the steamers of the Pacific Coast Steamship Company. Fifty-five hours are required for the passage from Victoria. The coast is in sight for part of the way; but the lofty broken rocks of Cape Flattery, on the southern side of the entrance to the Straits of Fuca, and the Golden Gate are the only features likely to be seen with any distinctness.

Western Tours shown herein can, when desired at time of purchase, be made to return via other overland routes on payment of a slight additional charge, particulars of which can be obtained from any ticket agent.



ACROSS THE PACIFIC

TO THE ORIENT, THE TROPICS, THE ANTIPODES AND AROUND THE WORLD

THOSE who desire a trip to Japan and China, the Philippines, the Hawaiian or Fijian Islands and Australasia are enabled to visit those distant countries or even to circle the globe at moderate expense and, so complete are the arrangements, with the same ease and comfort experienced on an ordinary holiday outing.

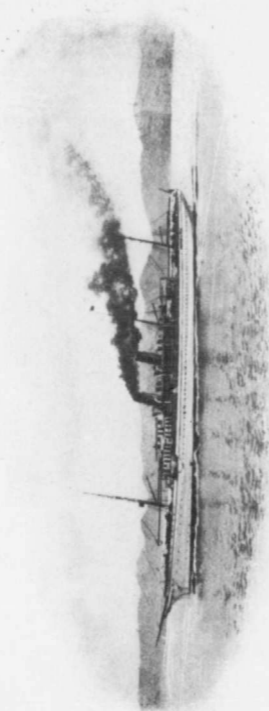
A trip to Japan and China is now one of the easiest as it is one of the most delightful tours, and a month, or better still, two months, can be most enjoyably spent in the Celestial Kingdom and the Land of the Mikado. One of the Great White Empresses or other vessel of the Canadian Pacific Railway Company's fleet—which for speed, comfort and luxurious appointments are unrivalled on the Pacific—leaves Vancouver every two or three weeks, and by taking the shortest route, Yokohama is reached in about eleven days. Here the tourist finds himself amidst the refinements of European civilization, and in the chief city of the most attractive eastern country. From Yokohama he can reach, by rail or steamboat, all the principal cities of Japan. Tokio, Nikko, Kioto and Nagasaki can be visited with comfort; the sacred mountain Fujiyama can be ascended, under the care of experienced guides. Steamers ply on the Inland Sea, and the country round about each of the cities can be traversed in the ubiquitous jinrikisha at moderate expense. From Nagasaki the tourist may proceed to Woosung, and up the Yangtse-Kiang River to Shanghai, the great commercial centre of North China, and to Hankow, the chief tea mart of the Empire, passing Nankin en route; and from Shanghai connecting steamers run to Tien-Tsin, the port of Peking, and other northern Chinese ports; and southerly to the British island of Hong Kong, from which steamers ply regularly to Macao, an old and picturesque Portuguese settlement, now the watering-place and health resort of the residents of Hong Kong, and Canton, perhaps the most interesting of all Chinese cities, and also to Manila in the Philippines. There are so many delightful experiences afforded by a trip to China and Japan as to preclude more than passing mention in these pages, but so much has been written of these countries that the traveller cannot be at a loss for guidance. "Westward to the Far East," a guide to the principal cities of Japan and China, issued gratuitously by the C.P.R. Co., and "Murray's Guide to Japan," will be found valuable pocket companions.

Another charming trip, that may be made from Vancouver, is to Hawaii and Fiji on the way to Australia and New Zealand by the fine steamships of the Canadian-Australian line. Both these groups of islands have beautiful scenery and interesting histories, and, long before they passed under the rule of the American and British governments respectively, were distinguished above the other peoples of the South Seas for civilization, ordered institutions and intelligence.

The Hawaiian Islands lie under the Tropic of Cancer and form a group, of which Hawaii is the largest, although

ACROSS THE PACIFIC

Honolulu, the principal city, is situated on Oahu. The voyage from Vancouver takes eight days and the tourist may spend a very enjoyable month there, awaiting the arrival of the next steamer for Australia or Vancouver. The group is now under the flag of the United States, and the visitor will find in Honolulu all the conveniences of a modern American city, combined with scenery and vegetation that will delight him with its novelty and magnificence. The climate is singularly equable, the thermometer



EMPRESS OF JAPAN

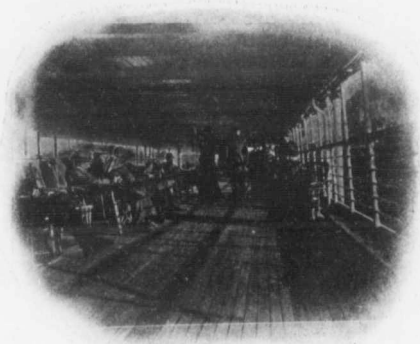
hardly reaching 90 in summer or falling below 50 in winter, while the daily range of temperature is not more than ten or twelve degrees.

On the island of Hawaii, the largest of the group, rise the three great peaks of Mauna Kea, 13,805 feet, Mauna Loa, 13,675 feet and Huralalai, 8,275 feet high. Eternal snows crown their heights and they are seen from afar at sea, the fleecy clouds floating round their brows. Tropical verdure covers their side and their spurs run right out to end

ACROSS THE PACIFIC

in precipitous cliffs, over which fall numerous picturesque falls into the ocean at their base. These mountains are volcanic in origin, but Mauna Loa and Kilauea have alone retained any eruptive power. They are too far removed from the inhabited districts to be a menace to them, and at periods of activity they can be approached near enough to obtain a view of their wonderful phenomena with absolute safety.

Kilauea, it is claimed, is the largest active volcano in the world and has an area of over four square miles. It forms a vast cavity in the sides of the mountain, with steep sides from 300 to 400 feet high, and the spectacle of the boiling cauldron at the bottom of the crater is most magnificent. Fountains of fire are thrown high in the air, and the molten lava heaves and bursts forth in all kinds of curious shapes, as the quickly cooling matter forms a crust, only to be rent in a thousand directions by the next upheaval from the great reservoir of power in the bowels of the earth beneath. Excursions are often organized to witness these eruptions, so complete is the safety with which



ON THE DECK OF THE "EMPRESS OF CHINA" IN SUNNY SEAS

the craters can be approached, and even in periods of quietude the volcanic area is well worth a visit, as the lava streams on the mountain sides have formed many curious caves, bridges and boulders that show the most fantastic results of enormous power.

Beyond Hawaii, the 180° or antepime meridian is crossed. On the voyage to Vancouver, the mariner, in order to keep his time correct, finds it necessary to double up the day he crosses this meridian—which is precisely opposite Greenwich—and this he does by having two Mondays or two Tuesdays, or two some other days in the same week. If he is going towards Australia, he drops a day completely. If this point, for example, be reached on Monday, the next day will be Wednesday—Tuesday, and the day it represents, being absorbed into Monday.

Suva, the chief city of the Fiji Islands, is the next port of call. It is a small town, nestling among the hills of Viti Levu, one of the two hundred islands that form the Fijian group. Eighty of these are inhabited, the natives, of whom

ACROSS THE PACIFIC

there are about 110,000, being now a cheerful, hospitable folk. The ship stays at Suva for five or six hours, during which the passengers can land and secure a glimpse of the interesting life of the islands, and it will be strange if those who are continuing their journey do not envy their companions, who are awaiting the next steamer from Vancouver a month later, or the next from Australia a week later.

From Suva the run is direct to Brisbane, Queensland, the youngest of the five Australian capitals, from which the steamer coasts down to Sydney, New South Wales, in many respects the principal city in the Southern Hemisphere, and not only distinguished for the beauty of its location—its harbor being considered one of the finest in the world—but as the chief commercial metropolis, being a great steamship and railway centre. From here all parts of Australasia can be readily reached: Tasmania, across Bass' Straits, New Zealand, the most interesting of the Australasian group, and the cities of the island continent. New Zealand is also



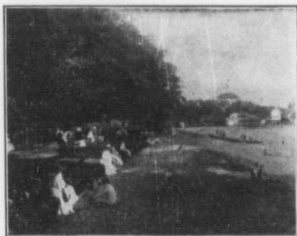
AUDIENCE HALL IN THE FORBIDDEN CITY, PEKIN, CHINA

reached direct from Suva, by the steamers of the Union S.S. Co. At Sydney the tourist sees the first evidences of the marvellous growth of trade and civilization that has distinguished the Antipodean Colonies of Great Britain. John Bull in the tropics, living and bustling, under the Southern Cross, shews a steady determination to keep as much of England about him as he can. The voyage from Vancouver to Sydney occupies about 25 days—there being sailings in each direction every four weeks. There is a choice of routes to return—by Vancouver direct, or by China and Japan and Vancouver, or the voyage may be continued via India and Egypt, or Brazil, as mentioned in the "Around the World."

A still more pretentious trip—and one that is popularizing itself wonderfully—is "Around the World," for which two years are allowed; and the tourist may, by nearly all the routes, start to travel either east or west, and can begin and end his journey at any one point on the route. Starting from Liverpool or Southampton (assuming that he purposes travelling westward) he can choose from a number

ACROSS THE PACIFIC

of the first class steamship lines and can land at Halifax, St. John, N.B., Montreal or Quebec, New York or Boston, according to the destination of the vessel he selects. By coming direct to Montreal or Quebec, he will find the passage of the St. Lawrence not the least attractive part of his tour by this route. During the last two days of his Atlantic voyage he will pass by scenes of historical interest, and witness a panorama of great scenic beauty. Both Quebec and Montreal will well repay a few days' inspection, the one full of mementoes of the early wars in Canada; the latter, as an evidence of the business and growing importance of the commerce of the Dominion. In crossing the American continent either by the all-rail route, or sailing up the great lakes in the magnificent steamships of the Company, the broad prairies of the Canadian Northwest are traversed, and the mighty Rockies and succeeding ranges are crossed through the grandest of picturesque surroundings. At Vancouver the around-the-world tourist embarks on one of the Canadian Pacific's unrivalled steamships—sailings being every two or three weeks—and crosses the ocean to Yokohama. After leisurely visiting the many curious and interesting spots in Japan—the temples of Nikko, the antiquities of Kioto, the bazaars of Osaka, and the sacred mount of Fu-



SCENE IN HONOLULU

jiyama—from Nagasaki he sails across the great Inland Sea, and explores the quaint and strange cities of China—Shanghai, Hankow, Peking, Canton, Nankin, etc., etc.—and then proceeds to Hong Kong, where either a steamer of the Peninsular & Oriental Co. is taken to Singapore, Penang and Colombo, each of which has its own marked peculiarities, and should be visited, or a North-German Lloyd or Messageries Maritimes steamer to Singapore and Colombo, and thence direct to Aden, Suez, Port Said, Naples, Genoa and Southampton or Marseilles, as the case may be. At Colombo the choice is offered the around-the-world tourist, by the P. & O. Line, of continuing by the same steamer to Bombay, of taking another steamer home by the Red Sea, or, if he desires to visit India, he can change to the steamer for Calcutta, and proceed thence by rail via Cawnpore, Lucknow, Agra, Delhi, and other celebrated places of the great British Empire in the East, till Bombay is reached by rail. Guide books, containing all information and useful directions, as well as native servants, can be procured at Calcutta.

From Bombay or Colombo the route lies across the Indian Ocean to Aden, thence up the Red Sea to Ismailia, where tourists desiring to visit Cairo, Alexandria and the

ACROSS THE PACIFIC

Nile disembark. From October till May is the season for touring in Egypt, after which the weather becomes warmer than is agreeable to the majority of Europeans. From Ismailia the tourist has a choice of several routes through the Mediterranean by the Straits of Gibraltar, or he can go via Brindisi or Marseilles, taking in such of the cities of Europe as he may desire to see.

At Hong Kong, the tourist desiring to include Australia in his journey can take the China Navigation or the Eastern & Australian Steamship Company, or the Nippon Yuen Kaisha steamers via Torres Straits to Sydney, the capital of New South Wales, and from that port, Melbourne, or Adelaide, continue his journey by steamers of the Peninsular & Oriental, North-German Lloyd, Messageries Maritimes, or Orient-Pacific Lines to Colombo, whence the route is continued as before described, or he can take the Aberdeen Line to England via Durban, Cape Town or Teneriffe.

Australia can also be reached direct via Vancouver, Honolulu, Hawaii and Fiji (or by way of New Zealand from Fiji), and the journey either continued by way of Ceylon and Suez, by Cape Horn, Rio Janeiro or Montevideo, and Teneriffe to London, or by the Cape of Good Hope and Teneriffe, or the outward voyage can be made from London via Teneriffe and Cape of Good Hope, touching at Cape Town, a place of more than ordinary interest owing to recent stirring events in South Africa, and on to Hobart, Tasmania, and thence to Sydney, and continued by the Canadian-Australian route to Vancouver direct, or via China and Japan and Canadian Pacific Steamship Line, thence C.P.R. across the North American continent and Atlantic lines from Montreal, Quebec, Boston and New York, to Europe.

The globe can easily be circled in ten weeks, but the tourist is only limited to two years to complete his journey, giving ample time to explore the many countries visited, to see everything that is worth seeing, and to familiarize himself with the customs and manners and modes of life of the different nations of the world. He will be able to procure interesting guide books to every land, and "Around the World," issued free by the Canadian Pacific Railway Co., will furnish valuable information regarding its various around-the-world trips.



STREET SCENE, MELBOURNE, AUSTRALIA

SUMMER TOURS

Hotels and Boarding Houses

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ALBERTA					
Banff					
Banff Springs Hotel	C. P. R. Co.,	300	3.50 up	on applicatn	1 mile
The Sanitarium	R. G. Brett	150	2.50 up		1/2 "
Grand View	Miss McColl	50	2.50		3 "
Alberta	A. S. Marsh	75	1.50 to 2.00		1/2 "
Hotel King Edward	N. K. Luxton	50	2.00		1/2 "
Hot Sp. Hydropathic	J. Thompson	50	1.50 to 2.00		3 "
Calgary					
Alberta Hotel	C. D. Taprell	165	2.50 up		200 yards
Braemar Lodge	Miss Mollinson	60	2.50 up		500 "
Grand Union	A. Moodie & Co.	120	2.00		500 "
Imperial		100	2.00		450 "
Royal		75	2.00 up		150 "
Victoria	Adams & Peers	75	2.00		200 "
Queens	H. L. Sterns	75	2.00 up		400 "
Grand Central	H. S. McLeod	70	1.25		50 "
Dominion	J. Mosley	60	2.00 up		50 "
Empire	Bishop & Lewis	100	1.50 up		50 "
Yale	C. Traunweiser	120	2.00 up		50 "
Edmonton	(See Strathcona)				
Laggan					
Lake Louise Chalet	C. P. R. Co.	150	3.50 up	on applicatn	2 1/2 miles
Macleod					
Queens	T. H. Stedman	300	3.00	15.00	1/2 mile
Macleod	T. Wilton	150	2.00	10.00	1/2 "
American	W. H. Atkins	75	1.00	7.00	1/2 "
Strathcona					
Strathcona House	—Beauchamp	100	1.50 to 2.00	5.00 to 10.00	50 yards
Windsor Hotel	—McGuire	30	1.00 to 1.50	4.00 to 7.00	50 "
Royal Hotel	J. J. Mellon	70	1.00 to 2.00	4.00 to 7.00	300 "
Dominion	—Malin	50	1.00 to 2.00	5.00 to 7.00	100 "
Commercial		40	1.00 to 1.50	4.00 to 5.00	100 "
Victoria House	Mrs. Sutherland	20	1.00	4.00 to 5.00	300 "
Boarding House	Mrs. Heward	10	1.00	4.00 to 5.00	300 "
Alberta Boarding House	Mrs. Royce	25	1.00	4.00 to 5.00	300 yards
BRIT. COLUMBIA					
Cranbrook					
Hotel Cranbrook	{ Hoggarth & } { Rollins }	50	2.00 up		100 yards
Royal	L. B. Vandecor	95	1.00 to 2.00		500 "
Cosmopolitan	E. H. Small & Co.	40	1.00 to 2.00		200 "
Canadian	J. Brault	100	1.00 to 2.00		700 "
Imperial	Matheson & Small	25	1.00 to 1.50		400 "
Emerald Lake					
Emerald Lake Chalet	C. P. R. Co.	40	3.50 up	on applicatn	7 miles
Fernie					
King Edward Hotel	John A. Gates	25	2.00	12.00	1 block
Northern	John Sorkee	19	1.50	7.00	1 1/2 "
King's	J. Podbielancik	15	1.00	7.00	3 "
Napanee	J. H. Whalen	25	2.00	10.50	2 "
Central	L. Mills	25	1.50	6.00	3 "
Waldorf	Robt. Moore	35	2.00	12.00	1 1/2 "
Queen's	Ross Bros.	30	1.00	6.00	1/2 "
Roma	Al. Rizzuto	19	1.00	6.00	100 yards
Fernie	S. F. Wallace	49	2.50	12.00	2 blocks
Imperial	Jno. Jean	25	2.00	10.00	50 yards
Royal	W. E. Moran	17	1.00	6.00	2 blocks
Field					
Mt. Stephen House	C. P. R. Co.	200	3.50 up	on applicatn	at station
Glacier					
Glacier House	C. P. R. Co.	200	3.50 up	on applicatn	at station
Golden					
Columbia House	J. Gullock	50	2.00	6.50	180 yards
Kootenay Hotel	H. Gordon	50	2.00	6.00	200 "
Queens Hotel	J. C. Greene	50	2.00	6.50	160 "

