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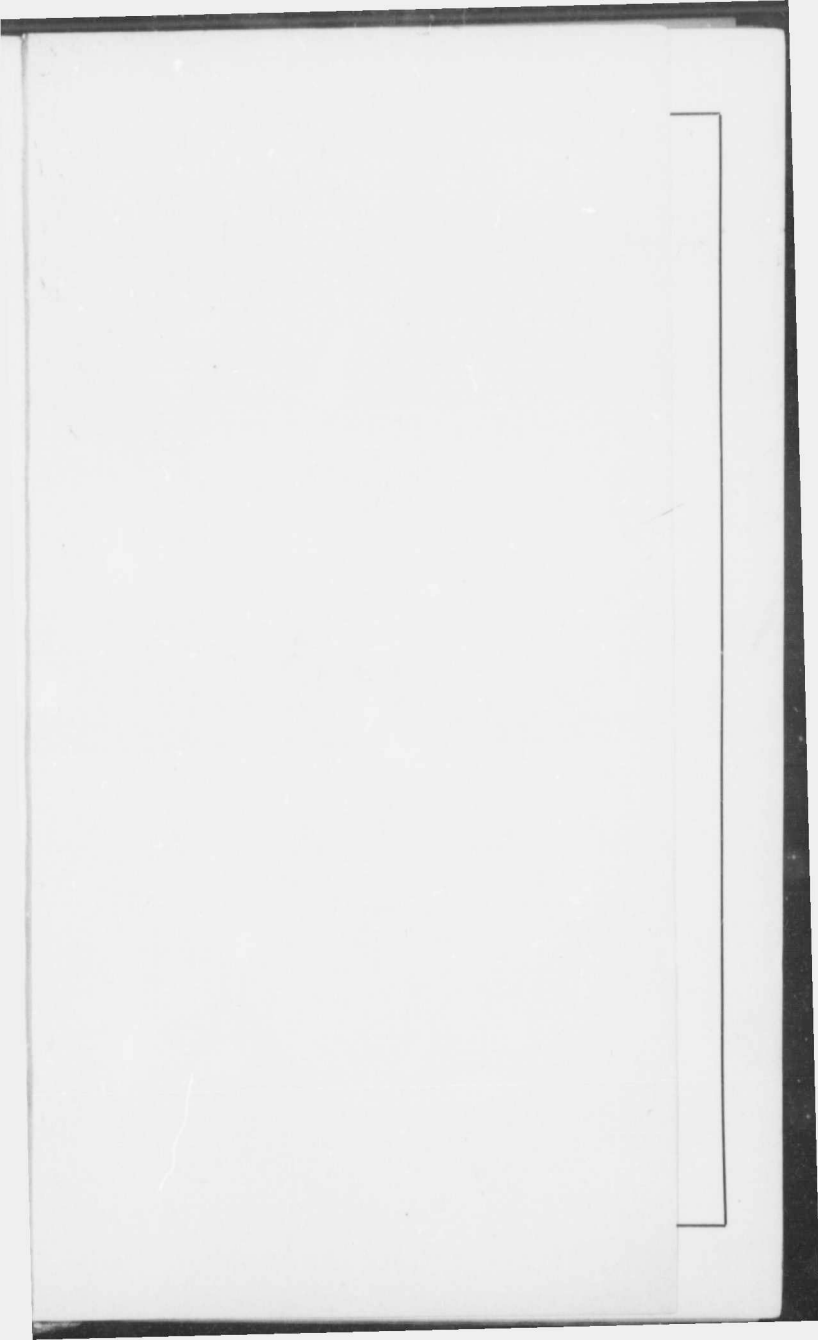
Intercolonial