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- moda'tn for how many pers'ns	Rate per day	Rate per week	Distance from station
BRIT. COLUMBIA					
-Con.					
Grand Forks					
Yale Hotel	A. Traunwieser...	100	2.50 to 3.00	12.00 to 17.00	1 mile
Winnipeg Hotel	S. Nelson	50	1.50 to 3.00	7.00 to 10.00	"
Pacific Hotel	C. Peterson	25	1.50 to 2.00	7.00 to 10.00	100 yards
Granby Hotel	J. Temple	25	1.50 up	.....	1/2 mile
Province Hotel	E. Larsen	25	1.50 up	7.00 to 16.00	"
Windsor Hotel	A. Fraser	30	1.50 up	7.00 to 10.00	"
Greenwood					
Hotel Windsor	E. Cartier	50	2.00	.....	1/2 mile
Hotel Imperial	Graham & Parry ..	50	2.00	.....	"
Halcyon Hot Springs					
Sanitarium	Company	70	3 00	18.00 bath included	300 yards
Harrison Lake					
St. Alice Hotel	G. E. Harness	150	2.00 up	12.00 up	5 miles
Kamloops					
Grand Pacific Hotel	W. Dobson	35	2.00	14.00	100 yards
Dominion	W. H. Ford	39	2.00	14.00	1/2 mile
Leland	W. Dowswell	38	2.00	14.00	150 yards
Colonial	A. Lapointe	20	1.00	7.00	1/2 mile
Alexander Bd. Ho..	Mrs. Garland	10	1.00	7.00	500 yards
Kaslo					
Kaslo Hotel	Cockle & Papworth	50	2.50 to 3.00	15.00	Close
	Personally conducted				trips to Kookanee Mountain and
	Kitchener Glacier				distant 23 miles.
Midway					
Central Hotel	S. Dahle	25	2.00	.....	100 yards
Spokane Hotel	L. E. Salter	20	1.50	.....	1/2 mile
Crowell Hotel	S. Crowel	25	2.00	.....	1/2 "
Lancashire Hotel ..	Mrs. Dowding	20	2.00	.....	1 "
Oakland Hotel	J. Black	30	1.50	.....	1/2 "
Nelson					
Strathcona	B. Tomkins	100	3.00 up	20.00	1/2 mile
Hotel Hume	J. F. Hume	100	3.00 up	20.00	"
Queens	Mrs. E. Clarke	75	2.00	12.50	1/2 "
Grand Central	J. A. Erickson	75	1.25 up	8.00	1/2 "
New Westminster					
Guichon House	J. Crean	100	2.00	12.00	1/2 mile
Colonial House	J. Insley	75	2.00	12.00	1/2 "
Windsor	P. J. Bilodeau	75	1.50	8.00	"
Cosmopolitan	McDonald & Co. ..	50	1.00	7.00	"
Depot	J. M. Wise	25	1.00	6.00	"
Central	J. Collier	25	1.00	6.00	"
Occidental	J. Chappel	10	1.00	6.00	"
Lytton	W. Brennan	25	1.00	6.00	"
Fraser	A. Swanson	25	1.00	6.00	"
Holbrooke	J. McNiven	25	1.00	6.00	"
Liberty Hall	Mrs. G. M. Leish- man	35	European Plan	.....	1/2 mile
North Bend					
Mountain Hotel	W. Carse	40	2.00	10.00	at station
Peachland					
Peachland Boarding House	Mrs. Haywood	25	2 00	7.50	at station
Penticton					
Hotel Penticton	A. Barnes	64	2.00 up	10.00	100 yards
British Columbia Hotel	W. H. Tapley	25	1.00	6.00	500 "
Hudson Boarding House	T. Hudson	25	.....	7.00	750 "
Revelstoke					
Hotel Revelstoke	C. P. R. Co	100	3.00	on applicatn	at station
Rosland					
Hotel Allan	Davis & Hooper ..	100	3.00	Sp'l arrgmt to parties.	1/2 mile
St. Leon Springs					
St. Leon House	M. J. Grady	50	1.50 to 2.00 bath 25c.	.....	400 yards

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- m d'n for how many pers'ns	Rate per day	Rate per week	Distance from station
BRIT. COLUMBIA					
-Con.					
Sandon					
Sandon House	R. Cunning	30	2.00	9.00	100 yards
Reco Hotel	Wm. Bennett.....	45	2.00	10.00	100 yards
Sicamens					
Hotel Sicamous ...	C. P. R.	100	3.00 up	on applicatn	at station
Summerland					
Hotel Summerland.	W. J. Lawrence ..	48	2.00 to 2.50	12.00 to 15.00	at station
Vancouver					
Hotel Vancouver...	C.P.R. Co.....	400	4.00 up	on applicatn	1/2 mile
Badminton Hotel...	J. W. Wallace ..	100	2.00 up	.....	1/2 "
Hotel Metropole...	Geo. L. Howe ...	150	2.00 up	.....	1/2 "
Commercial Hotel...	Atkins, Johnson & Stewart.....	80	2.00 up	.....	1/2 "
Woods' Hotel.....	Woods, Williams & Woods	100	2.00 to 3.00	on applicatn	1/2 "
Burrard Hotel.....	J. T. Abray	70	1.50 to 2.00	"	2 blocks
Blackburn Hotel...	A. E. Blackburn..	60	1.25 to 1.50	"	1/2 mile
Empire Hotel.....	F. Colborne	60	1.50 to 2.00	"	1/2 "
Dominion Hotel...	F. Baynes	100	1.25 to 1.50	.....	1/2 "
Leland Hotel	F. J. Wellman ..	75	1.50 to 2.00	.....	200 yards
Strand Hotel	W. A. Sham	50	50c. up Eu	ropean Plan	250 "
Vernon					
Victoria Hotel	E. J. Ironson	50	1.00	5.00	1/2 mile
Okanagan Hotel...	G. Milligan.....	100	1.00	5.00	400 yards
Coldstream Hotel...	H. G. Muller.....	100	1.00 to 2.00	5.00 to 8.00	50 "
Kalamalka Hotel...	G. R. Raymond..	50	2.50 to 3.00	12.00 to 14.00	80 "
Vernon House	D. H. Cox	25	1.00	5.00	700 "
Royal Hotel.....	A. McConley.....	35	2.00	10.00	50 "
Victoria					
The Driard	J. Francks.....	250	1.75 to 3.00 2.50 to 5.00	{ European Plan American Plan }	1/2 mile
Dominion Hotel...	S. Jones.....	200	1.50 to 3.00	.....	1/2 "
Victoria Hotel.....	Wolfenden & Millington	150	2.00 up Eu	ropean Plan	1/2 "
Dallas Hotel.....	Mrs. Patterson..	100	2.00 to 5.00	.....	50 "
The Balmoral.....	Mrs. White	100	2.00 to 4.00	.....	1/2 "
King Edward	M. Patterson	100	1.00 2.00	{ European American }	1/2 "
Oak Bay	J. Virtue	60	2.50 up	.....	3 "
Queen's	W. Bayliss.....	34	1.25	.....	1/2 "
St. Francis	Weeks & Rolph..	60	1.50 to 2.00	.....	1/2 "
The Canadian Pacific	Ry. Co's magni- ficent Hotel Em- press is expected to open during the summer of 1907.				
MAINE					
Attean Lake (Jackman)					
Armstrong House..	Mrs. M. J. Arm- strong	30	2.00	10.00	50 yards
Newton House....	Sullivan Newton.	20	2.00	10.50	1 mile
Bartley House....	N. W. Bartley...	10	2.00	10.00	60 yards
Bangor					
Bangor House....	H. C. Ohapm'n & Son	300	2.00 to 4.00	15.00 up	1/2 mile
Belmont	F. W. Avery.....	50	1.50 up	7.00 up	.....
Penobscot Exchange	Moon & Cratty...	250	2.50 up	14.00 up	30 rods
St. James	Chris. Toole.....	100	1.00 to 1.50	.....	1/2 mile
Windsor	F. H. Durgin.....	200	2.50	Special	1/2 "
Alpha	W. E. Cobb	50	2.00	10.50	.....
Jerrard House....	Leighton & Bower	25	1.00	7.00 up	1/2 "
Bar Harbor (Mount Desert)					
American	Eugene Moore ..	30	.....	4.50 to 5.00	.....
Bar Harbor House.	E. S. Moore	20	.....	4.00 to 5.00	.....
Belmont	J. C. Manchester.	100	2.50	Special	.....
Florence	Miss T. E. Martin	50	2.00	Special	.....
Louisburg	M. L. Balch.....	200	5.00	Special	.....
Lynam's	J. S. Lynam.....	100	3.00	15.00 to 19.00	.....
Malvern & Cottages	E. G. Grob.....	200	5.00	Special	.....
Marlborough	H. P. Higgins ..	100	2.00 up	14.00 to 21.00	.....
Newport House....	W. M. Roberts ..	200	3.00 to 5.00	17.00 and up	.....

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
MAINE—Con.					
Bar Harbor—Con.					
Porcupine	G. L. Woodworth	209	2.50	Special	
Parker Cottages ...	C. E. Parker	125	2.50	14.00 to 18.00	
Rockaway House ...	T. L. Roberts	100	3.00	Special	
Southard	T. Donovan	15	1.00	5.00 to 10.00	
St. Sauveur and Cottages ...	Alley Bros	200	3.00 to 4.00	18.00 to 24.50	
Boarding House ...	Mrs. W. Clark	20	1.00	7.00	
Boarding House ...	Mrs. J. H. Bunker	15	...	.....
Cottages may be rented for the season of three months at rates varying from \$150 to \$3,000.					
Biddeford					
Hotel Thatcher ...	C. F. Willey Co.	125	2.00 to 2.50	8.00 to 16.00	
Riverside Cottage ...	Mrs. A. M. Tarbox	35	1.00	7.00	
Goose Rocks House	I. H. Emmons	100	1.00 to 2.00	7.00 to 10.00	
Boothbay					
Boothbay House ...	F. H. Harris	100	2.00	8.75 to 14.00	
Menawarmet Hotel	.....	125	3.00	12.00 to 21.00	
Weymouth House ...	.....	50	1.25 to 1.50	8.00 to 10.00	
Oak Grove House ..	W. H. Reed	135	3.00	10.00 to 15.00	
Castine					
Acadian House ...	W. A. Walker	150	2.50	14.00	
Castine House ...	J. M. Vogell	60	2.50	10.00 to 16.00	
Pentagoet House ..	Miss Hall	50	2.00	8.00 to 14.00	
Dome Rock	Misses Tileston	100	2.00	10.00 to 18.00	
Reamont	J. F. Rae	25	2.00	10.00 to 12.00	
Boarding House ...	A. F. Adams	25			
" "	O. M. Davenport	15			
" "	Mrs. Hy. Girdle	50			
" "	F. Deveyeaux	35			
" "	Wm. Morgrage	20			
" "	Ellen Brophy	25			
" "	A. J. Morgrage	40			
" "	J. F. Reamont	25			
" "	C. E. McCluskey	25			
" "	Mrs. W. G. Lyons	25			
" "	Mrs. W. P. Noyes	20			
" "	A. W. Clark	20			
Eastport					
Island City	W. S. Hall	30	2.00	10.00	1/4 mile
Schroeder	W. A. Shea	15	2.00	Special	1/4 "
Mabee .....	.....	15	2.00	8.00	
Greenville Juno.					
Bartley House ...	H. S. Rogers	40	1.00	5.00	50 rods
Moosehead Inn ...	John Gibson	100	2.00 to 2.50	10.00 to 14.00	50 rods
Mount View House	H. N. Bartley	50	1.00 to 1.50	5.00 to 10.00	30 "
Houlton					
Exchange	O. B. Buzzle	150	2.50	7.00 to 14.00	1/4 mile
Snell	Geo. B. McDaugal	100	2.50	10.00 to 14.00	"
Union Square	C. W. Ridout	50	1.50	5.00 to 8.00	"
Clark's	C. F. Wyer	75	1.00 to 2.00	4.00 to 7.00	"
Kennebunkport					
The Arlington	Miss L. S. Cleaves	80	2.50 to 3.00	12.00 to 25.00	
Cliff House	G. H. Bourne	175	3.00	10.00 to 35.00	
Forrest Hill House	D. F. Toothaber	50	1.00 to 2.00	7.00 to 16.00	
Oceanic	G. H. Bayes	135	2.00 to 5.00	14.00 to 40.00	
Rhode Island House	J. W. Lake	25	1.25 to 2.00	8.00 to 10.00	
Highland House ...	O. S. Wells	40	2.00	7.00 to 14.00	
New Sagamore ...	W. L. Gooch	60	2.00 to 2.50	10.00 to 15.00	
Nonantum House ...	H. A. Heckman	90	2.50 to 3.00	12.00 to 26.00	
Old Fort Inn	R. W. Norton	175	1.00 to 8.00	25.00 to 50.00	
Parker House	R. D. Holbrook	150	2.50 to 3.00	12.00 to 17.00	
Riverside Inn	H. F. Hutchins	60	2.00 to 2.50	10.00 to 25.00	
Seaside House ...	I. P. Gooch	50	2.50	10.00 to 15.00	
The Columbia	G. N. Stevens	100	2.00 to 3.50	12.00 to 37.00	
The Hewett	G. A. Hewett	70	2.00 to 4.00	8.00 to 35.00	

SUMMER TOURS

HOTELS AND BOARDING HOUSES.

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
MAINE—Con.					
Old Orchard					
The Alberta.....	S. W. Holt.....	200	1.50 to 2.00	10.00 to 14.00	
Aldine Hotel.....	S. Haines.....	160	2.50 to 3.50	17.00 to 25.00	
Atlantic House.....	P. W. Stevens...	100	1.50 to 2.50	9.00 to 18.00	
*Billow House.....	Miss E. S. Knight	75	2.00	8.00 to 13.00	
Boyden House.....	S. W. Boyden...	50	1.50	8.00	
Central Park House	N. J. Laughton..	50	1.50 to 2.00	.....
Cleaves Restaurant	T. L. Cleaves....	100	1.50 to 2.00	7.00 to 10.00	
Florida House.....	J. I. Mackey.....	50	1.00 to 2.00	.....
*Granite State Hotel	Estes & Kendrie.	150	1.50 to 2.00	8.00 to 12.00	
Highland House...	Mrs. M. A. Anderson	100	1.50 to 2.00	8.00 to 12.00	
Hotel Everett.....	Parsons & Sibby..	150	2.00 to 2.50	8.00 to 16.00	
Hotel Fiske.....	C. H. Fiske.....	300	2.50 to 4.00	15.00 to 40.00	
Hotel Velvet.....	.....	600	3.00 and up	17.50 and up	
Ingleside Cottage..	L. N. Ellis.....	50	2.00	8.00 to 12.00	
Jones House.....	Mrs. C. A. Jones..	50	1.50 to 2.00	8.00 to 12.00	
Lawrence House...	Mrs. C. M. Gove & Son.....	150	2.00 to 3.00	10.00 to 15.00	
Linwood House....	J. Haigh.....	50	1.50	8.00 to 12.00	
Seaside House.....	L. C. Upham.....	85	1.50 to 2.50	8.00 to 14.00	
The Vesper.....	M. Griswold.....	50	1.50 to 2.00	8.00 to 12.00	
The Eastman.....	C. A. Eastman....	75	2.00	10.00 to 20.00	
†Malvern House...	Eva C. Bean.....	50	1.00	6.00	
Montreal House...	F. W. Blanchard..	125	1.50 to 2.50	8.00 to 15.00	
Ocean House and Cottages.....	Pierce & Abbott..	200	1.50 to 2.50	9.00 and up	
†Ocean Rock House.	A. W. Boardman..	25	.....	3.00 to 5.00	
Old Orchard House	H. W. Staples....	400	4.00 and up	21.00 and up	
Pine Cottage.....	.....	50	2.00	8.00 to 14.00	
Revere House.....	L. A. Pillsbury..	100	2.00 and up	7.00 to 18.00	
Sea Shore House..	F. G. Staples....	300	3.00 to 4.00	17.50 to 28.00	
Staples Cottage...	L. F. Kelsea.....	60	1.50 to 2.00	8.00 to 12.00	
The Abbott.....	Miss S. J. Abbott	100	1.50 to 2.50	8.00 to 14.00	
The Bay View.....	A. H. M. Curtis..	200	2.50 to 3.00	12.00 to 15.00	
The Irving.....	Mrs. L. A. Googins	150	1.50 to 2.50	8.00 to 15.00	
The Western.....	M. E. Kelsea.....	75	1.50 to 2.00	9.00 to 12.00	

* Located at Ocean Park. † Rooms only.

Portland

Congress Square...	G. W. Stearns....	200	3.00 to 5.00	Special	
New Falmouth....	F. H. Nunns.....	500	3.50 to 5.00	"	
Preble House.....	F. M. Gray.....	200	3.00 to 5.00	17.50 to 28.00	
West End.....	H. M. Castner...	350	2.50 to 3.50	Special	

Rockland

The Samoset.....	Ricker Hotel Co..	225	5.00	28.00 to 40.00	
St. Nicholas.....	E. B. Colcord....	40	2.00 to 3.00	14.00 to 21.00	
The Thorndike....	McEntire & O'Neil	100	2.50 to 4.00	14.00 to 21.00	
Narragansett.....	M. F. Donohue...	35	2.00 to 3.00	14.00 to 21.00	
Lindsey.....	O. H. Gloyd.....	25	1.50	9.00	
Grant's Hotel.....	C. O. Grant.....	22	1.50 to 2.00	7.00 to 12.00	

Scarboro Beach

Atlantic House....	E. A. Gunnison & Co	150	2.50 to 3.00	12.00 to 21.00	
*Cammock House...	Miss M. F. Libby	50	1.50 to 2.00	16.00 to 20.00	
*The Checkley....	Ira C. Foss.....	200	2.50 to 5.00	16.00 to 32.00	
*Forest House.....	J. C. Seavey.....	30	2.00	10.00 to 14.00	
*Jocelyn House....	F. B. Libby.....	200	2.50 to 4.50	14.00 to 45.00	
*The Southgate....	J. M. Kaler.....	100	2.50	14.00 to 17.50	
*The Willows.....	Mrs. E. L. Seavey	50	2.50 to 3.00	12.00 to 18.00	

* P.O. Prout's Neck, Me.

‡ P.O. Scarboro, Me.

Wells Beach

Fairview.....	C. O. Pope.....	40	1.00	7.00 to 8.00	
Hillside Farm....	F. W. Bayley....	20	1.00	5.00 to 7.00	
Hotel Elmwood....	C. S. True.....	75	1.50	7.00 to 10.00	
Hotel Wenonah....	C. E. Stacey....	50	2.00	10.00 to 12.00	
*Magnolia House..	H. E. Perkins....	30	1.50	7.00	
*Minnetonka House	A. A. Perkins....	35	1.50	7.00 to 10.00	
Osceola House....	W. U. Littlefield.	35	1.50	7.00 to 9.00	

* P.O. Webhannet, Me.

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
MAINE—Con.					
York					
1Δ Concord House...	B. B. Morgan...	50	2.00	7.00 to 12.00	
1Δ Dearborn Cottage	Mrs. H. Dearborn	20	1.00 to 1.50	7.00 to 12.00	
1Fairmount House...	J. Armdale.....	150	2.50	9.00 to 15.00	
1Δ Fairview House...	G. E. Gordon....	75	1.50	7.00 to 12.00	
*Hotel Albracca.....	Baker & Baker...	125	3.00 to 3.50	15.00 to 28.00	
†Hotel Mitchell.....	E. E. E. Mitchell.	150	1.50 to 2.50	7.00 to 15.00	
1Δ Hotel Rockaway...	H. A. Mitchell...	80	2.00 to 2.50	12.00 to 15.00	
¶Δ Hotel Iduna.....	C. P. Dustin.....	150	2.00	9.00 to 14.00	
1Δ Kearsage Hotel...	J. H. Geisel, Mgr.	150	1.50 to 2.00	8.50 to 12.00	
*Marshall House....	E. S. Marshall...	300	3.00 to 4.00	17.50 to 28.00	
1Δ Ocean House.....	W. J. Simpson...	250	3.00 to 4.00	10.00 to 20.00	
1¶ Passaconaway Inn.	Wm. H. Torrey...	200	4.00 up	17.50 up	
1Δ The Hastings— Lyman	W. H. Hogarth...	175	2.00 to 3.50	12.00 to 24.00	
¶Δ The Manchester...	F. P. Leavitt...	20	2.00 to 7.00	7.00 to 12.00	
1Δ The Wahnita.....	H. C. Jones.....	100	2.00 to 3.00	10.00 to 18.00	
*Varrell House.....	F. Varrell.....	100	2.00 to 3.00	14.00 to 20.00	
*Yorkshire Inn and Cottage.....	W. G. Varrell....	100	3.00	14.00 to 20.00	
Young's Hotel.....	J. F. Young.....	300	2.50 to 4.00	12.00 to 25.00	

* R.R. Station, York Harbor.

† R.R. Station, York Beach.

¶ R.R. Station, Ocean Side.

† R.R. Station, Long Beach.

‡ Post-office, York Cliffs, Me.

Δ Post-office, York Beach, Me.

MANITOBA

Winnipeg					
The Royal Alexandra	C.P.R. Co.....	600	American and Euro- pean plan		at station
Clarendon Hotel...	C. Y. Gregory...	100	3.00		1 mile
Leland House.....	E. C. Rochon...	100	3.00		"
The Queens.....	Montgomery Bros	75	2.00 to 3.50		"
Winnipeg Hotel...	Maurice Nokes...	75	1.50 up		"
Mariaggi.....	T. Campbell.....	50	2.00 to 5.00	European	"
Commercial.....	S. Spence.....	38	1.50		"
Inter-Ocean.....	C. McCarrey....	50	1.50	European	"
Empire.....	McLaren Bros...	100	3.00 up		"
Hotel Corona.....	W. J. O'Connor..	100	2.50	American	"
Oxford.....	F. T. Lindsay...	60	2.00	American	"

MICHIGAN

Detroit					
Cadillac.....	Swart Bros.....	500	3.00-10.00	European	6 blocks
Wayne.....	Jas. R. Hayes...	300	2.00 to 3.50	European	2 "
Normandie.....	George Fulwell..	150	1.40 to 3.40	European	7 "
St. Claire.....	W. P. Beyer Co.	200	2.50 to 3.50	European	10 "
Griswold.....	Postal & Morey...	400	2.50 to 3.00	14.00 & 17.00	9 "
Oriental.....	Postal & Morey..	100	1.00 to 2.50	European	9 "
Metropole.....	Clemens & Smith.	125	1.00 to 1.50	men only	7 "
Library Park.....	W. H. Beemer...	200	0.75 to 1.50		9 "
Brunswick.....	F. W. Young.....	200	2.00 to 3.00		8 "
Taller.....	T. W. Tuller....	250	3.50	European	10 "
Isle Royale (Rock Har.)					
Park Place.....	R. Neutson.....	75	2.00	10.00	Ste'm'r from Duluth, Ft. Arthur and Houghton.
Sault Ste. Marie					
Iroquois.....	G. D. Welton...	250	3.00 to 5.00		1 mile
Park.....	J. R. Hayes.....	200	3.00 to 5.00		"
Sherman.....	J. O'Brien.....	100	1.50		"
Franklin.....	J. Cook.....	50	1.50	7.00	"
Superior.....	C. Cliff.....	50	1.50 to 2.00	7.00	"
Tremont.....	J. McLean.....	50	1.50	6.00	"
Union Depot.....	W. Bacon.....	75	1.00	5.00	1 block
Arlington.....	Chas. R. V'nHorne	125	1.50 to 2.00	European	1 mile
Belvidere.....	J. Burchill.....	100	1.50		"
Murray Hill.....	J. W. McTavish..	100	1.50 to 2.00	European	"

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- mod'ts for how many pers'ns	Rate per day	Rate per week	Distance from station
NEW BRUNSWICK					
Bathurst					
Robertson House ..	Geo. Robertson ..	50	1.50	5.00 to 10.00	1 mile
White House	Henry White	15	1.50	arrangem't	"
Power House	M. Power	16	1.00	5.00	"
De Grace House	J. R. De Grace ..	17	1.00	3.00	"
Leger House	J. P. Leger	40	1.00	5.25	at I. C. R. station
Payne House	J. A. Payne	10	1.00	4.50	1 mile
Sweeny House	Wm. Sweeny	25	1.00	5.00	1 "
Dalhousie					
Quebec	E. R. Gaudet	30	1.50	4.00 to 6.00	100 yards
Murphy's	T. Murphy	35	2.00	7.00 to 9.00	1/2 mile
Baker's	W. J. Baker	30	1.50	6.00	500 yards
Edmundston					
Royal Hotel	Mrs. A. Babin	60	1.50	5.00	1/2 mile
Hebert Hotel	Felix Hebert	40	1.50	5.00	"
Victoria Hotel	W. A. Bourgoin ..	30	1.50	4.00	300 feet
T. Hebert Hotel ..	T. Hebert	20	1.50	4.00	600 "
Fredericton					
Barker House	T. V. Monchan ..	75	2.00 to 2.50	.....	1/2 mile
Long's	P. D. McKenzie ..	50	1.00 to 1.50	5.00	"
Queen's	J. J. McCafferty ..	100	2.00 to 2.50	10.00 to 14.00	"
Windsor Hall	Albert Everett ..	100	2.00	.....	"
Lorne	McDonald & Feeney	33	1.00	4.00	"
York	Thurott & McEwen	50	1.00	5.00	"
Waverly	Johnson & Dewar	50	1.00	3.50 to 4.00	"
Grand Falls					
Curless Hotel	Chas. Curless	80	2.00	.....	close to station
Minto Hotel	Wm. Perrie	40	1.00	.....	"
McAdam					
Station Hotel	Can. Pac. Ry. Co.	15	2.50	.....	at station
City Camp Hotel ..	W. H. Meredith ..	45	1.50	4.00	1/2 mile
Moncton					
American	Wm. Wilson	100	1.50 to 2.00	5.00 to 10.00	85 yards
Brunswick	Geo. McSweeney ..	200	1.50 to 2.50	6.00 to 10.00	75 "
Minto	P. Gallagher	100	1.50 to 2.00	5.00 to 10.00	200 "
Windsor	Mrs. D. McCleave ..	75	1.00 to 1.50	5.00	100 "
Point du Chene					
Depot House	Jas. Grattan	10	1.00	5.00	75 yards
Point du Chene H'se	John McDonald ..	20	1.50	7.00	100 "
Zephyr House	Mrs. T. McGrath ..	10	1.00	5.00	75 "
Shediac					
Royal	P. D. Legere	25	1.00	3.00	200 yards
Terrace	P. F. Melanson ..	25	1.00	3.00	300 "
Weldon	J. D. Weldon	100	1.50	5.00 to 7.00	100 "
St. Andrews					
Algonquin	C. P. R. Co.	175	3.50 up	17.50 up	1 mile
Osborn House	"	65	apply Hotel	Dpt. CPR	30 rods
Kennedy's	A. Kennedy & Son	75	2.00	10.00 to 14.00	1/2 mile
American	A. Grant	25	1.00	5.00	"
Bay View	H. Higgins	25	1.50	5.00	"
Exchange	C. S. DeLong	50	1.50 up	10% off	"
Boarding House ..	Jno. McParlane ..	10	2.00	5.00 to 7.00	1 "
"	Miss Mowatt	12	2.00	5.00 to 7.00	1 "
St. John					
Royal	Raymond & Do- herthy	200	3.00 up	.....	1/2 mile
Victoria	D. W. McCormick	200	2.50 to 3.00	.....	"
Dufferin	Bond & Foster	150	3.00	.....	"
Edward	I. D. Driscoll	75	1.00 to 1.50	.....	"
Grand Union	W. H. McQuade ..	100	1.50 to 2.00	7.00	opp. depot
Park	Chas. Damery	100	1.50 to 2.00	6.00 to 8.00	1/2 mile
St. John	Louis Nelson	25	1.00 to 1.50	4.00 to 6.00	"
Elliott	E. W. Elliott	60	1.00	4.00 to 6.00	"
New Victoria	I. McCoskery	150	1.50 to 2.00	.....	"
Clifton House	W. A. Black	40	2.00 to 2.50	7.00 to 9.00	"

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
NEW BRUNSWICK—Con.					
St. Stephen					
Queen	J. W. Smith.....	25	1.50	5.00	100 yards
Windsor	W. F. Nicholson..	190	2.00	7.00	300 "
Bartlett House.....	A. Budd.....	40	1.50	4.00	.....
Boarding House.....	Mrs. Clark	3	.....	3.50	200 yards
"	Mrs. Smith	3	.....	3.50	200 "
"	Mrs. De Voy.....	15	1.25	4.00	.....
Woodstock					
Aberdeen	Jas. Harvey.....	60	1.50	7.00	2 mins wlk
Carlisle	C. J. Tabor	90	2.00	7.00 up	3 "
Victoria	T. J. Boyer	25	1.50 to 2.00	7.00	3 "
Turner House.....	Hadden Hearst...	20	1.00	4.50	5 "
NEW HAMPSHIRE					
Berlin					
Berlin House	F. E. Farwell.....	100	2.00	10.50	
Bethlehem					
Altamonte House..	Mrs. Irving L. Cooke	75	2.00	8.00 and up	
Arlington House...	F. C. Abbe.....	75	2.50 to 3.00	16.00 to 21.00	
Bethlehem House..	J. H. A. Bruce...	75	2.00 to 2.50	10.00 to 14.00	
Broadview.....	G. L. Gilmore...	30	2.00	8.00 to 12.00	
Central House.....	A. P. Rowe.....	60	2.00	8.00 to 12.00	
Elm House	R. M. Hodgdon...	40	1.50 to 2.00	7.00 to 10.00	
Farm Cottage	Mrs. L. M. Phillips	30	1.25	7.00 to 10.00	
Gardner Cottage...	R. H. Gardner...	15	1.25	7.00 to 8.00	
Highland House...	Mrs. J. H. Clark.	100	3.00 and up	20.00 and up	
Hillside Inn	S. T. Clawson...	60	1.50 to 2.00	8.00 to 12.00	
Idlewild.....	W. G. Stevens...	40	1.50 to 2.00	8.00 to 12.00	
†Maplewood Cottage	L. H. Cilley }	140	3.00	12.50 to 24.50	
†Maplewood Hotel..	Mgrs. }	400	4.50 and up	21.00 and up	
The Mt. Wash'gton	R. N. Gordon	75	2.00 to 3.00	12.00 and up	
Mountain View H'se	I. A. Taylor.....	25	1.50	7.00 to 10.00	
Park Cottage	B. Tucker	15	2.00	10.00 to 14.00	
Strawberry Hill H'se	H. C. Barrett, Mgr.	100	2.50 to 3.00	12.50 and up	
The Sunny Side....	Mrs. F. M. Gardner	22	1.50	8.00 to 9.00	
The Agassiz House..	J. M. Mathes	125	1.00 to 2.50	8.00 and up	
The Alpine	Mrs. C. H. Clark.	100	2.50 to 3.00	12.00 to 18.00	
The Columbus	G. A. Noyes	80	2.00 to 2.50	10.00 to 14.00	
The Gramercy.....	E. Stimpson	50	2.00 to 2.50	8.00 to 18.00	
The New Howard..	C. E. Hall	100	3.00	14.00 to 21.00	
The Park View....	H. F. Hardy.....	90	2.00	8.00 to 14.00	
The Sinclair	Durgin & Co.....	350	3.50 and up	17.50 and up	
The Uplands.....	F. H. Abbott.....	150	2.50	14.00 to 17.50	
Turner House	J. N. Turner & Son	75	2.00 to 2.50	10.00 to 17.50	
† Post-office, Maplewood, N.H.					
Colebrook					
Big Camp Diamond	Hy. Houston	50	2.00	5.00 to 10.00	
*Cold Spring House	Alden Farnham ..	75	1.50	7.00	
Colebrook House ..	C. E. Hartshorn..	60	2.00 to 2.50	7.00 to 12.00	
Hampshire Inn.....	F. G. Parsons	75	2.00 to 3.00	10.00 to 21.00	
Mohawk Cottage ..	W. S. Spencer	8	1.00	6.00 to 10.00	
Monadnock House..	T. G. Rowan.....	100	2.00	10.00 to 14.00	
The Balsams	Dixville Imp. Co..	150	4.00	18.00 up	
The Elms	Mrs. W. T. Phillips	10	1.00	5.00 to 8.00	
† Millsfield Pond					
Camp	Dixville Imp. Co.	10	2.00	14.00	
Little Camp Diamond.....	H. Little	50	2.00	5.00 to 10.00	
The Balsams (Dixville Notch)..	C. H. Gould.....	150	4.00	18.00 up	
* Post-office, Averill, Vt. † Post Office, Dixville Notch, N.H.					
Boarding-houses from \$6.00 to \$8.00 per week; S. B. Whittamore \$6.00; J. L. Loomis \$6.00; R. Harriman \$8.00.					
Fabyan (See White Mountains, N.H.)					
Gorham					
Alpine House .....	.....	100	2.00 to 3.00	12.00 to 15.00	
Island View House.	F. Messenger	20	2.00	7.00 to 11.00	
Willis House and Cottages.....	J. R. Evans.....	50	2.00	8.00 to 12.00	
Mt. Madison House	C. A. Chandler...	150	2.00 to 3.00	10.50 to 21.00	