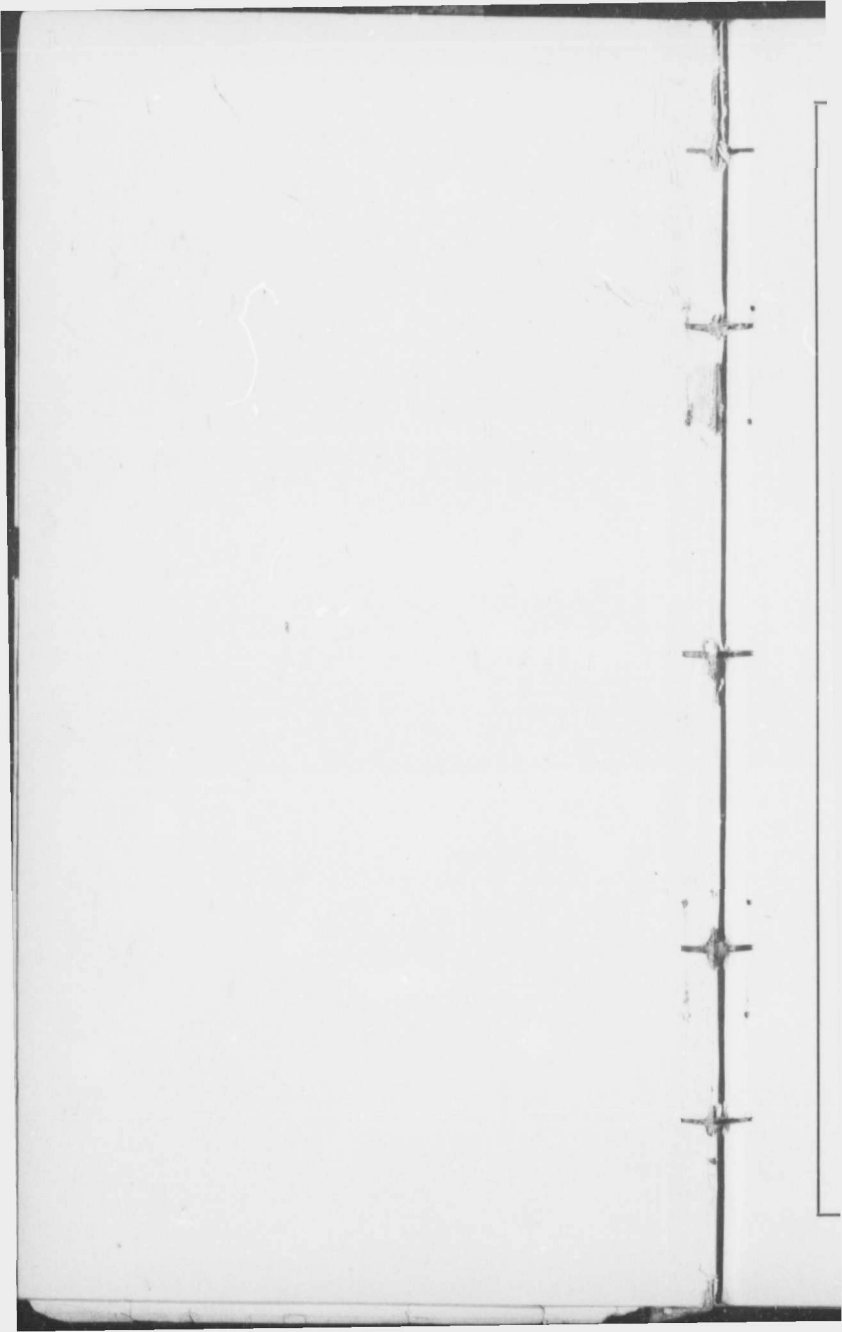
Tours to Summer Haunts



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Intercolonial Tours to Summer Haunts



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The charm of the cool summer climate, the magnificent scenery, the endless variety of tourist routes, the unequalled sporting wealth of river and forest, the many historical grounds are yearly attracting to Canada an ever-increasing number of summer tourists, and of these welcome visitors, a goodly proportion wend their way to Quebec and the Maritime Provinces. The natural Canadian gateways for travellers to this portion of the Dominion are Montreal, Québec, St. John, Halifax and the Sydneys, and it is for the convenience of visitors arriving at any one of these places, as well as for the dwellers in the cities named, the tours to be found in the following pages have been arranged by the Intercolonial Railway.

Montreal being the Canadian metropolis, and the western terminus of the Intercolonial Railway System, it has been considered desirable to commence the descriptive portion of this brochure at that city, taking the tourist eastward over the route traversed by Canada's famous train, the "Maritime Express," briefly describing in geographical order the many beauty spots and sporting resorts in this wonderful stretch of country.

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Intercolonial Tours To Summer Haunts

The Intercolonial Railway

On the map of Canada may be traced a line which reaches from Montreal, the commercial capital, to the city of Quebec, the ancient capital. Thence it stretches along the Lower St. Lawrence and on through the picturesque Metacdia Valley. Beyond this it skirts the shore of the famed Baie de Chaleur and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the city of St. John and the Bay of Fundy and to the Sydneys, in that summer paradise, Cape Breton. Embraced in this territory is such a variety of attractions that the requirements of all classes of travellers may be met. Its 1600 miles of track traverse the richest and most varied tourist grounds of this continent, and there is nothing to equal those grounds on any other continent. From the distant mountains the crystal brooks come leaping with the music of gladness, and join with noble rivers in whose clear waters dwell lordly salmon and scarce less lordly trout. Near at hand are forests, as yet so little disturbed that the moose, caribou and deer, now and again visit the farmyards of the adjacent settlements. Along the shore, for hundreds of miles, lie land-locked harbors, where even the frail bark canoe may float in safety, yet be upon the waters of the ocean, and upon the smooth sand beaches of which a child may venture into the buoyant salt water and fear not. In this country is scenery at times of sweet pastoral simplicity; at times of sublime grandeur. It is a land where civilization has made its way, and yet not marred the beauty of nature.

Montreal

Many pages could be devoted to the description of the attractions of this ancient, historic and charming city, did space permit. The commercial metropolis of Canada, it is picturesquely situated on an island at the head of ocean navigation in the greatest of Canada's rivers, the St. Lawrence. Hither come the steamships from across the seas and the sailing craft from near and far. From this centre are distributed the products of many lands, and from it are sent out to all the country the fruits of its own many and mighty industries. There is greatness, too, in many of the objects of interest. The Church of Notre-Dame, which will hold 15,000 people, is the largest on the continent north of the city of Mexico, while its great bell is the largest in America and one of the largest in the world. Montreal College is believed to be the most extensive series of connected buildings in Canada or the United States, while McGill College ranks with the great Universities beyond the seas. Here, too, is the Bank of Montreal, the greatest financial institution in America, and the Seminary of St. Sulpice, the most wealthy educational establishment on the continent. The notable churches, of all creeds, would of themselves demand pages and after all but an imperfect idea would be conveyed of what there was to see in connection with them. In like manner nothing can be said of the public buildings, the religious and benevolent institutions, the harbor and the public works, including the Lachine Canal. Least of all, can any idea be given of the beauty of the residential sections, the magnificent parks or the suburbs with their picturesque scenery and historic associations. Much might be said of Mount Royal, of itself, with its walks, its drives and its panorama of glorious views of the surrounding country. All these things and many more, must be seen by those who would get an idea of Montreal and its attractions. The metropolis would have glory enough for any one city if it had nothing to boast of beyond its commercial supremacy, but from a purely tourist point of view it is a place which every traveller in Canada must visit. In this respect, and in others, it can speak for itself better than its story can be told.

The Business Men's League of Montreal have established an information bureau at the corner of Notre Dame Street and St. Lambert Hill, where visitors to the city will be furnished with further information and also be directed to the best means of reaching the various points of interest.

The route taken by the Intercolonial Railway between Montreal and Quebec is the most easy and direct method of communication between the two cities. From the depot in Montreal to the station at Levis, opposite Quebec, is 163 miles,

or 10 miles less than the shortest route before the new line was opened.

Leaving Montreal on a train of the Intercolonial, the Jubilee bridge, opened in 1897, gives passage over the St. Lawrence. This splendid structure was built to take the place of the famous Victoria tubular bridge, around and outside of which it was constructed on the same piers, so that railway traffic was not interrupted.

Following the line built by the Grand Trunk Railway, St. Hyacinthe is reached, 36 miles from Montreal. It is a flourishing and beautiful place with about 8,000 inhabitants, and is the seat of a number of important industries. It has many handsome buildings, including religious and educational institutions, and the well ordered streets have an abundance of shade trees, which add much to the attractive appearance of the city. St. Hyacinthe is in favor with many of the residents of Montreal as a place of sojourn during the summer months.

Drummondville, on the St. Francis River, is a town of 2,200 people, a large proportion of whom are French Canadians. On the river at this point is one of the finest water powers in the Province of Quebec. Here are situated Lord's Falls, with 31 feet of descent, and a substantial dam controls what is now 10,000 horse power, which can be increased as requirements demand.

There is plenty of good trout fishing along the line of railway east of Drummondville, and this is especially true of the rivers Bras d'Edmond and Duchene, which lie within three-quarters of a mile of each other on the route, while another good trout stream is the Riviere Henri, four miles further east.

The town of Nicolet, reached from St. Leonard Junction, has much to attract the summer visitor who seeks rest and quiet amid beautiful surroundings. From Nicolet there is connection by steamer with Three Rivers on the opposite shore.

Returning to St. Leonard Junction, and from Forestdale until Laurier is reached, 19 miles west of Chaudiere, the railway runs through some 28 miles of forest, much of it untouched by the axe and in its primitive glory. This is a great hunting ground, abounding with deer and caribou. Moose are not unknown but are less common.

In the Ancient Capital

From Chaudiere Junction to Levis is about nine miles, and for the latter part of the distance the River St. Lawrence is in full view where it forms the harbor of Quebec. Approaching Levis, the harbor and river are seen to be dotted with every kind of craft, from

the ocean steamer to the canoe. The eye beholds the historic heights at Sillery, the Plains of Abraham and the grand old city itself. There is Quebec, as the stranger has seen it pictured, but he now realizes that no picture can do it justice. The cliffs, the citadel, the spires, the tin roofs glistening in the sunlight—all are very real to him, and he longs to enter the city which is so majestic in past and present. Prominent on the heights, and in such thorough architectural harmony with the surroundings that one would think it had always been there, is the Chateau Frontenac, a palace hotel with a site unrivalled in Europe or America.



Quebec from Levis.

Quebec is beyond description. It is unique among the cities of the continent. To him who has come from the busy cities to the south and west, everything is strange and new. Other places anticipate the future; Quebec clings fondly to the past. It is well that it should be so, for, in this practical and prosaic age, but few places retain the halo of romance that surrounded them in their early years. Here, despite the marked commercial progress of the city, the past and present are inseparably interwoven. As in the case of the modern post office and the ancient Chien d'Or, the structures of later years often derive much of their interest from the history of their sites and their surroundings. It is in vain that old buildings give place to new ones, and that the needs of men have brought into use the discoveries of an inventive age. None of these give their

character to the city. Its old-time charm will not depart. The Quebec of to-day reminds one at every turn of the Ancient Capital as it was in the centuries that are dead and gone.

Poets have sung of Quebec, but it is a poem of itself which no language can express ; its memories linger in the mind like the sweet remembrance of harmonious music heard in the years long passed away.

One who has a day or two to spend in Quebec may see much of interest within easy reach of the city, including the Falls of Montmorency, and the famous shrine of Ste. Anne de Beaupre.

The Lower St. Lawrence.