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- moda- tion for how many pers'ns	Rate per day	Rate per week	Distance from station
NEW HAMPSHIRE —Con.					
Intervals					
The Bellevue and Annex	J. A. Barnes' Sons	125	2.50 to 3.00	14.00 to 20.00	
Elmwood Inn and Cottage	W. M. Wyman...	50	2.00	8.00 to 14.00	
The Fairview	Tasker & Heard..	60	1.50 to 2.00	8.00 to 14.00	
Intervale Farm.....	F. A. Carlten ...	12	1.00	5.00 to 7.00	
Intervale House ...	H. S. Mudgett...	200	3.50 to 5.00	17.50 to 25.00	
Maple Villa.....	Geo. E. Gale ...	50	2.00	8.00 to 14.00	
Pendexter Mansion and Cottage	P. & C. P. P. Drown	60	2.00 to 3.00	10.00 to 18.00	
Pitman Hall	Walter Pitman...	100	2.50 to 3.00	10.50 to 21.00	
The Langdon.....	J. L. Pendexter ..	50	2.00 to 2.50	8.00 to 21.00	
The Pequawket Inn	C. C. Small	50	2.00 to 2.50	8.00 to 14.00	
The Forest.....	D. D. Carlton...	25	1.50 to 2.00	7.00 to 10.00	
Isles of Shoals					
Appledore House...	C. J. Ramsdell....	400	4.00	21.00	
Oceanic Hotel.....	"	300	3.00	12.00 to 21.00	
Jefferson					
†Cloverdale Cottage.	L. D. Kenison....	25	1.25	7.00 to 8.00	
†Cold Spring House and Lodge	W. H. Crawford..	40	1.50	8.00 to 12.00	
*E. A. Crawford's..	E. A. Crawford ..	60	2.00	10.00 to 12.00	
Grand View House.	Mrs. Emily Harris	45	2.00 to 2.50	10.00 and up	
*Highland House ...	J. L. Pottle & Son	50	2.50	10.00 and up	
†Hillside Farm.....	W. F. Davenport	35	2.50	8.00 to 10.00	
†Highview.....	M. C. Kelley.....	15	2.00	8.00 to 12.00	
*Mount Adams Hse.	J. W. Crawshaw..	60	2.00	8.00 to 14.00	
*Pliny Range House	G. W. Crawford & Son.....	40	2.00	8.00 to 14.00	
†The Lookoff	W. H. Chamberlin	30	1.50	7.00 to 12.00	
The Waumbek & Cottages	A. J. Murphy, Mgr.	500	4.00	25.00 and up	
	* Post-office, Jefferson Highlands, N. H.				
	† Post-office, Starr King, N. H.				
Lancaster					
Lancaster House...	Marshall & Man..	125	2.00 to 3.00	10.50 to 21.00	
Mansion House...	W. C. Prouty ...	75	2.00	10.00 to 14.00	
Lisbon					
Lake View House.	F. M. Aldrich ...	35	1.50	7.00 to 10.00	
Breezy Hill House.	E. Fish.....	125	2.50 to 3.00	10.00 and up	
The Moulton	T. W. Glover.....	50	2.00	10.00	
Littleton					
Chiswick Inn	J. M. Robinson ..	80	2.00 up	8.00 up	
Hillside Cottage...	F. R. Glover	20	1.25	7.00 to 8.00	
Maple Cottage	Mrs. E. E. Burnham	15	1.00	5.00 to 7.00	
Mount'n Home H'se	C. S. Carpenter ..	30	2.00	7.00 to 12.00	
Thayer's Hotel.....	F. C. Sheldon	75	2.00 to 3.00	12.00 to 20.00	
The Maples.....	M. F. Young & Co	50	2.50 to 3.00	10.50 to 21.00	
Wheeler Hill Cot'ge	J. R. Lyster.....	20	1.00	5.00 to 7.00	
Woodside House...	A. D. Fisher	25	1.00	6.00 to 7.00	
Willow Farm	F. P. Cheney... ..	10	1.25	7.00 to 9.00	
Maplewood					
Maplewood	L. H. Cilley, Mgr.	400	4.50 up	21.00 up	
Mt. Washington					
Summit House.....	Barron, Merrill & Barron Co.....	150	5.00	25.00 up	
North Conway					
†Arcadian Cottage...	Oscar McIntyre ..	35	1.50	7.00 to 8.00	
Centre Villa	F. G. Eastman ..	40	1.50 to 2.00	7.00 to 10.00	
Echo Farm	A. E. Brooks	20	1.00	6.00 to 7.00	
Edgewood Cottage	G. F. Wolcott.....	35	1.50 to 2.00	7.00 to 12.00	
Hotel Eastman	A. Eastman	160	2.00 to 3.00	8.75 to 15.00	
Hotel Randall	H. H. Randall ...	100	2.00 to 3.00	8.75 to 21.00	
Kearsarge Hall	Mrs. L. J. Ricker.	40	2.00	8.00 to 10.00	
Lucy's Farm House	F. Lucy.....	30	1.25	7.00 to 10.00	
Moose Cottage.....	M. Lewis	20	1.25	6.00 to 8.00	
Moat Mt. House ...	T. C. Eastman...	35	1.50 to 2.00	7.00 to 12.00	
Moat View Cottage	W. H. Eastman...	75	1.50 to 2.00	8.00 to 12.00	
†Russell Cottages...	F. W. & H. W. Russell	125	2.00 to 3.00	9.00 to 16.00	
The Sunset	M. L. Mason.....	150	3.00	9.00 to 17.50	
The Kearsarge.....	F. S. Plummer....	250	3.50 to 4.50	15.00 to 35.00	
	† At Kearsarge Village, N. H. Railroad station North Conway.				

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- m'd't'n for how many pers'ns	Rate per day	Rate per week	Distance from station
NEW HAMPSHIRE					
-Con.					
North Hampton (See Rye Beach)					
Plymouth					
Elmwood Farm....	F. H. Caldon	30	1.00	6.00 to 7.00	
Pemigewasset H'se	J. R. Elliott	200	3.00 to 4.00	10.50 to 21.00	
Pineland Farm	Mrs. D. P. Pollard ..	10	1.00	5.00 to 7.00	
Prospect Cottage ..	D. H. Sawyer.....	8	1.00	5.00 to 7.00	
The Overlook.....	E. H. Chase.....	20	....	5.00 to 8.00	
The Villa	Mrs. E. G. Sargent	12	1.00	Special	
Portsmouth					
Hotel de Witt.....	H. S. Catlen	40	2.00	8.00 to 14.00	
Langdon Hotel	Rowe & Voudy....	40	2.00	10.00 to 14.00	
The Prescott	W. A. Wentworth ..	40	1.00 to 1.50	6.00 to 10.00	
The Rockingham ..	John S. Hughes..	175	3.00 up	17.50 up	
Rye Beach (Railroad Station, North Hampton.)					
Boarding House...	N. J. Jenness.....	20	2.50	11.00 to 15.00	
Drake House.....	A. J. Drake.....	50	2.50 to 3.00	14.00 to 20.00	
Elmwood Cottage...	C. A. Jenness	30	3.00	12.00 to 20.00	
Farragut House ...	W. G. Carter.....	300	5.00	21.00 and up	
Locke's House.....	R. L. Locke.....	20	2.50	14.00 to 20.00	
Marden House.....	T. I. Marden.....	50	.....	10.00 to 15.00	
Rising Sun House and Cottages	Mrs. E. B. Philbrick	35	2.50	14.00 to 20.00	
Sawyer House	H. Sawyer.....	60	3.00 to 4.00	17.50 to 25.00	
Seaview and Cot'g's	G. M. Lougee, Mgr	150	3.50 to 4.00	16.00 to 25.00	
Sugar Hill					
|| Breezy Hill House..	E. Fish.....	125	2.00 to 3.00	10.00 to 18.00	
|| The Homestead....	Simon Bowles....	40	2.00	8.00 to 15.00	
*† Franconia Inn.....	R. P. Pecket	200	3.00	14.00 to 28.00	
Highland Farm H'se	W. D. Smith	25	1.50	7.00 to 12.00	
Hill Rest and C'tges	H. M. Smith	40	2.00	8.00 to 15.00	
|| Hotel Mt. Look off.	H. W. T. Norris....	200	3.00 and up	Special	
|| Miramonte Inn.....	W. P. Aldrich	75	3.00 to 4.00	15.00 to 25.00	
|| Sunset Hill House .	S. F. Hoskins, Mgr	325	4.00	17.50 to 28.00	
† The Echoes	A. E. Jessman....	60	2.00	8.00 to 12.00	
* Post-office, Franconia, N.H.					
|| Stage from Sugar Hill Station.					
† Stage from Littleton.					
§ Post-office Lisbon, N.H.					
win Mountain Station					
McMillan House...	Mrs. D. McMillan	30	1.50	7.00 to 10.00	
The Maples.....	J. A. Mulleavey ..	25	1.50	7.00 to 10.00	
Pleasant View C'tge	Mrs. C. S. Miles..	10	1.00	6.00 to 7.00	
Rosebrook Inn.....	J. F. Whalen.....	25	2.00	7.00 to 10.00	
Twin Mountain House	Barron, Merrill & Barron Co.	250	3.00 and up	14.00 and up	
Twin Mountain House Annex..				10.50 and up	
Weirs					
Aquedoktan.....	W. S. Stevens....	75	1.50 to 2.00	7.00 to 10.00	
Eagle Cottage	Mrs. S. L. Mitchell	20	1.50	7.00	
Endicott House ...	S. C. Moore.....	30	1.00	5.00 to 7.00	
Fernside Cottage ..	Mrs. J. E. Avery ..	25	1.00	5.00	
Lake View House...	R. C. Dickey.....	25	1.00 to 1.50	7.00 to 10.00	
Lakeside House....	G. W. Weeks.....	200	2.50 to 3.00	8.00 to 17.50	
Maple Cottage.....	Mrs. E. L. True...	10	1.00	5.00 to 7.00	
The New Weirs....	E. C. Hibbard....	250	2.00 to 3.00	10.00 and up	
Storey's Tavern....	D. B. Storey.....	100	2.00	7.00 to 10.00	
Winnepesaukee C'tge	Mrs. M. A. Gordon	50	1.50	7.00 to 10.00	
Winnecoette House.	J. N. W. Kennon..	75	2.00 to 3.00	10.00 to 17.00	
Whitefield					
Cottage Hotel	R. R. Lindsay....	50	2.00	10.00	
Forrest Lake Camp.	Brown & Crockett	25	1.25	7.00	
Forrest Lake House	Brown & Crockett	30	1.50	8.00	
Lindsay's Inn	R. P. Lindsay....	50	2.00 to 3.00	10.00 to 18.00	
Mt. View House ...	W. F. Dodge & Son	200	3.00 to 4.00	14.00 and up	
Overlook.....	A. W. Bowles	50	2.00	8.00 to 12.00	

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
NEW HAMPSHIRE—Con.					
White Mountains					
Crawford House..	Barron Merrill & Barron Co.	350	4.50 and up	21.00 and up	
" (Annex)			3.00 to 4.00	17.50 to 21.00	
Fabyan House ..	S. R. Elliott, Mgr.	400	4.50 and up	21.60 and up	
" (Annex)			3.00 and up	17.50 and up	
Flume House		100	3.50	14.00 and up	
*The Mt. Pleasant	Anderson & Price, Mgrs	275	5.00	25.00 and up	
Cottage			50	4.00 to 4.50	17.50 to 28.00
*Profile House.....	C. H. Greenleaf, Pres	500	6.00	30.00 and up	
*The Mt. Washin'ton	Anderson & Price, Mgrs.	600	6.00	35.00 and up	
Summit House ..	Barron Merrill, & Barron Co.	150	5.00	25.00 and up	
Twin M't'n House			250	3.00 and up	14.00 and up
" (Annex)				10.50 and up	
White M't'n House	R. D. Rounsevel.	150	2.50	10.50 to 14.00	
	* Post-office, Bretton Woods, N. H.				
NEW YORK					
Niagara Falls					
Prospect House...	D. Isaacs	150	3.00 up		24 & Jefferson
Cataract Internati'al	Cat. Int. Hotel Co.	1000	3.00 up	17.50 up	Falls and Main sts.
Columbia	Mrs. W. G. White, M	150	2.00 up		1st & Niag.
Temperance House.	H. Hubbs	300	1.50 to 2.00		324 2nd st.
Tower	M. J. Hoenig	170	2.00 to 3.00		309 Riverw'y
Harvey House	F. C. Deveaux	75	2.00	9.00	327 3rd st.
Niagara Falls House	R. A. Ferguson	75	2.00 to 2.50		338 Main st.
Salt's New	Robert Powers	75	2.00	12.00	355 2nd "
The Wayne	J. Roland	25	1.50	8.00	2nd st., opp. N. Y. C.
Kaltenbach	A. Kaltenbach	50	3.00		24 Buffalo
European	Morris Smith	50	2.00	10.00	349 Riverw'y
Hotel Clifton	Robt. C. Owen	50	2.00	10.00	Falls st.
The Empire	L. G. Foore	50	2.00	10.00	"
Colonnade	J. M. Donnelly	50	1.50	10.00	221 Niagara
Maley House	C. Hemendinger	50	1.50	9.00	723 3rd st.
Schwartz.....	D. Schwartz	20	2.00		16 Falls st.
The Oak	Belmont Long-worthy	75	1.00 up	European	24 Falls st.
The Edwards	Mrs. Edwards	100	1.50 to 2.00		342 Prospect st.
NOVA SCOTIA					
Amherst					
Amherst.....	Gorman Bros.	75	2.00	6.00 up	1/4 mile.
Terrace.....	W. G. Calhoun	125	2.00	6.00 up	200 yards
Annapolis					
American House...	Mrs. Moore	30	1.50	7.00	400 yards
Clifton House.....	Mrs. Jos McMullen	50	2.00	7.00 to 10.00	300 "
Commercial House.	Mrs. Salter	20	1.25	Agreement	1/4 mile
Hillsdale House...	C. Perkins	20	2.00	7.00 to 10.00	"
The Queen	Riordan Bros	60	2.00	Agreement	350 yards
McLeod House	Mrs. McLellan	20	1.50	7.00	250 "
Digby					
Burnham House...	Mrs. Kiley	20	1.50	8.00	2 min. wk.
Columbia House...	C. Jordan	75	1.50 to 2.00	7.00 to 12.00	5 "
Digby House	Mrs. Wright	14		6.00 to 10.00	3 "
Dufferin	C. A. Jordan	60	1.50 to 2.00	7.00 to 12.00	2 "
Eatons	F. G. Eaton	50	1.50	Agreement	2 "
Harmony Lodge	Mrs. Starling	25	1.25	Agreement	"
Lour Lodge	Aubrey Brown	30	2.00 to 3.00	Agreement	1/4 mile
Manhattan	W. S. Troop	100	2.00 to 3.00	8.00 to 12.00	5 min. wk.
Myrtle House.....	J. H. Harding	100	2.50	Agreement	10 "
Trefry.....	J. A. Trefry	100	2.00	Agreement	15 "
New Waverley.....	W. Agate	30	1.50	8.00 to 10.00	2 "
The Pines.....	H. B. Churchill	75	3.00 to 5.00	10.00 to 30.00	2 "
Bay Fundy House.	J. R. O. Carron	50	1.50	Agreement	6 miles