For the next 200 miles or so after the departure from Levis the traveller passes through a purely French-Canadian country. One after another the typical villages come into view, with their long, narrow farms, their low-lying buildings and quaint cottages, built to be delightfully airy in the summer and yet withstand the keen cold of winter. In every village is seen the parish

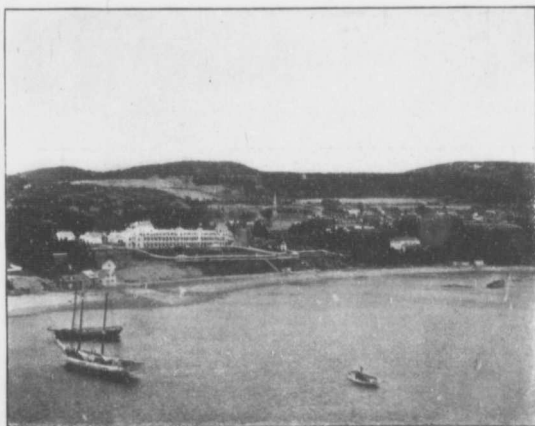


Golf Links, Murray Bay.

church, usually a substantial edifice of stone, while here and there a large cross, on some distant hill, stands out in bold relief against the sky. A peaceful people are these habitants of the Lower St. Lawrence, simple in their tastes, primitive in many of their ways, and having an abiding devotion to their

mother tongue and mother church. Eighty miles from Levis is Riviere Ouelle, from whence a branch line of railway some six miles in length will be built to the wharf. This branch is expected to be open for traffic early in July, when a steamer will be placed on the route to Murray Bay on the opposite side of the river.

Murray Bay is one of the most popular watering-places on the north shore. The Richelieu & Ontario Navigation Company has recently constructed its splendid "Manoir Richelieu," a large and well equipped hotel. Some New York physicians, after a personal experience of the recuperative power of the atmosphere of the north shore of the Lower St. Lawrence, recommended it



Tadouac, showing Entrance to Saguenay River.

highly. This was the foundation of the American colony of cottagers at Murray Bay. The numerous drives, golf, fishing and other amusements, and the brightness everywhere evident among the summer residents, make Murray Bay a very agreeable resort.

Riviere du Loup

Riviere du Loup is a summer resort of long established reputation. Beyond the environment of the station is Fraserville, and beyond this again is the St. Lawrence, with all its splendid possibilities for bathing, boating, fishing and shooting, in the proper seasons. Riviere du Loup is a convenient centre

from which one may go to various points either on the river or into the forests, where fish and game abound. While a visitor remains in Riviere du Loup, however, there is much to interest him. The scenery is charming, the walks and drives are varied, the bathing facilities excellent, while the shooting and fishing in the immediate vicinity afford ample recreation.

Temiscouata Lake, reached from Riviere du Loup by a run of 50 miles over the Temiscouata Railway, is a fine place for taking tuladi and lake trout by trolling during June and July. This lake is about 28 miles long, varying from a mile and a half to three miles in width. Good brook trout fishing is also to be found along this line of railway.

Across the Broad River Steamers calling at Riviere du Loup furnish opportunities for visiting the more notable watering places on the northern shore, such as Tadousac and Murray Bay, but by far the most wonderful sight for the tourist is the famed Saguenay River.

Bayard Taylor has described it as "a natural chasm, like that of the Jordan Valley and the Dead Sea, cleft for sixty miles through the heart of a mountain wilderness." This terse des-



Beach at Cacouna.

cription is a word picture, but he who would grasp the details of that picture must see the Saguenay for himself. Its waters, black and silent, have vast depth. The river is said to be

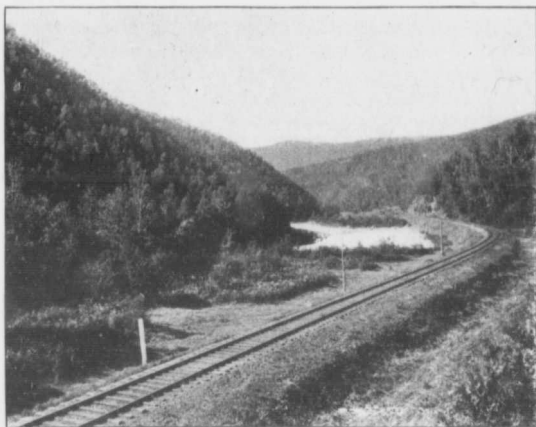
deeper, by 600 feet, than the mighty St. Lawrence, into which it empties. There are people of the country who believe its depths cannot be fathomed, and they tell of thousands of feet of line which have been paid out in the vain attempt to find bottom in certain places. Let one imagine such a river flowing between walls of rock, which tower in places to a height of nigh 2,000 feet, and he will realize the significance of such names as Cape Trinity, Cape Eternity and Eternity Bay. In the majesty and gloom of such surroundings, the reflective mind must ever feel the most profound reverence and awe.

Cacouna Six miles below Riviere du Loup is Cacouna Station, and by an easy drive of three miles over a smooth highway Cacouna Beach, the famed watering place of the Lower St. Lawrence, is reached. Here is St. Lawrence Hall, a completely equipped seaside hotel, with ample accommodation for 400 people, and a capacity for half as many more should occasion require. It is conducted in line with the most modern ideas of hotel life, and enjoys the favor of the best class of tourists. It is situated close to the shore and overlooks a beautiful stretch of sand beach a mile long. Here may be enjoyed the fullest luxury of sea bathing, and the beach presents an animated scene during the season. In addition to the large number who make the St. Lawrence Hall their home for the time, there are many who find accommodation at the smaller hotels, of which there are several, and



Among the Rocks—Die the Beautiful.

others again who are found in their own summer cottages. Some of these cottages have been built by wealthy residents of Montreal and Quebec at a large cost, and are models of their class. Their number is increasing every year, for the advantages of Cacouna as a health resort have long been beyond dispute.