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, Etc.	PROPRIETOR OR MANAGER	Accom- m'd'n for how many pers'ns	Rate per day	Rate per week	Distance from station
NOVA SCOTIA					
-Con.					
Halifax					
Halifax	E. L. McDonald	350	3.00 up		1 1/2 miles
Queen	J. P. Fairbanks	200	2.50	Spcl arrng't	1 1/2 "
Waverly	E. E. Haville	70	2.50	Spcl arrng't	1 1/2 "
Revere	Ed. Loiston	75	1.50 to 2.00	9.00	opp. depot
Hillside Hall	John Barnes	70	Special ar	range ment	2 1/2 miles
Albion	J. W. Naylor	53	1.50	Spcl arrng't	1 1/2 "
Lorne	John T. Lomas	60	1.50	Spcl arrng't	1 1/2 "
Royal	Jno. Salterio	100	1.50	6.00 to 8.00	1 "
Carlton	F. W. Bowes	100	1.50 to 2.50	Spcl arrng't	1 "
Birchdale	"		2.50 to 3.00	"	No. West Arm.
Arcadian	D. H. Doody	100	1.50 to 2.00		1 1/2 miles
King Edward	W. Wilson	150	2.00 to 2.50	Spcl arrng't	opp. depot
Grosvenor	Mrs. F. W. Esdaile	60	Special ar	range ment	1 1/2 miles
Louisburg					
Louisburg	Mrs. Hanley	26	1.50	5.00	1/2 mile
Pepperell	R. McLean	16	1.00	3.50	1 "
Mulgrave					
Seaside	P. A. Grant	50	1.50	7.00	100 feet
Central House	Chas. Whooten	15	0.75	4.00	50 yards
Macleod House	Mrs. R. Macleod	30	0.75	4.00	1 mile
Murray House	D. Murray	20	1.00	5.00	100 yards
Delorey House	Mr. Whitman	15	1.00	5.00	200 "
New Glasgow					
Norfolk	H. Murray	120	1.50 to 2.50		100 yards
Vendome	D. McDermid	120	1.50 to 2.50	5.00 to 8.00	50 "
Windsor	S. R. Cameron	100	1.00 to 1.50	4.00 to 6.00	100 "
North Sydney					
Albert	W. A. Slipp	30	2.00		1/2 mile
Belmont	D. Sullivan	50	2.00		" "
McLellan House	T. McLellan	20	1.00		" "
Queen	J. Batterson	20	1.00		" "
Presto	A. C. Chambers	25	1.00		" "
Vendome	H. H. McKenzie	50	1.50		" "
Pictou					
Aberdeen	M. Heighton	30	1.00	5.00	1 min. wk
American	M. Beirdette	50	1.00	5.00	1 "
Stanley	J. T. Hughes	50	2.00	7.50	5 "
Wallace	G. F. Wallace	30	1.50	8.00	2 "
Sydney					
Central House	Mrs. Coffin	12	1.00	5.00	5 min. wk
Mint	McKenzie & Smith	20	1.25 to 1.50	6.00	5 "
Queen	E. R. Eastrood	25	1.50	6.00 to 7.00	5 "
Sydney	E. LeRoi Willis	200	3.00		3 blocks
Grand	P. MacLellan	50	1.50 up		op. station
Savoy	D. Mackay	50	1.50 up		" "
Windsor	J. Doucett	25	1.50		3 blocks
Victoria	L. Macdonald	35	1.50		2 "
Alfonse	Alfonse Vasallo	50	1.50	6.00 up	2 "
Yarmouth					
Grand	Grand Hotel Co.	100	2.50 to 3.00	12.00 to 18.00	1/2 mile
Boarding House	Mrs. M. Bird	10	1.50	Agreement	1/2 "
"	Misses Ellis	10	2.00	"	1/2 "
Central	Theo. Meuse	15	1.00	"	1/2 "
Globe	Wm. Jones	15	1.00	"	1/2 "
Queen	J. R. Melvin	60	1.50 to 3.00	"	1/2 "
Wilson House	Misses Wilson	10	2.00	"	1/2 "
Bay View Lodge	G. H. Cain	60	1.50	7.00 to 9.00	1/4 mls. road 1 ml. ferry
Oxford	J. Shores	30	1.50 to 2.00	Agreement	100 yards
ONTARIO					
Albion					
Grand Central	C. Fillion	15	1.00	7.00	1/2 mile
Boarding House	Mrs. Savord	4	1.00	4.00	close to
Athens					
Gamble	F. Pierce	50	1.00 to 1.50	5.00	} 1/2 mile
Armstrong	J. Ronan	30	1.00	3.00 to 5.00	

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Bala (Muskoka)					
Bala Falls Hotel ...	Thos. Curry.....	135	1.00	7.00 up	
Huggets House ...	E. Hugget.....	14	.....	5.00	
Jackson House....	Alf. Jackson.....	30	1.00	6.00	
Moon Shute House.	Mrs. Renshaw ..	30	1.00 to 1.50	6.00 up	
Musquash Lodge... F. W. Clements ..		30	1.00 to 1.50	6.00 to 8.00	
Renshaw's House... Wm. Renshaw ..		20	.....	5.00	
Windsor Hotel.... W. McDivitt.....		150	1.50 to 2.00	8.00 up	
Boarding House ... Thos. Burgess ..		25	.....	6.00 up	
Barnesdale (Muskoka)					
Barnesdale House.. F. J. Bradey		60	1.50	8.00	
Beaumaris (Muskoka)					
Beaumaris Hotel... E. Prowse.....		200	2.50 to 3.50	12.00 to 25.00	
Roseneath.....	Thos. Mears.....	20	1.25	7.00	
Beboaygeon					
Hotel Royal	Jos. Hunter.	75	1.50 to 2.00	Special	1/2 mile
Kenosha.....	Miss M. H. Orr ..	50	1.00	"	"
Rockland Hotel... W. R. Crandell ..		50	1.50 to 2.00	Special	"
Boarding House... Mrs. Jas. Hayes ..		12	.....	"	"
" " .. Mrs. A. Braden ..		15	1.25	"	"
" " .. Mrs. Annie White		25	1.25	"	across st.
" " .. Mrs. A. McIntyre.		20	1.25	"	1/2 mile
" " .. Mrs. Ed. Smith ..		10	1.25	"	"
" " .. Mrs. J. Gardner		10	1.25	"	"
" " .. Mrs. Wm. Kennedy		10	1.25	"	"
" " .. Walter Ventress .		10	1.00	"	on Pigeon Lake 4 miles
" " .. Nathaniel Crowe.		8	1.25	.....	on Pigeon Lake 3 1/2 miles
" " .. Silas Crowe.....		8	1.25	"	on Pigeon Lake 2 1/2 miles
Lake View Farm... Jas. McOliver		10	1.00	"	on Pigeon Lake 3 miles
Bon Echo					
Bon Echo Inn	C. T. Denby.....	100	2.00 up	{ 9.00 to 15.00	{ 17 miles road and 4 water north of Kaladar station
Bracebridge (Muskoka)					
Albion Hotel.....	J. Leishman.....	40	1.00	3.50	
British Lion.....	Mrs. Sibbett.....	50	1.00 to 1.50	6.00	
Dominion House... J. Kennedy		40	1.00	3.50	
Queen's Hotel.... T. Higgins.....		75	1.50	Special	
Bridgenorth					
Chemong Park Hotel (temp'r'nce)	J. Caldwell,	100	1.50	7.00	.....
Brookville					
Revere House S. Connor.....		150	1.50 to 2.00	10.00 up	} 3 min. drive.
Grand Central W. S. Connell...		175	1.00	6.00	
Hotel Strathcona .. Thos. Tompkins..		300	2.00 up	14.00 up	
Imperial	Bennett & Rabb .	25	1.00	6.00	
Commercial.....	A. Wendling	50	1.00	5.00	
Buckhorn					
Eastwood House... T. Eastwood		40	1.50	7.00 to 10.00	.....
Pearson " .. Pearson		36	1.50	7.00 to 10.00	.....
Burleigh Falls					
Burleigh Falls Inn.	T. H. Darcy	50	1.50	7.00	.....
Burlington					
Hotel Brant.....	J. V. Coleman....	300	2.50 to 6.00	single rooms \$12 to \$25 double rooms \$22 to \$50	reached by Electric Ry. from Hamilton.
Burritt's Rapids					
O'Neill House	D. O'Neill.....	25	1.00	6.00	5 miles from Merrickville
Rickey Hotel	T. K. Rickey	25	1.00	.....	"

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTELS, Etc.	PROPRIETOR OR MANAGER	Accom- moda- tion for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Calabogie					
Legree House	S. L. Legree.....	18	1.00	5.00	} 400 yds.
City Hotel	P. Moran.....	12	1.00	3.50	
Commercial.....	J. F. O'Donnell..	12	1.00	3.00	
Caledonia Springs					
Caledonia Spgs. H't'l	C. P. R. Co.....	200	3.00 up	upon appn.	200 yards
Camp Sutton (Muskoka)					
Camp Sutton.....	R. Patterson.....	25	1.00	5.00 to 6.00	
Chaffey's Looks					
Opinicon Club.....	N. H. Bartley....	50	2.00	7.00 to 12.00	9 miles
Boarding House.....	Mrs. T. Simmons.....		1.00	.....	"
" "	Mrs. J. W. Simmons..		1.00	.....	"
					from B.W. & N.W. Ry.
Charleston (Athens station)					
Cedar Park	Lev. Southworth.	50	2.00	.....	5 miles
Bay View.....	Robt. Foster.....	20	1.50 to 2.00	.....	"
Cleveland (Muskoka)	(See Minett)				
Craigie Lea (Muskoka)	Miss J. P. Creigh.	40	1.75	10.00 to 12.50	
Delta					
Central	P. J. Quigley....	15	1.00	3.00 to 5.00	$\frac{1}{2}$ mile from lake
Desbarats					
Desbarats	W. H. Barrett....	40	1.00	6.00	150 feet
Hiawatha Camp...	Can. Pac. Ry. Co.	50	2.00	10.00	1 $\frac{1}{2}$ miles
Nokomis Lodge.....	Land Co.	20	1.00	7.00	"
Dudley (Muskoka)					
Rockly House.....	F. W. Guy.....	20	1.00	6.00	
Boarding House ..	Geo White	12	.....	5.00 to 6.00	
Elgin					
Empire	P. J. Fahey	15	1.00	5.00 to 7.00	3 miles
Elgin House (Muskoka)	L. Love.....	125	2.00	9.00 to 12.00	
Ferndale					
Ferndale House....	J. Cope.....	100	2.00	8.00 to 12.00	
Fort William					
Kaministikwia	Can. Pac. Ry. Co..	60	2.50 up	Special	at station
Avenue	McCranor Bros...	75	2.50 to 3.00	"	500 yards
St. Louis	J. P. Doyle & Co..	75	2.00	"	500 "
Pacific.....	Jno. Haquoil	60	1.00 to 1.50	5.00 and 6.00	100 "
Empire	Meagher & Mc- Kenzie	50	2.00 to 2.50	10.00	300 "
Hotel Leland.....	Timbes & Son....	40	1.50 up	8.00	
Queen's	McCranor Bros...	40	1.00 to 1.50	5.00 to 7.00	20 "
Manitoba	E. Smith	40	1.00	5.00	30 "
Ogden Hotel.....	M. Roche	25	1.25 to 1.50	Special	$\frac{1}{2}$ mile
Boarding House...	T. Gray	5	.....	3.50	200 "
" "	M. T. Gorman....	18	1.00	7.00	200 "
Gordon Bay (Muskoka)					
Gordon Bay House.	.....	50	.....	.....
Island View.....	Chas. Dixon.....	30	1.50	6.00 to 8.00	
Gravenhurst					
Albion Hotel	F. Wasley.....	50	1.50	7.00	
Empress.....	Sharp & Chinn...	50	1.00	.....
Fern Glenn.....	Mrs. M. F. Bailey	40	1.00	6.00 up	
Hazel Glen.....	R. O. Miller.....	20	.....	6.00	
Lake View.....	J. Scott	25	1.00	5.00 to 6.00	
Minnewaska	Miss Lizars.....	50	2.00	.....
Gravenhurst (Leg Lake)					
Hazel Glenn Cottage	R. O. Miller.....	20	.....	6.00	

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Gregory (Muskoka)					
Golfa House	R. Gregory Allen	40	1.50	8.00 to 12.00	
Clover Hill	Thos. Henry	25			
Haileybury					
Mattanbanak Hotel	Chaput Edmonds,	100	2.00 to 3.00	} From boat 200 yds. 4 blocks from stat'n 5 blocks from station Amer. and European	} 250 yds. from stn.
Vendome Hotel	J. F. Gillies	100	1.50 to 2.00		
The Attorney	E. Jerome	30	2.50 to 3.50		
Hamil's Point (Muskoka)					
Hamil's Point Hotel	R. Fawcett	75	1.50	8.00 to 12.00	
Havelock					
Graham House	C. Armstrong	30	1.00	5.00	100 yards
Dineen House	W. Dineen	20	1.00	5.00	"
Flynn House	M. McNicholl	15	1.00	5.00	1/4 mile
Brown House	G. Brown	15	1.00	5.00	3/4 "
Boarding House	N. King	10	1.00	5.00	1/2 "
Wright House	A. Wright	10	1.00	5.00	1/4 "
Cashmore House	E. J. Cashmore	50	1.00	5.00	7 "
Hilton					
Hotel	M. Stewart	40	1.00	6.00	6 miles from Desbarats 8 1/2 n on St. Joseph's Island.
Hutton House (Muskoka)					
Hutton House	Jas. Hutton	40	1.50	7.00 to 9.00	
Jack Fish					
Lake View	W. Fraser	20	2.00	9.00	100 yards
Jones Falls					
Hotel de Kenney	Thos. Kenney & Sons	50	2.00	7.00 to 12.00	9 mls. fr'm B. W. & N. W. Ry.
Judd-haven (Muskoka)					
Ernescliff	Alf. Judd	100	1.50 to 2.50	8.00 to 12.00	
Judd-haven	Ralph Judd	12	1.00	6.00 to 8.00	
The Bluff	Thos. Snow	60	1.25 to 1.50	7.50 to 12.00	
Kaladar					
Algerian House	N. McBride	30	1.00	3.50	200 yards
Bon Echo Inn (See Mellon's House	Bon Echo Ed. Mellon	15	1.00	3.50	8 mls. sou. At Cloyne, 14 miles north of Kaladar, daily stage
Wickware House	Wm. Young		1.00	4.00	
Kenora					
Hilliard Hotel	L. Hilliard	75	2.00 to 3.00	12.00	2 blocks
King Edward Hotel	Thos. Walsh	120	1.50 to 2.00	5.50 to 6.00	1 "
Commercial Hotel	W. McVeigh	75	1.50 to 2.00	7.00 to 9.00	1 "
Russell House	Geo. Pagon	125	1.00 to 2.00	5.00 to 6.00	3 "
Drewry House	G. Drewry	50	European		2 "
Central	J. Beaudro & Son	60	1.00 to 1.50	5.00	1 "
Killarney					
Killarney House	A. McDonald	100	1.50 to 2.00	7.00 to 10.00	80 miles by st'n r from Owen Sound
Kingston					
Windsor	McCue Bros	125	1.50 to 2.00	7.00 to 10.50	5 blocks
Randolph	Jno. Wardrobe	100	2.00 to 2.50	14.00 up	1 "
Anglo-American	P. Haffner	75	1.00 to 1.50	4.00 to 5.00	1 "
Loquois	C. Milar	75	1.50 to 2.00	10.00	opposite
Lakefield					
Midland House	W. Leahy	30	1.00	Special	
Craig House	J. A. Lawless	50	1.50	7.00 to 10.00	
Lake Massanoga (See Bon Echo)					
Lindsay					
Benson House	King & Co	65	1.50 to 2.00	5.00 to 12.00	
Simpson House	Wm. Simpson	40	1.00	4.00 to 5.50	
Pym House	Wm. Pym	25	1.00	3.50 to 4.50	
Central House	J. Mauder	40	1.00	3.50 to 4.50	
Butler House	R. C. Butler	40	1.00	3.50 to 4.50	