The Famed Metapedia Valley.

Little Metis

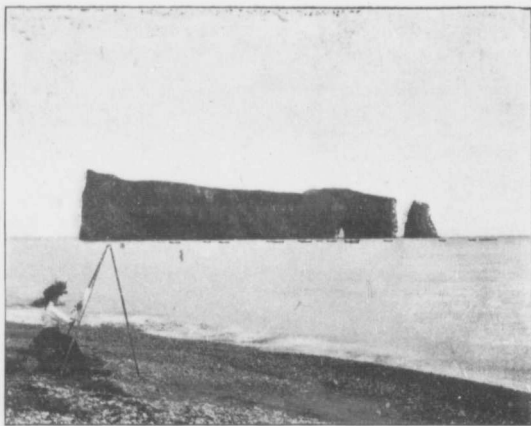
is situated on the shore of the St. Lawrence, at a point where the estuary begins to widen out so that the opposite shore is a faint line in the distance and much of the horizon is as level as upon the ocean. The beach is about four miles long, hard, smooth and safe for bathers. Boats of all sizes, from a skiff to a schooner, are available to the visitor, and if one desires to run across to the other shore he will find safe and swift vessels crossing every day. If a party desire to have a good time and feel free and independent, they can charter a small schooner for a few dollars a day, secure a good sailing master, lay in a supply of provisions and go where they please. The St. Lawrence is between 30 and 40 miles wide in this part.

The Grand and Little Metis rivers are favorite haunts of the salmon, and trout are found wherever there is a lake or brook. Both these rivers have waterfalls situated amid most enchanting scenes of the forest.

The country in the rear of Metis is a resort for herds of caribou. Geese, duck and sea-fowl are found all along the shore, while partridge are met with in every part of the woods.

Bic the Beautiful

Bic is one of the finest natural watering places on the Lower St. Lawrence. The mountains are around it, and it nestles at their feet amid a wealth of beautiful scenery. There is more than a mere stretch of shore. There is a harbor in which an ocean steamer may ride, a haven wherein vessels may hide from the wrath of the storm-king. Romantic isles lie amid the waters, and craggs of rugged beauty rear their heads around the bay. Pleasant beaches tempt the bather; placid waters invite the boatman; and beauty everywhere summons the idler from his resting place to drive or ramble in its midst.



Percé and the Rock.

Metapedia Valley

The famed Metapedia River, flowing through the Metapedia Valley, makes a scene of beauty wherever it meets the eye. In the 30 miles of its course it has 222 rapids, great and small, now swift and deep, now gently rippling over beds of shining gravel and golden sand. Here and there are the deeper pools in which lurk salmon of astounding size, for this is one of the salmon streams of which every fisherman has heard. For mile after mile the traveller watches the course of the river, so strangely pent in by the mountains on either hand, rising in every shape that mountains can assume. Some are almost perfect cones; others rise swiftly into precipices; and others

have such gentle slopes that one feels that he would like to stroll leisurely upward to the summit, but the height, as a rule, is from 600 to 800 feet. In some places in the Metapedia the river, the highway, and the railway crowd each other for a passage, so narrow is the valley. All kinds of foliage and all shades of Nature's colors are upon the hillsides; and in the autumn, when the grand transformation of hues takes place, the effect is magnificent beyond description. Grassy banks make easy the path of the angler, as the lordly fish dart from the pools to seize his hook. Beauty is everywhere.

Moose, caribou and deer are found in all this part of the country, while partridge and other game birds are abundant. The Metapedia, however owes its chief fame to the salmon



Gaspé Basin.

fishing, which is found everywhere for at least 40 miles along the course of the stream, to say nothing of the other rivers by which it is joined. One of these is the Causapschal, and some rare fishing is enjoyed at the forks. Trout may be caught with ease all through the season, not only on the rivers, but at such places as the Amqui and Trout Lakes. The Metapedia trout are as large as some fish which pass for salmon in other countries. At Assametquaghan, at McKinnon Brook, and at Mill Stream, will be found particularly good fishing.

At the junction of the Metapedia River with the Restigouche is Metapedia station and village. Close at hand is the house of the Restigouche Salmon Club, the members of which

are men to whom money is no object in the carrying out of their ideas.

From Metapedia station the Atlantic & Lake Superior Railway goes down into the Gaspé Peninsula a distance of 100 miles to New Carlisle, and it is intended to go as far as Gaspé Basin. This is one of the ways by which the land of the fisherman may be visited. The other way is to take the steamer direct from Dalhousie.

In Northern New Brunswick

Campbellton, on the south side of the boundary river, Restigouche, is the first place in New Brunswick seen by the traveller from Quebec.

It is a town of some 4,000 people and is rapidly growing. It is a very convenient centre of operations for the fisherman and



Near Newcastle, N.B.

hunter of game, because it is a central point. The Restigouche and Metapedia, with their tributaries, afford only part of the splendid fishing to be had, while the land to the west and north contains all manner of game to entice the sportsman to its forests.

Both boating and bathing may be enjoyed to any desired extent in the waters around Campbellton, and the fame of the Restigouche salmon and trout speaks as to the fishing. It was a Restigouche salmon that tipped the scale at 54 pounds, and numbers have been caught which were of the respectable

weight of 40 pounds each. Salmon fishing begins about the middle of May, and all the rivers abound with these great and glorious fish.

It is no idle boast to say that the Restigouche is the finest salmon river in the world. It is impossible to do justice to it in a limited space. With its connecting streams it offers possibilities which are beyond the dreams of ambition in the mind of the veteran fisherman.

Dalhousie is one of the fairest spots to be found in this fair portion of the continent. It is a centre from which the best game regions can be reached. The scenery is fine even in comparison with other parts of a country where scenery worthy



Hopewell Rocks, near Moncton, N.B.

of the best artists is found on every hand. There are splendid opportunities for boating and bathing, and there are hotels which, without being pretentious, meet every requirement of the traveller.

In the Land of Gaspe

During the season of navigation a steamer makes regular bi-weekly trips from Dalhousie, on the famed Baie de Chaleur, to Gaspé Basin, calling at intermediate points en route. In this trip the visitor from the inland cities can have an experience which is the fulfilment of his dream. Gaspé waters are the home of the finest codfish on the face of the globe. It is essentially the country of fish, and there is a world

of delight to him who visits it as a stranger. Percé and its Rock, at the eastern end of the peninsula, should be specially mentioned. Here, too, are some of the most wonderful of salmon streams and the most abundant opportunities for the fisherman.

Returning to the main line of the railway, Bathurst is another place which will repay the tourist who makes it an objective point. It is the stopping place of those who wish to fish on the Nepisiguit, a salmon river of international and transcontinental repute, and from Bathurst the finest part of the big game country may be easily reached. The traveller is now in a part of the world where moose, caribou and deer are as common as cattle, where a man with an ambition to shoot game can start out with his guide with an absolute assurance



The Petitcodiac River at Low Tide, Moncton, N.B.

that the object of his quest will be accomplished. He may enter on what is in reality the greatest game preserve in the world.

Miramichi

The word "Miramichi" covers a wide extent of country and a wealth of resources to which no brief description can do justice. Newcastle and Chatham are among the progressive towns in this part of the world, and Chatham especially deserves mention. It has long been known as a great lumber centre—the port of distribution to all parts of the world, through square-rigged vessels carrying the flags of all nations—

but it is also a centre for the exportation of fish by the million. One of the great pulp mills of Canada is located here. Newcastle and Chatham lie in the heart of the great game and fish country which is covered by the route of the Intercolonial Railway.

Moncton. Here are the general offices and the mechanical workshops of the Intercolonial Railway. Apart from these, Moncton has the wonderful tidal phenomenon known as "The Bore." This bore is the result of the tidal wave striking the Atlantic coast and being forced into the funnel-shaped Bay of Fundy. In the narrow estuary of the Petitcodiac River it meets with such resistance that the whole body of the tide comes in in one rolling wave, sometimes rising to the height of ten feet or more, and which can only be understood by being seen.



The Petitcodiac River, Moncton N.B., showing approach of Tidal Wave.

En Route to St. John.

At Moncton the tourist may make his choice of several routes on the lines of the Intercolonial Railway. Going west 89 miles to St. John, he travels through a fully cultivated and flourishing country. At Salisbury connection may be made with the Salisbury & Harvey Railway for Hopewell Cape, with its wonderful rock formations and beautiful beach, and thence to Harvey and Alma. Continuing on the main line Petitcodiac, a stirring village, is reached, and then Sussex, situated in the Beautiful Kennebecasis Valley.

Some fair trout fishing is to be found in this part of the country.

Hampton, the shiretown of King's County, is in great repute as a summer resort for the people of St. John, a number of whom have fine private residences here. From this point



Near Hampton, N.B.

the Central Railway runs across the country to the flourishing village of St. Martins on the bay shore. Hampton is a very pleasant place, and, like Sussex, is making rapid advances year by year.

Rothsay, nine miles from St. John, has for many years been growing in favor as a place of residence for St. John business men and others, who find all the pleasures of rural life within a few minutes' journey from their offices and counting rooms. Many who are not permanent residents spend their summers here with their families, and the large hotel is well filled throughout the season. Many of the residents have gone to a large expense in the erection of handsome villas, and the tastefully arranged grounds with their ornamental trees and shrubbery make a fine appearance. The Kennebecasis River flows close by the track for a distance of several miles, the hills rising on the distant shore in picturesque beauty. As Riverside is reached one of the finest water race-courses on the continent is to be seen. Here is the scene of some famous aquatic contests by such oarsmen as Hanlan, Ross and others of lesser note.

St. John

The city of St. John has a history which extends back to the days when the land was Acadia and the banner of France waved from the forts of the harbor and river. But the founding of the city dates from the landing of the Loyalists in 1783. The latter, and those who took their places, labored faithfully and well to build a city, and thus they continued to labor for nearly a century, when the fire of 1877 came and the greater portion of the city was swept out of existence in a few hours. The destruction was swift and complete. With a surprising energy, however, considering the far reaching effects of the calamity, the people began their work anew, and the city of to-day, with a population of 50,000, is far more substantial and beautiful than the city of former years.