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- m'd'n for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Maplehurst (Muskoka)					
Maplehurst Hotel ..	Mrs. A. E. Brown	125	2.00	12.00 to 18.00	
Maple Lake					
Maple Lake Hotel..	Jno. Sword.....	40	1.50 to 2.00	.....
Massey					
Clifton House	Neil Brown.....	30	1.50 to 2.00	5.00	close to
Mattawa					
Victoria Hotel.....	P. S. Butler.....	40	1.00	5.00	100 yards
Ottawa House.....	Desjardins & Co..	35	1.00	5.00	1/2 mile
Mattawa Hotel.....	Belanger & Leflargo	50	1.00	5.00	1/2 "
Rosemount Hotel ..	E. McConnell	50	1.00	5.00	1 "
Merrickville					
City Hotel.....	J. A. McCabe	50	2.00	7.00 to 10.00	1/2 mile
Merrickville Hotel..	A. Burchill.....	20	1.00	.....	1/2 "
Milford Bay (Muskoka)					
Cedar Wild	H. J. Sawyer.....	40	2.00	8.00 to 10.00	
Milford Bay House..	R. Stroud	100	1.50 to 2.00	8.00 to 10.00	
Minett (Muskoka)					
Cleveland House ...	A. Minett	150	2.00	10.00 to 12.00	
Paignton House....	J. F. Pain	50	1.00	7.00	
Missanabie					
Boarding House...	N. Ethier	15	1.00	3.50 to 5.00	200 feet
Morinus House (Muskoka)					
Morinus House	W. D. M'Naught'n	125	1.00 to 1.50	on applicatn	
Mortimer's Point (Muskoka)					
Pleasant View.....	A. H. Bickmore..	40	1.50	6.00 to 8.00	
Rossclair.....	W. T. Noble	40	1.50	6.00 to 8.00	
Wingberry House..	W. Mortimer....	40	1.00	6.00 to 7.00	
Mount Julian					
Boarding House, "Viamede"	Mrs. Wm. Graham	50	1.50 to 2.00	7.00 to 9.00	.....
Mount Julian Hotel	J. Thompson.....	50	1.50 to 2.00	7.00 to 9.00	.....
Newboro'					
New Rideau	G. W. Preston ...	50	2.00 to 2.50	.....	1/2 mile
New Ontario	J. J. Nolan	25	1.50 to 2.00	.....	1/2 mile
Niagara Falls					
Clifton Hotel.....	G. R. Major	300	4.00	.....
Hospice of Mt. Carmel	J. H. Gilmour, Am. Mgr.....	.....	2.00 to 4.00	14.00 to 24.00	Near Falls View Stn.
Lafayette	Harry Williams..	100	2.50 up	.....	West end of New Arch Bridge 1/2 mile
Victoria Hall.....	.....	50	1.50 up	.....
Rosli Hotel.....	Nelson Pitton ...	35	2.00	14.00	
American Hotel	G. R. Laird.....	60	2.00	10.00	
Savoy Hotel.....	O. F. Cronkhite ..	80	2.00	14.00	
Columbia Hotel.....	Chas. Crozier.....	60	2.00	10.00	
Arlington Hotel....	Raymond & Simon	70	1.50	9.00	
Windsor Hotel.....	R. Hamilton.....	100	2.00	14.00	
Niagara-on-the-Lake					
Queen's Royal	Winnett & Thompson ..	100	3.00 up	.....	Open June to Sept. Facing lake and river
Long's	P. O'Neil	25	1.50 up	7.00	
North Bay					
Pacific	G. Daly.....	100	2.00 up	10.00 up	300 yards
Queen's	J. H. Shephard ..	200	2.00 up	12.00 up	200 "
Mackey's House ...	Fee & Mackey ...	50	1.00 up	5.00	150 "
Winnipeg	A. F. Doyle.....	100	1.50	7.00	150 "
North Bay	L. Brennan	50	1.00	4.00	200 "
Grand Union	P. Bourke	25	1.00 to 1.50	.....	500 "

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Ottawa					
The Russell.....	Mulligan Bros....	400	3.00 to 5.00	.....	100 yards
Grand Union.....	James K. Paisley..	200	2.50	.....	400 "
Windsor.....	J. Grimes.....	200	2.00 to 3.00	.....	2 blocks
Brunswick.....	St. Jacques & Cain	100	1.25 to 2.00	.....	2½ "
Owen Sound					
Patterson House..	Marron & Douglas	150	2.00 to 2.50	7.00 up	½ mile
Seldon House....	The Owen Sound } Hotel Co. Ltd. }	100	2.00 to 2.50	7.00 up	400 yards
Queen's.....		75	1.00	5.00	½ mile
Comely House....	E. Guy.....	50	1.00	4.50 to 5.00	"
Coulson House....	W. J. Mills.....	75	1.50	4.50 to 5.00	"
Royal.....	J. Warrilow.....	50	1.50	4.50	400 yards
Grand Central....	H. Wilkins.....	40	1.50	5.00 up	400 "
Albion.....	A. Fogarty.....	25	1.50	4.00 up	½ mile
Boarding House..	Misses Bearman..	20	.....	4.00 to 6.00	"
Kings Royal Hotel.	F. H. Norman, M.	200	2.00 up	10.00 up	4 miles on Lake by str "Balmy Beach"
City.....	Geo. Leach.....	20	1.50	4.00	½ mile
Paignton's (See Minett)					
Parham					
Tichborne House..	Mrs. J. Brown...	12	1.00	7.00	at station
Boarding ".....	D. Stafford.....	14	1.00	6.00	3½ miles Bob's L'ke
Pembroke					
Copeland House..	T. A. Sammon, Mgr	75	2.00 to 2.50	12.00	300 yards
Pembroke House..	Geo. Lee.....	40	1.00	4.00	400 "
Albion Hotel.....	J. B. Teevers.....	150	1.00 to 1.50	7.00	500 "
Hotel Pontiac....	C. L. McCool.....	75	1.50	.....	Fl. William, Que.
See also Hotel Petewawa below				Spec'l arrange- m't for fam'l's	
Peterboro					
Oriental Hotel...	Geo. Graham.....	300	2.00 to 2.50	7.00 to 10.00	5 blocks
National Hotel....	J. A. Lawless.....	100	1.50 to 2.00	10.00 to 12.00	3 "
Snowden House...	W. Snowden.....	60	1.50	10.00 to 12.00	3½ "
White House.....	R. White.....	40	1.00	7.00	3 "
Phelan House....	T. Cavanagh.....	50	1.00	4.00 to 6.00	4 "
Munro House.....	R. J. Munro.....	50	1.00	4.00 to 6.00	5 "
Crown House....	R. Jackson.....	25	1.00	4.00 to 6.00	5 "
Queen's.....	M. Tooley.....	25	1.00	4.00 to 6.00	3½ "
Petewawa					
Hotel Petewawa..	J. B. Teevens...	125	2.00 to 3.00	10.00 to 15.00	½ mile from station; bus meets train
Pinelands (Muskoka)					
Belmont House....	W. Fairhall.....	65	2.00	8.00 to 10.00	
Pinelands.....	J. H. Jones.....	30	1.00	Families on application	
Plantagenet					
Wilson's Hotel...	H. Renaud.....	12	1.00	3.00 to 4.00	1 mile
Leduc's Hotel....	Jas. Leduc.....	10	1.00	3.00 to 4.00	1 "
Yeon House.....	A. Rochon.....	15	1.00	3.00 to 4.00	1 "
Commercial Boarding House.....	P. Chatelain...	6	1.00	3.00 to 4.00	2 "
Gauthiers.....	G. A. Gauthier..	.....	.....	3.00 to 4.00	at station
C.P.R. Hotel.....	H. Derouin.....	8	1.00	3.00 to 4.00	" "
Curran House....	J. O. Miron.....	6	1.00	3.00 to 4.00	2 miles
Port Arthur					
Mariagga.....	M. Hogan.....	200	2.00 to 3.00	10.00	close to
Algoma.....	Merrill & Hodder.	75	1.50 to 2.00	7.00 to 10.00	1 block
Mining Exchange..	W. J. Schwigler..	50	1.00	5.00	100 yards
Royal.....	D. K. Campbell..	30	1.00	4.50	100 "
Western.....	D. O'Brien.....	25	1.00	5.00	200 "
Eastern.....	Mrs. Washburn..	25	1.00	4.50	50 "
Ottawa.....	H. Servais.....	50	1.00 to 1.50	5.00	500 "
Kimberley.....	A. Wadson.....	75	1.00 to 1.50	5.00	500 "
Windsor.....	I. Errikkila.....	100	1.00	5.00	500 "
New Ontario.....	W. Arthur.....	150	1.00 to 1.50	5.00	1½ blocks

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- m'd't'n for how many pers'ns	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Port Carling					
(Muskoka)					
Bayview House ...	Ben Brady	40	1.50	7.00 to 9.00	
Endiang House ...	W. M. Foreman..	60	1.50	7.00 to 10.00	
Port Carling House...	G. Carmall.....	75	1.50 to 2.50	10.00 to 12.00	
Stratton House.....	"	100	1.50 to 2.00	10.00 to 12.00	
The Oaks	J. McCulley.....	25			
Trouten H use.....	J. Trouten.....	50			
Boarding House....	Mich. Harris, jr.,			on applicatn	
"	M. McDermott...			"	
Port Cockburn					
(Muskoka)					
Summit House.....	H. Fraser & Sons	200	2.00	10.00 to 12.00	
Portland (Rideau Lakes)					
Commercial	W. H. Murphy ..	50	1.00 to 2.00		3 1/2 miles from Crosley
Garrett's Rest.....	S. Garrett.....	50	1.00 to 1.50	7.00	5 miles
Port Sandfield					
(Muskoka)					
Prospect House ...	Ed. Cox.....	200	2.00 to 2.50	10.00 to 15.00	
Boarding House....	Mrs. Dick	12		7.00 to 10.00	
Edgewood	Miss James	30			
Shottery	Mrs. F. Potts	25		7.00 to 9.00	
Prescott					
Daniels'	W. E. McAskin... 60	2.00 to 3.00	7.00 to 15.00	1/2 mile	
Reverse House ...	A. Storey	30	1.00	5.00 to 7.00	"
Hotel Alexandra ...	D. P. Horan	30	1.50 to 3.00	5.00 up	"
Mansion House ...	A. J. Ritchie	30	2.00 to 3.00	7.00 to 10.00	"
Queen's	A. Daniels	30	1.00	3.00 to 5.00	"
St. Lawrence Hall..	S. Countryman ..	15	1.00	3.00 to 5.00	"
Preston Mineral Spr'gs					
Del Monte.....	J. Hirst & Sons ..	100	1.50	8.00 to 10.00	} Electric By passes door " "
Kress House.....	C. Kress	100	1.50	8.00 to 10.00	
Boarding House ...	Mrs. J. Kaufman ..	5		4.00	
"	Mrs. H. Quamby ..	5		4.00	
Redwood (Muskoka)					
Gleniffer Braes....	J. E. Wilson	25	1.00	6.00 to 7.00	
Redwood	J. Chambers	30	1.00	7.00 to 10.00	
Renfrew					
Dominion House..	A. H. Hough.....	100	1.50 to 2.00	5.00 up	1/2 mile
Ottawa House....	Jas. Young	25	1.00	5.00	"
British Hotel.....	R. Graham.....	20	1.30	4.00	"
Albion Hotel.....	R. McFayden....	20	1.00	4.00	100 yards
Exchange Hotel ...	W. Dunbar	20	1.00	4.00	1/2 mile
Bonnechere Hotel..	J. Bartholomew ..	20	1.00	4.00	"
Richard's Landing					
Hotel	F. Armstrong....	40	1.00	6.00	
Hotel	R. Brandon.....	20	1.00	6.00	
Rideau Ferry					
Rideau Ferry	P. Caults.....	50	1.50	7.00	5 miles from C. P. R. sta- tion at Perth
Rosseau (Muskoka)					
Bay View	J. Bartlett	25	1.00	6.00	
Boarding House....	A. Knetchell.....	15	1.25	8.00	
Cedar Grove	A. Lee.....	14	1.25	7.00 to 8.00	
Monteith House....	Monteith Bros ...	200	2.00	10.00 to 18.00	
Rossmoyne	L. Dawson.....	50	1.50 to 2.00	8.00 to 12.00	
The Beach.....	D. W. McKinnon ..	30	1.25	7.00	
The Retreat.....	Miss J. Holton... 25	1.00		6.00 up	
Rosseau Falls					
(Muskoka)					
Boarding House ...	T. Bartlett.....	15		5.00 to 7.00	
Royal Muskoka					
Royal Muskoka Hotel	L. M. Boomer, Manager.....	300	4.00 up		

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO—Con.					
Sault Ste. Marie					
International.....	C. L. Skinner.....	200	2.00 to 4.00	Special	1 mile
Algonquin.....	P. E. Loir.....	130	2.00 to 2.50	"	500 yards
Cornwall.....	M. F. Goodwin.....	130	2.00 to 2.50	"	500 "
Leland.....	F. J. Gaudet.....	100	1.50 to 2.00	"	400 "
Grand View.....	Wm. O'Brien.....	60	1.50 to 2.00	"	1 mile
Victoria.....	McKinnon & Co.....	60	1.50	"	500 yards
Windsor.....	Neil McKinnon.....	100	1.00	"	500 "
Queen's.....	C. C. Reynolds.....	100	1.00	"	500 "
New Ontario.....	W. A. Pollock.....	60	1.00	"	500 "
Grand Central.....	R. S. Misner.....	60	1.00	"	1/2 miles
Boarding House.....	J. A. Fulton.....	50	0.75	"	700 "
Sharbot Lake					
Union.....	M. Doyle.....	50	1.50	10.50	
Smiths Falls					
Hotel Rideau.....	Chas. O'Reilley.....	60	2.00	7.00 to 10.00	1/2 mile
Russell House.....	P. T. O'Brien.....	40	1.50	8.00	
Arlington Hotel.....	Thomas Sloan.....	40	1.00	6.00	
Palace.....	M. Timmins.....	40	1.00	6.00	
Union.....	J. B. Clint.....	20	1.00	6.00	
Murphy's.....	W. Murphy.....	50	1.00	7.00	20 mls.
Garrett's Rest.....	Sam. Garrett.....	40	1.50 to 2.00	Sp'l arrgmt	20 "
Coutts' House.....	.....	100	.....	7.00	10 "
Stoney Creek					
Staney Braes (Muskoka).....	Mrs. McKenzie.....	30	.....	.....	Rideau ferry
Stanley House (Muskoka)	W. B. McLean.....	90	2.00	9.00 to 12.00	
Stony Lake					
Forest Nook, Bdg H	Miss Brown.....	25	1.00	Special	.....
Kilkenny.....	J. R. Donnel.....	20	1.00	"	.....
Dulce Domini.....	Mrs. Wm. Cox.....	40	1.00	"	.....
Glenwood.....	David Breeze.....	42	1.00	6.00	.....
Victoria House.....	(address Peterboro P.O.)	.....	.....	.....	.....
(McCracken's Landing)	E. J. Morgan.....	50	1.50	7.00 to 10.00	.....
Brooks' House.....	W. E. Brooks.....	50	1.50	7.00 to 10.00	.....
(South Beach)	.....	.....	.....	.....	.....
Sturgeon Falls					
Hotel Kirkup.....	R. B. Kirkup.....	30	1.50	4.00	} Close to Station
Windsor Hotel.....	A. Audette.....	30	1.50	4.00	
Scott House.....	J. R. O'Neil.....	10	1.00	3.50	
Ottawa House.....	F. O'Neil.....	10	1.00	3.50	
St. Louis.....	F. Menard.....	15	1.50	3.50	
Clifton House.....	F. Desjardins.....	10	1.00	3.50	
King Edward.....	Mrs. R. Hutchison	25	2.00	5.00	
Temagami					
Hotel Ronnoco.....	D. O'Connor & Co.....	80	1.50 to 3.50	.....	Close 15 miles up Lake
Temagami Inn.....	D. O'Connor & Co.....	125	2.50 to 3.50	.....
Lady Evelyn Hotel.....	D. O'Connor.....	150	2.50 to 3.50	on Deer Island	and 30 mls. from station
Toronto					
King Edward.....	{ King Edward Hotel Co., W. C. Bailey Manager... }	750	American and European plan	.....	1/2 mile
Queen's.....	McGaw & Winnett	300	3.00 to 4.50	.....	150 yards
Walker House.....	David Walker.....	250	2.00 to 2.50	.....	25 yards
Palmer House.....	J. C. Palmer.....	200	1.50 to 2.50	.....	1/2 mile
Rossin House.....	A. & A. Nelson.....	400	2.50 to 5.00	.....	1/2 mile
Arlington.....	F. D. Manchee.....	200	2.00 to 4.50	.....	1/2 mile
Hanlan.....	Lawrence Solomon	200	3.00 up	.....	{ On Toronto Island, 1 1/2 mls. from station
Grand Union.....	C. A. Campbell.....	250	2.00 to 2.50	.....	25 yards
Iroquois.....	Geo. A. Graham.....	200	1.50 to 2.00	.....	1/2 mile
Elliott.....	Lawrence Shea.....	150	2.00	.....	1 "
Albion.....	Mrs. J. Holderness	150	1.00 to 1.50	.....	1/2 "

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
ONTARIO - Con.					
Torrance (Muskoka) Brighton Beach	W. O. Whiting..	50	1.50	6.00 to 10.00	
Westport					
Wardrobe House	J. W. McEwan...	25	1.00 to 1.50	6.00	1/2 mile
American	J. B. Mulville...	12	1.00	6.00	"
Windsor	C. Brennan	15	1.00	5.00	"
Boarding House	Mrs. Wing	6	1.00	3.50 to 5.00	"
"	Mrs. Conley	6	1.00	3.50 to 5.00	"
Whitesides (Muskoka)					
American House	Mrs. M. A. Walker	50		7.00 to 10.00	
Acton Island	J. S. White	30		5.00 to 6.00	
Windermere (Muskoka)					
Fife House	D. Fife	80	1.50	7.00 to 9.00	
Ingleside House	Mrs. Ingles	50	1.00	5.00 to 7.00	
King's Park House	E. S. King	75	1.25	6.00 to 8.00	
Rosstrevor	A. Dinsmore	60	1.25 to 1.50	7.00 to 10.00	
Waskada	F. Huriburt	110	2.00 to 2.50	8.00 to 15.00	
Windermere House	T. Aitken	200	2.00	10.00 to 14.00	
Woodington (Muskoka)					
Woodington House	M. Woods	100	1.50 to 2.00	8.00 to 12.00	
Young's Point					
Lakeview House	Jas. E. Keane	50	1.00	Special	
Carleton House	Ned Davey	30	1.00	6.00 to 10.00	
PRINCE EDWARD ISLAND					
Charlottetown					
Victoria	R. H. Sterns	250	2.50 up	Agreement	Near stn.
Queen	Mrs. Archibald	150	2.00 up	"	1/2 mile
Revere	P. S. Brown	40	1.50	"	"
Acadia (at Tracadie Beach)	J. C. Hall	100	2.50	8.00	
(14 miles from Charlottetown.)					
Cliff (at Stanhope)		200	2.50	14.00	
(16 miles from Charlottetown.)					
Mutch (at Stanhope)	F. Mutch	25	1.00	5.00 to 7.00	
(16 miles from Charlottetown.)					
Pleasant View (at Hampton)	M. Smith	50	1.75	5.00	
(20 miles from Charlottetown.)					
Shaw's (at Brackley B'n)	R. Shaw	50	1.75	6.00 up	
(13 miles from Charlottetown.)					
Summerside					
Clifton	Mrs. Mawley	100	2.00	Agreement	} nr. stn.
Queen	F. Perry	55	1.00	"	
Union	D. McNeil	20	1.00	"	
Victoria	J. S. Allen	60	1.50	"	
QUEBEC					
Abenakis Springs					
Abenakis Sp'gs Ho.	R. G. Kimpton	200	2.00	9.00 to 12.00	1 1/2 miles from St. Francois du Lac
Aylmer					
Victoria		200	1.50 to 2.00		
British Hotel	F. Satchell	50	1.00 to 1.50	5.00	1/2 mile
Holt's Hotel	Mrs. Holt	50	1.00 to 1.50	5.00	"
Dominion Hotel	H. Reilly	40	1.00	5.00	"
Basle St. Paul					
Danois	J. Danois	25	1.00	6.00	1 1/2 mile
Larouche	P. Larouche	10	1.00	6.00	"
(Also about 20 other boarding houses)			\$4.00 to \$5.00	per week.	
Bic					
Canada	Michel Pineau	50	1.50	8.50	100 feet
Boarding House	Mad. Louis Pineau	25	1.00	5.00	1/2 mile
"	Jos. Lavoie	40	1.00	5.00	2 miles
"	O. Mercier	20	1.00	6.00	30 feet

‡ From steamer dock.

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR or MANAGER	Accom- m'd't'n for how many pers'ns	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Blue Sea					
Caron Hotel.....	A. Caron	6	0.50	3.00	4 acres
St. Jacques Hotel..	F. St. Jacques ...	10	0.75	3.50	at station
Buckingham					
Club House.....	F. Senecal.....	30	1.00	3.50	3 miles
McNaughton House	Arch. McNaught'n	15	1.50	6.00	"
Pacific	A. Duval	30	1.00	3.00	at station
Central	T. W. Fournier...	20	1.00	3.00	"
Hillman's	E. Hillman	20	1.00	3.00	"
Labontie's	P. Labontie	20	1.00	3.00	1/2 mile
Campbell's	W. Campbell	30	1.00	3.00	3 "
Blais	I. Blais	20	1.00	3.00	3 "
Palace	E. X. Morineau ..	50	1.00	4.00	3 "
Union	H. R. Gosselin ..	100	1.00	4.00	3 "
Union	D. Roy	20	1.00	4.00	3 "
Alexandra	—Bernardin	50	1.50	8.00	3 "
Paquet's	Geo. Paquet.....	20	1.00	3.50	.....
Victoria	P. Bourgon	30	1.00	3.50	3 "
Barbidge					
Nault Hotel.....	Elie Nault.....	10	0.50	3.00 to 5.00	3 acres
Nault Hotel.....	Frank Nault.....	10	0.50	3.00 to 5.00	1 acre
Boarding House...	J. Rowan	10	0.75	3.50	.....
Cacouna					
Mansion House...	A. Lucas.....	160	1.50	10.00	2 miles
Boarding House...	C. Sirois	75	1.25	6.00	2 "
"	G. Michaud	60	1.25	6.00	2 "
Dufferin	J. M. Pollock.....	40	1.25	6.00	2 "
Boarding	Thos. Dube	40	1.25	6.00	2 "
Calumet					
York House.....	J. Milway	40	1.00	3.50	50 yds.
Calumet House ...	Jos. Longpre.....	20	1.00	4.00	100 "
Chantal Hotel	J. Chantal	30	1.00	3.50	300 "
Cap a L'Aigle					
Boarding House...	H. Tremblay.....		1.00	5.00	1 1/2 mile
"	Albert Tremblay..		1.00	5.00	1 1/2 "
"	Jas. Asselin		1.00	6.00	1 1/2 "
"	Thos. Bouchard..		1.00	5.00	1 1/2 "
"	U. Behreure		1.00	6.00	1 1/2 "
"	H. Asselin		1.00	5.00	1 1/2 "
"	F. Lajoie		1.00	5.00	1 1/2 "
"	Mrs. Geo. Riverin		1.00	6.00	1 1/2 "
"	A. Lapointe		1.00	5.00	1 1/2 "
"	J. Duchesne.....		1.00	5.00	1 1/2 "
"	Naz Duchesne		1.00	6.00	1 1/2 "
"	G. Lajoie		1.00	8.00	1 1/2 "
"	D. Duchesne.....		1.00	5.00	1 1/2 "
"	Onesime Tremblay		1.00	6.00	1 1/2 "
"	F. Charest		1.00	5.00	1 1/2 "
Cap St. Ignace					
Boarding House...	E. A. Guimont...	10	1.00	.....	near sta'n
Chicoutimi					
Chateau Saguenay.	J. D. Guay.....	300	2.00 to 5.00	12.00 to 24.00	at station
Chicoutimi.....	J. Neron	90	1.00 to 1.50	5.00 to 8.00	" "
Boily's Bdg. Ho ...	Aime Boily	20	1.00	7.00	.....
Come					
Boarding House...	A. Brasseur	15	1.25	7.00	1/2 mile
Conception					
Conception.....	J. St. Jean.....	20	1.00	Spe'l arrange't	close to station
Cowaasville					
Park House.....	J. A. Bessette....	30	1.00	6.00	6 miles
				(village of D	unham)
Eboulements					
.....Hotel.....	M. Cimon.....	15	0.75	4.00	1/2 mile from wharf

1/2 From steamer dock.

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, Etc.	PROPRIETOR OR MANAGER	Accommoda'tn for how many persons	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Pert Coulonge					
Jewell House.....	Jewell & Leary...	100	1.00	.....	1 mile
Gervais'.....	D. T. Gervais....	200	1.00	.....	"
Gervais House.....	Jos. Romain....	80	1.00	.....	"
Shade Hotel.....	A. Romain....	50	1.00	.....	"
Gracefield					
Ellard's Hotel.....	J. Ellard.....	50	1.00	3.50	1/2 mile
Victoria ".....	P. D. Boyer.....	30	1.00	3.50	"
Windsor ".....	P. St Jacques....	30	0.75	3.00	"
King Edward Hotel	J. B. Menard....	45	1.00	3.00	"
Grandes Piles					
Boarding House...	Ad. Langis.....	25	1.00	4.00	1/2 acre
" ".....	Mrs. Massicotte..	20	0.75	3.00	"
" ".....	C. Lupien.....	50	1.00	.....	"
" ".....	Mrs. Pelletier...	25	1.25	4.50	2 "
Ha! Ha! Bay					
M'Lean.....	P. McLean.....	35	1.00 to 2.00	.....	nr landing
Hudson					
Chateau du Lac....	J. A. Meteyer....	50	1.00	6.00	100 yards
Boarding House...	J. M. Stephenson.	20	1.00	5.00	1/2 mile
Hudson Heights					
Boarding House...	F. H. Clarke.....	15	1.00	5.00	1/2 mile
Iberville					
Canada Hotel.....	Jos. Davignon....	20	1.00	3.50	5 acres
C.P.Ry. ".....	L. C. Laberge....	35	1.00	3.50	1/2 mile
Windsor ".....	Ed. Trepanier....	15	1.00	3.50	"
Railway ".....	P. Savarie.....	15	1.00	3.50	"
Isle Verte					
Boarding House...	Oct. Morency....	20	1.00	5.00	1/2 mile
" ".....	J. Thibault.....	15	1.00	5.00	at station
" ".....	K. Dumond.....	15	1.00	5.00	" "
" ".....	P. Desjardins....	15	1.00	5.00	" "
Joliette					
Victoria Hotel.....	D. Gravel.....	40	1.00	6.00	1/2 mile
Hotel du Peuple...	S. Cloutier.....	10	1.00	5.00	"
Commercial Hotel..	J. B. Perriault..	30	1.50	5.00	"
Canada House.....	J. Desormiers....	40	1.00	5.00	"
Joliette.....	B. Sylvestre....	100	1.00	5.00	"
Chateau Dion.....	J. E. Dion.....	100	1.50	7.00	"
Great Northern...	J. Bordeleau....	20	1.00	5.00	1 "
Kazubazua					
Kazubazua Hotel..	J. Marks.....	25	1.00	.....	2 miles
Kipawa					
Kippewa House....	J. Lumsden.....	25	1.50	7.00	100 feet
Knowlton					
Lake View House...	L. G. Green.....	100	1.00 to 2.00	5.00 to 10.00	1/2 mile
Railroad House....	J. N. Robinson...	50	1.00 to 2.00	5.00 to 10.00	"
Boarding ".....	C. D. Bancroft..	50	1.00	5.00 to 10.00	1/2 "
" ".....	E. P. Stevens....	50	.....	6.00 to 15.00	"
" ".....	Mrs. E. Ralston..	25	1.00 to 2.00	5.00 to 10.00	2 "
" ".....	C. E. Stone.....	10	.....	.....	1/2 "
" ".....	T. B. Curtis.....	5	.....	.....	"
" ".....	C. B. Bullard....	5	1.00 to 1.50	3.00 to 5.00	"
" ".....	Mrs. Geer.....	8	1.00 to 1.50	3.00 to 5.00	"
Labelle					
Northern.....	Nap. Nantel....	28	1.00	4.00	6 acres
Hotel Central.....	A. Dumoulin....	24	1.00	5.00	7 "
Pacific.....	A. Labelle.....	18	1.00	4.00	100 feet
HoteldesVoyageurs	M. Plouffe.....	32	1.00	4.00	150 "
Boarding House...	Mrs. C. Renaud..	10	1.00	7.00	1/2 mile

Lac Charlebois (See St. Margaret)

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accom- m'd'n for how many pers'ns	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Lachute					
Argenteuil Hotel...	L. P. Rodrigue ..	30	1.00	4.00	at station
Lachute Hotel.....	V. Lefebvre.....	12	1.00	5.00	"
Paquette Hotel.....	M. Paquette.....	15	1.00	4.00	"
Windsor Hotel.....	S. B. Richer.....	15	1.00	4.00 to 5.00	"
Victoria	A. Guilbault ..	20	1.00	4.00	"
Lac Masson (See St. Margaret)					
Lake Edward					
Laurentides House.....		150	2.00	12.00	Close to station
Lake Memphremagog (See Magog)					
Lake St. John (Roberval)					
The Roberval Island House.....		300	3.00 to 5.00	17.00 to 28.00	400 feet
			2.50	15.00	At Grand Discharge
Lake St. Joseph					
Lake St. Joseph.....		250	3.00 up	14.00 up	"
Lake View House.....		150	1.50	8.00	2 miles
Lake Seawaniapens					
Lake Park Hotel... C. H. Nutter.....		50	1.00 to 1.50	Special	on Lake Seawaniapens
Lavigne (Graham Post Office)					
Bertrand's.....	A. Bertrand.....	25	1.00	3.50	1 mile
Little Metis					
Boule Rock.....	W. Astle	75	1.50	8.00 to 10.00	5 miles
Cascade	S. McNider	100	1.50 to 2.00	9.00 to 11.00	5 1/2 "
Green Hill.....	W. Tuckey	50	1.00	6.00	5 "
Gagne's	T. Gagne	10	1.25	6.00	1 acre
Seaside	John Astle	150	1.50	8.00	5 miles
Turriff Hall.....	R. Turriff.....	100	1.00 to 1.25	7.00 to 8.00	5 1/2 "
Magog					
Battle House.....	Green & Sloan...	80	1.50	5.00 to 7.00	1/2 mile
Grand Central.....	O. Garceau & Son	50	1.00	4.00 to 5.00	1/2 "
Fairview	Aubertin & Lacroix	50	1.00	4.00 to 5.00	1/2 "
Mansion House....	E. W. Sheldon...	30	1.50	7.00	10 miles by steamer
Maniwaki					
Laurentian	B. Aumond.....	50	1.50	3.50	50 yards
Maniwaki	Mrs. T. J. Rochon	20	1.50	5.00	1/2 mile
Commercial	Jas. Poirier.....	20	1.25	4.00	"
Dominion	J. Aumond	10	1.00	3.50	"
Union	A. Bertrand.....	20	1.00	3.50	"
Nault	J. B. Nault	15	1.00	3.50	"
Raquet	Xavier Aumond ..	10	1.00	3.50	"
Victoria	Andre Nault.....	15	1.00	3.50	"
Royal	A. Roy	15	1.00	3.50	"
Boarding House...	W. J. Ramsey	15	1.25	4.00	"
Restigouche Hotel.....			1.50	5.00	50 yards
Matapedia					
Boarding House...	T. Poirier	30	1.50	6.00	200 yards
"	R. A. Ferguson..	30	1.50	6.00	250 "
Megantic					
C.P.R. Hotel.....	H. Charest.....	50	1.50	3.50	1/2 mile
Grand Central	J. Larocbe	75	2.00	4.00	"
Queen's	P. Villeneuve	75	2.00	4.00	1-16 "
Union House.....	G. H. Counter....	100	2.00	4.00	1-20 "
Boarding Houses					
Moquin	Ed. Bureau	20	0.50	3.00	1/2 mile
Couture's	S. Couture	25	0.50	3.00	"
Royer's	L. Royer	25	0.50	3.00	"
Beaudry's.....	J. Beaudry.....	10	1.00	4.00	25 miles: at head of lake
Montmagny					
Boarding House...	Mrs. F. Coté.....	25	1.50	7.00	1/2 mile
Commercial	Wm. Gamache...	50	1.00	7.00	1/2 mile
Temperance.....	J. Lachapelle...	20	1.00	7.00	"
Montmagny	L. Letousneau...	30	1.00	7.00	"
Central	L. A. Bernier....	25	1.00	7.00	"