There is no lack of attractive drives around St. John. One of these is out the Marsh road, a smooth and level highway which is a favorite place for the wheelmen, as well as the owners of speedy horses. The drive may be continued to Rothesay, or beyond it. On this road, near the city, is the rural cemetery, located on a naturally beautiful site and made more beautiful by the care shown in recent years in the development of the park idea.

Another drive, diverging from the Marsh road, is to Loch Lomond, a favorite place for pleasure parties, where there is good fishing and boat sailing.



Atlantic Surf near St. John.

Driving through the North End, formerly the city of Portland, the stranger may ascend Fort Howe, have a view of the harbor and city, and then proceed to the banks of the broad and beautiful Kennebecasis. Or he may continue along Fort Howe to Mount Pleasant and thence to Rockwood Park. This pleasure ground, which comprises some 178 acres, has been established only a few years, but in that time much work has been done to improve what is naturally an admirable park ground. Lily Lake is included in the grounds and the drive around it is a pleasing part of the route.

All strangers who undertake to see St. John make a visit to the Reversing Falls. To see these at their best, care should be taken to go at or about the time of low water, for at half tide the



Lily Lake, Rockwood Park, St. John, N.B.

falls disappear. The phenomenon is easily understood when the nature of the river in reference to its outlet is considered. The River St. John takes its rise in the State of Maine and flows over 450 miles until it is emptied in the harbor on the Bay of Fundy. It, with its tributaries, drains two million acres in Quebec, six millions in Maine, and nine millions in New Brunswick. Yet this great body of water is emptied into the sea through a rocky chasm a little over 500 feet wide. Here a fall is formed. It is a peculiar fall. At high tide the sea has a descent of fifteen feet into the river, and at low tide the river has a like fall into the sea. It is only at half-tide, or slack water, that this part of the river may be navigated in safety.

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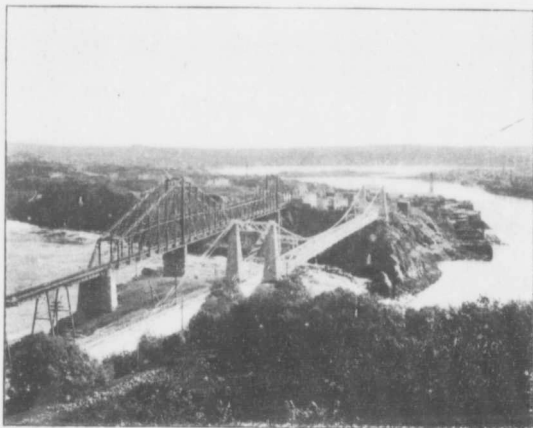
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At other times a wild tumult of the waters meets the eye. Across this chasm is stretched a suspension bridge seventy feet above the highest tide, for passenger and vehicular traffic, and a Cantilever bridge, giving the Intercolonial connection with the Canadian Pacific Railway and the vast systems of the United States.

Carleton, that part of St. John which lies on the western side of the harbor, is in a municipal sense the West End, and has an importance in the commercial affairs of St. John, from the fact that extensive harbor improvements have been made at Sand Point. Here is situated the grain elevator, with a capacity of 300,000 bushels. During the winter season several lines of transatlantic steamers make this their Canadian port for load-



Reversing Falls, St. John. N.B.

ing cargoes sent by rail from the west, and this part of Carleton is a very busy place throughout the season.

The tides in the harbor of St. John have an average rise of twenty-six feet, and ice is unknown during the most severe winters.

The New Brunswick Tourist Association, which has an office at the Board of Trade rooms, 85 Prince William Street, is seeking to make the attractions of St. John and the province better known abroad, and will be glad to furnish to strangers information on points of interest, as well as to hotels and houses where private board can be secured.

St. John has communication by steamer with Boston, Digby and Annapolis, Fredericton and points in the Bay of Fundy, and is easily reached from any point on the continent. The climate, like that of all parts of the Maritime Provinces, is a bracing one, a delightful feature being the cool nights during the summer. The leading hotels have a deservedly high reputation.

Many sportsmen are not aware that St. John is the most convenient point from which to reach one of the best moose hunting grounds in the province. These are in Queens County, and are reached in the short space of five or six hours, without the usual fatigue entailed by a long and tiresome journey over rough roads. Arriving in St. John the hunter can procure everything required in the way of supplies, and taking a train on the Intercolonial can connect with the Central Railway at Hampton or Norton. The latter road will take him to Cody's, at Washedemoak Lake, and from there he can drive up the Canaan River, twelve or fourteen miles, to the Forked Streams. He will be in the moose country from the time he leaves Cole's Island, and he will find moose to the north, south, east and west of him. Guides can be found at Cole's Island, where there is an hotel. The road follows the Canaan River to Havelock, and only a few miles of walking will be necessary. Two-thirds of Queens County is a moose region, and it has been but little hunted by sportsmen.