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
Quebec—Con.					
Montreal					
Place Viger.....	Can. Pac. Ry. Co.	200	3.50 up	Sp'l arrgm't	at Place Viger stn.
Windsor.....	Windsor Hotel Co.				
St. Lawrence Hall	W. S. Weldon, Mgr	500	1.50 up	Europ. only	*200 yards
	W. H. Brown, Manager.....	400		1.00 up Euro.	*½ mile
Queen's.....	D. Raymond.....	350	2.50 to 4.00	Sp'l arrgm't	*200 yards
Albion.....	D. Parker.....	300	2.00 up	"	*½ mile
Welland.....	G. E. Fuller.....	100	2.00 to 5.00	12.00 to 15.00	*½ mile
Carslake.....	Geo. Carslake.....	100	Euro. \$1 up	Sp'l arrgm't	*200 yards
Bath.....	J. Devlin.....	200	2.00 to 2.50	12.00 to 15.00	*½ mile
Corona.....	J. A. Gallatt.....	200	1.00 up	Europ. plan	*½ "
Grand Union.....	F. J. Murray.....	200	2.00 up	Sp'l arrgm't	*½ "
Riendeau.....	J. A. Tanguay.....	200	1.50 to 2.00	12.00 to 20.00	*½ "
Savoy.....	Howard, Gules & Co	50	1.00 up	Europ. plan	*½ "
Stanley.....	W. Savage, Mgr.	30	\$1 up Euro.	Sp'l arrgm't	*close to
St. James.....	F. Bouillon.....	250	1.00 up	Europ. only	*200 yards
Russel House.....	E. C. Perkins.....	75	2.00 up	Sp'l arrgm't	*200 "
* From Windsor Street Station.			† From Place Viger Station.		
Mt. Tremblant					
Lac Mercier Hotel	W. Guay.....		1.00	Special	30 yards
Boarding House ..	Alphonse Robert.	20	1.00 to 3.00	"	2½ miles
" "	A. D. Gall Co.		1.00 to 2.00		10 yards
" "	Mrs. F. Emond.....		1.00		50 "
Murray Bay					
Manoir Richelieu..	H. M. Paterson, M'r	400	4.00 up	20.00 up	½ mile from str. dock
Lorne Hotel.....	W. Chamard.....	125	1.50 to 2.00	7.50 to 10.00	1 mile
Warren House.....	— Warren.....	65	1.25 to 1.50	6.00	½ "
Boarding House ...	Mrs. Geo. Warren	15	1.25*	6.00	1 "
" "	— Desbreaux.....	20	1.00	5.50 to 6.00	½ "
" "	— Gagnon.....	40	1.25 to 1.50	6.00 to 7.00	½ "
" "	E. Gagnon.....	30	1.00	5.50 to 6.00	½ "
" "	E. Harvey.....	15	1.00	5.50 to 6.00	3 "
Nominig					
Barrette Hotel.....	Z. Barrette.....	50	1.00	5.00	300 feet
Hotel Pommville ..	J. B. Pommville ..	50	1.00	5.00	½ mile
Gauthier Hotel.....	P. Gauthier.....	35	1.50	6.00	½ "
Hotel Berthiaume..	J. Berthiaume.....	40	1.00	5.00	½ "
Hotel Monaco.....	Joachim Gagnon	25	1.00	5.00	1½ "
North Hatley					
Bonnie View.....	R. C. Cull.....	30	1.50	6.00 to 10.00	
Glen Villa Inn and Cottages.....	G. A. Le Barron..	200	3.00	14.00 up	
Ingleside House and Cottages..	Addie Le Barron..	36	1.50	7.00 to 10.00	
Pleasant View H'se.	S. A. McKay.....	75	1.50	7.00 to 8.00	
The Evergreen.....	H. N. Le Barron..	30		5.00 to 7.00	
The Overlook.....	The Misses Moy..	15	1.50	6.50 to 13.00	
Valley House.....	A. A. Willard.....	60	1.50 to 2.00	7.00 to 12.00	
Victoria Apartment House	C. J. Edgar, M.D.	50	Season	only	
Wedgemere.....	The Misses Moy..	35	1.50	6.50 to 13.00	
Maple Cottage.....	Miss Wadleigh...	7	1.00	6.00 to 7.00	
North Wakefield					
N. Wakefield House	G. L. Townsend..	40	1.00	4.00	½ mile
Boarding House...	S. Chilcott.....	40	1.00	{ 3.50 to 4.50	3½ "
" "	J. Woods.....	20	1.00	{ Lascelles	P.O., Que. 4 miles
Quebec					
Chateau Frontenac.	Can. Pac Ry Co..	450	4.00 up		½ mile
St. Louis.....	L. V. Dion.....	300	2.50 to 3.50	15.00 to 20.00	"
Victoria.....	R. L. Resther ..	200	2.00 to 3.50	12.00 up	"
Clarendon.....	L. Noel.....	100	2.50 to 3.50	15.00 to 20.00	"
Mountain Hill Ho'se	C. H. Belanger ..	140	1.50 to 2.00	7.00 to 10.00	"
Neptune Inn.....	J. T. Lavallee...	120	1.50 to 3.00		½ "
Blanchard's.....	Jos. Cloutier.....	100	1.50	8.00 up	½ "
St. George's House.	Mrs. T. L. Douglas	50	1.50 to 2.00	10.00 to 12.00	½ "
Boarding House, 41 Esplanade.....	Miss A. Jones....	20	rooms 1.50 to 2.50	" "	½ "
Boarding House, 83 Berthelet Street (rooms only)....	Mrs. J. H. Lachance.	6	1.50 up	9.00 up	
			† Post Office, Glen Villa, P. Q.		

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommodations for many persons	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Rimouki					
Lenghan.....	L. Lenghan.....	50	1.50 to 2.00	5.00 to 7.00	.....
Rimouki.....	Frs. St. Lambert	30	1.25	6.00	1/2 mile
Windsor.....	Ely Ouellet.....	30	1.00	4.00	"
St. Germain.....	Feu & Frere.....	60	1.50 to 2.00	5.00 to 7.00	"
Riviere du Loup					
Restaurer.....	Aubert & Freres.....	150	1.50	7.50	1 miles
Chateau Grand Ville.....	J. Daily.....	25	2.00	4.00 to 12.00	1 mile
Commercial.....	L. Fortin.....	75	2.00	10.00 to 12.00	"
Fraserville.....	M. Deslauriers.....	50	2.00	10.00 to 12.00	"
Maison Blanche.....	M. Koy.....	50	1.25	6.00	1 miles
Vendome.....	Bernard & Freres.....	50	1.50	7.50	at station
Victoria.....	Emile Gagnon.....	50	2.00	10.00 to 12.00	"
St. Adele					
St. Adele.....	J. M. Querrillon.....	20	1.00	5.00	1 mile
Lac Rond.....	L. Aubert.....	35	1.00	5.00	"
Boarding House.....	Noe Maille.....	5	1.00	5.00	5 acres
"	S. Valiquette.....	20	1.00	5.00	1 mile
"	H. B. Lafleur.....	15	1.00	5.00	1 1/2 "
"	F. Beauchamp.....	10	1.00	5.00	1 mile
"	L. Beauchamp.....	10	1.00	5.00	1 acre
"	S. Cardinal.....	35	1.00	5.00	1 mile
"	M. Deschambault.....	40	1.00	5.00	1/2 acre
"	M. Longpre.....	20	1.00	5.00	1/2 acre
"	L. Beaulieu.....	20	1.00	5.00	1 acre
St. Archaie					
Laurentide Inn.....	Dr. Kemp.....	50	3.00	Special	1/2 mile
Castel des Monts.....	St. Louis.....	80	2.00 up	"	"
Villa des Monts.....	L. Beaulieu.....	50	2.00	7.00	"
Bellevue.....	Jos. Fergel.....	30	1.00	9.00	"
St. Archaie.....	Chas. L. Allier.....	40	1.50	5.00	"
Constantineau.....	B. Constantineau.....	15	1.00	5.00	"
C. P. R.....	Nap Geoffrey.....	25	1.00	5.00	at station
Boarding House.....	Madame Bédard.....	25	1.50	Special	near sta n
"	Mons. Godon.....	18	1.00	"	"
"	Mons. Belisle.....	20	1.50	9.00	"
"	Mrs. L. T. Dick.....	25	2.00	Special	near Lake
"	Nap. Fournel.....	15	1.00	5.00	1/2 mile
"	F. E. Bouchard.....	8	"	Special	1/2 mile
"	Mrs. Chamber.....	8	"	"	"
"	O. St. Amour.....	10	"	"	"
"	J. Laporte.....	12	"	"	"
"	Mrs. Lafleur.....	6	"	"	"
"	A. Adam.....	10	"	"	"
Lord Minto Hotel					
Boarding House.....	A. Lalifer.....	10	"	"	"
"	Jos. Belisle.....	10	"	"	"
St. Anne (I.O.B.)					
Blanchet.....	G. A. Michaud.....	25	1.00	5.00	1 mile
"	Madame Blanchet.....	25	1.00	5.00	"
St. Fawstin					
Mountain View.....	M. Dansereau.....	50	1.50	7.00 to 8.00	1 mile
Square Lake House.....	W. C. Fyfe.....	60	1.50	7.00 to 9.00	"
Central.....	M. Dutoit.....	15	1.00	5.00	1 "
Hotel du Nord.....	A. Brase.....	10	1.00	5.00	1 "
St. Flavie					
Boarding House.....	Mrs. J. Aubin.....	10	1.00	5.00	3 miles
"	David Picard.....	10	1.00	5.00	"
"	E. Morrissette.....	15	1.00	5.00	at depot
"	G. Beaulieu.....	10	1.00	5.00	"
"	L. Dupre.....	20	1.25	5.00	"
"	L. Langlois.....	15	1.00	5.00	"
Victoria.....	"	30	1.25	6.00	"
Commercial.....	"	50	1.25	6.00	"
St. Gabriel de Brandon					
Windsor Hotel.....	L. Coutu.....	50	1.50	8.00	at station
Hotel Gouin.....	T. Boucher.....	40	1.50	8.00	1/2 mile
Laurentide Park.....	Mrs. Hicks.....	40	1.00	5.00 up	"
Hotel.....	J. E. Beausoleil.....	100	"	"	"
Boarding House.....	Jos. Lanier.....	100	1.00	7.00	"
"	C. Belair.....	10	1.00	7.00	"
"	C. Martineau.....	10	1.00	7.00	"

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL, ETC.	PROPRIETOR OR MANAGER	Accommoda'n for how many p'rons	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Ste. Irene Hotel Charlevois...	F. Auclair.....	100	2.00to2	5.00 to 14.00	$\frac{1}{2}$ mile from wharf
St. Jean Port Joli Boarding House...	J. Pelletier	10	1.00	5.00	$1\frac{1}{2}$ miles
Caron's	F. Caron.....	20	1.00	5.00	100 yards
St. Joyite Albion	Labelle & Frere .	30	1.00	5.00	1 mile
Colonisation	J. Meilleur	30	1.00	5.00	1 "
Pacifique	C. Picord	15	1.00	5.00	100 feet
Longpre	J. Longpre.....	10	1.00	5.00	200 yards
St. Margaret St. Margaret	P. Gauthier	60	1.00	6.00	4 miles
Boarding House...	J.B.J. Prefontaine	30	1.00	5.00	near sta'n
Lac Masson Boarding House...	Chas. Racette ...	50	1.00	5.00	4 miles
Bellevue Hotel...	P. Cheffer.....	70	1.00	6.00	4 "
Boarding House } for Ladies only }	Rev. Soeurs de } la Providence. }	50	1.00	6.00	4 "
Boarding House } Lac Charlebois }	D. Chartier.....	50	1.00	5.00	4 "
Boarding House...	P. Gauthier	70	1.00	6.00	9 "
" "	L. Charron	50	1.00	6.00	9 "
" "	Ludger Leroux ...	40	1.00	5.00	9 "
Lac des Isles ...	F. Chartier	25	1.00	5.00	9 "
Boarding House...	Ben. Leroux, Jr..	50	1.00	5.00	9 "
" "	Z. Leroux	40	1.00	5.00	9 "
St. Paschal Boarding House...	Mrs. Thos. Ward.	50	1.00	5.00	4 miles
" "	Miss Langlois...	40	1.00	5.00	4 "
" "	W. Le Bel.....	50	1.50	7.50	4 "
" "	Luc Richard	30	1.00	5.00	4 "
Victoria	J. S. Gagnon	100	1.50	7.50	100 yards
Commercial.....	W. Hudon	50	1.25	6.00	300 "
About 25 or 30 cottages for families, furnished, from \$25 up for the season. Apply to Mrs. Thos. Ward, Kamouraska, Que., or Agent I C. Railway, St. Paschal, Que.					
St. Raymond Grand Hotel.....	D. M. Bertrand .	30	1.00	5.00	$\frac{1}{2}$ mile
Boarding House...	Mrs. P. Plamondon	20	1.00	5.00	$\frac{1}{2}$ "
Shawbridge Boarding House...	Mrs. J. Shaw ...	50	1.00	5.00	$\frac{1}{2}$ mile
" "	P. M. Jordan ...	60	1.00	6.00	
" "	Mrs. J. Stephens.	20	1.00	4.50	
" "	F. W. Bell	75	1.00	5.00	
" "	Jos. Cleary	30	1.00	5.00	
" "	C. L. Girard	20	1.00	4.50	
" "	A. B. Cruchet....	50	1.00	6.00	L. Achigan 10 miles
" "	D. Beauchamp ...	50	1.00	5.00	" "
" "	John West.....	20	1.00	4.50	Lac Marois 3 miles
" "	L. Levert.....	10	1.00	4.50	" "
" "	P. St. Pierre.....	25	1.00	4.50	L. des Isles 3 miles
Shawville Russell House	J. Moody	20	1.00	3.50	50 ⁰ yards
Pontiac House....	C. Caldwell	25	1.00	3.50 to 5.00	" "
Sherbrooke Magog House	H. H. Ingram ...	200	2.00	8.00 up	$\frac{1}{2}$ mile
New Sherbrooke..	Bodwell & Wright	200	2.00	8.00 up	$\frac{1}{2}$ mile
Grand Central	J. A. Gauthier & Co	150	2.00	8.00 up	$\frac{1}{2}$ mile
Chateau Frontenac.	A. Joncas	150	2.00	8.00 up	$\frac{1}{2}$ mile
Continental	Camirand & Bayeur	100	2.00	8.00 up	$\frac{1}{2}$ mile
Albion	A. W. Colby	103	2.00	8.00 up	$\frac{1}{2}$ mile
New Queen's	J. H. McDonald..	100	1.50	5.00 up	$\frac{1}{2}$ mile
American House...	G. F. Desriusseaux	100	1.50	5.00 up	$\frac{1}{2}$ mile
Montreal "	Hy. Villeux	100	1.50	5.00 up	$\frac{1}{2}$ mile
East Sherbrooke Ho.	O. Desriusseaux .	100	1.50	5.00 up	$\frac{1}{2}$ mile
Windsor	W. Southwood ..	50	1.00	4.00 up	100 feet

SUMMER TOURS

HOTELS AND BOARDING HOUSES

NAME OF HOTEL ETC.	PROPRIETOR OR MANAGER	Accommodations for how many persons	Rate per day	Rate per week	Distance from station
QUEBEC—Con.					
Sherbrooke—Con.					
City	A. Arguin	50	1.00	4.00 up	100 yards
St. James	R. Price	50	1.50	5.00 up	1 mile
Grand Union	Jos. Frechette	50	1.00	4.00 up	1 mile
Sutton					
Mountain View Hotel	{ Mountain View } { Hotel Co. }	30	1.50	3.50	near
Phoenix	E. H. Messier	20	1.00	3.00	near
Sweetsburg					
Sweetsburg House	J. Powers	60	1.00	6.00	close to
Tadoussac					
Tadoussac	F. B. Bowen	250	3.00 to 4.00	15.00 to 20.00	
Timiskaming					
Bellevue House ..	{ J. Lumsden, Pr. } { F. Daniels, Mgr }	100	2.50	Sp'larrgm't	close to
Trois Pistoles					
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Laurentian Lodge ..	E. H. Dunham	75	2.00	7.00 to 12.00	1/2 mile
Ville Marie					
Commercial Hotel ..	T. D. Giroux	1.50	1/2 mile fr'm
Ville Marie " ..	M. Loiselle	1.50	wharf
Wakefield					
Earle House	F. Earle	1.00	5.00	1/2 mile
Wakefield House ..	F. Perron	30	1.00	3.00 to 3.50	"
Waterloo					
Canada Hotel	W. J. Glascott	50	1.25	3.00 to 5.00	150 yards
Brooks' House	J. P. Heath & Co.	100	1.50	4.00 to 7.00	1/2 mile
National Hotel	A. Choimere	50	1.00	4.00	1/2 mile
Foster House	J. T. Bisailon	20	1.00	3.00 to 5.00	1/2 mile
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City Hotel	McRoberts, Bros.	200	2.00 up	River st.w
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