A Sail to Fredericton

by the St. John River is indeed one continuous panorama of beautiful scenery. Leaving St. John the lower portion of the river reveals some bold and striking scenery with high hills on either side. At Grand Bay the river widens, and on the right is seen Kennebecasis Bay, where the river of that name unites with the St. John. While the whole river is of a character to delight the yachtsman, special mention may be made of Kennebecasis Bay, a beautiful stretch of water on which a yacht may sail for twenty miles without starting a sheet. Gagetown, Sheffield, Manguerville and Oromocto are among the many attractive places along the river, and they are in a glorious farming country.

Fredericton, the fair capital of New Brunswick, has a population of about 7,000, and is a very delightful place for a summer sojourn. Beautifully situated on the riverside, it is one of those places which are suggestive of rest and comfort. Not that the city is dull in a business sense, but that the people, in their homes and surroundings, give one the idea that they appreciate and enjoy the country in which they live. The

residential portions of Fredericton are very attractive, shade trees being abundant and excellent taste being shown in respect to houses and grounds.

The Canada Eastern Railway runs from Fredericton to Chatham, a distance of 119 miles, connecting with the Intercolonial at Chatham Junction, 108 miles from Fredericton. Crossing the River St. John by a steel bridge the flourishing towns of Gibson and Marysville are the first places worthy of note. They are the scene of a number of large industries, and are monuments of the enterprise of Alexander Gibson, known as the lumber king.

The Canada Eastern follows the Nashwauk River for about twenty-two miles, and after reaching Boiestown, forty-eight miles, it continues along the course of the Southwest Miramichi until it reaches the Intercolonial at Chatham Junction. Both north and south of it are good moose and caribou grounds, reached from any point on the Intercolonial by way of Chatham Junction.

En Route to Prince Edward Island

Returning to the main line of the Intercolonial at Moncton and from Painsec Junction, a point a few miles east, there runs a branch line past Shediac to Point du Chene.

The village of Shediac is prettily situated, while the harbor is a beautiful sheet of water, about a mile and a half wide, and from three to five miles long. All around it is a smooth and gently sloping sand beach, affording every facility for bathing in the pleasantly warm water. Bath houses have been erected for those who desire them, and though the water is the salt sea from the Gulf there are no under tows to play tricks upon the weak and unwary. There are neither squalls nor rough seas in the harbor, and it is a splendid cruising ground for pleasure boats. Shediac Island, a short distance away, is much in favor for pleasure parties. A visit to the Cape, one of the prettiest places in the vicinity, will well repay one for the trouble.

Point du Chene, two miles below Shediac, is the deep water terminus and port of shipment. Here, in the summer, may be seen large numbers of square-rigged vessels, loading with lumber for places across the ocean. All that has been said of Shediac applies with equal force to the Point, and the latter has for the tourist additional advantages. The view from the shore on a calm summer day is one which cannot fail to charm. Add to this the fresh, invigorating breezes from the water, with excellent bathing and boating, and Point du Chene is one of the places to be sought as a quiet, healthful and restful retreat.

Good river trout fishing may be had in the neighborhood, and the harbor affords excellent sea trout, bass and mackerel fishing in the season. Of the shell fish, clams and lobsters are found everywhere, while the justly famous Shediac oysters are abundant.

"The Garden of the Gulf,"

as Prince Edward Island has been so appropriately termed, is reached in summer either from Point du Chene, N.B., or Pictou, N.S., on the fast and finely-equipped steamers of the Charlottetown Steam Navigation Company. Going by the first-named route the landing is made at Summerside, and Charlottetown is reached by a journey of forty-nine miles on the Prince Edward Island Railway, which stretches from Souris in the East to Tignish in the west, a part of the Canadian Government railway system. Leaving Pictou the trip is direct to Charlottetown. There is a daily service on each route.

The run across the Strait of Northumberland on a fine day is a most enjoyable trip. There are times when the water is as calm as that of a placid lake. As the island shore is approached the red of the earth and the bright green of the verdure show a most picturesque effect as a background to the smooth stretch of water, in which is mirrored the glory of the sunlight from the western sky. Under such conditions the first impressions of Prince Edward Island must always be such as will long be remembered, wherever one may go



A Country Drive, Prince Edward Island.

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Summerside is the landing place by this route, and is prettily situated, with much to commend it to the tourist. A beautiful little island, seen to the right on entering the harbor, has been deemed a good site for a summer hotel.



Steamer "Northumberland" running between Point du Chene and Summerside, P.E.I.

From a hill in the rear of Summerside is a glorious prospect of the country and of the waters to the north and south. Looking one way, Bedeque Bay is seen, with all its attractive surroundings, while beyond it lies Northumberland Strait, with the coast line of New Brunswick in the distance. In the other direction is Richmond Bay with its seven islands, and beyond it the Atlantic, while the irregular line of shore and the islands that dot the water make a fitting foreground for a truly entrancing picture.

Charlottetown, the capital and the commercial centre of the island, has a population of about 11,000. It has a fine harbor, and when seen from the water the city makes an especially fine appearance.

A closer acquaintance with the city confirms the good impression formed of it. Charlottetown is an exceedingly attractive place. It is well laid out, and the streets are of a generous width. There are a number of handsome public buildings, and, much taste is shown in the private residences and their surround-

ings. Several of the churches are fine specimens of architecture, and the new Roman Catholic Cathedral is one of the finest structures south of the city of Quebec. Queen Square, while in the business part of the city, is a place with many attractions, being practically a public garden, which is tastefully designed and is kept in excellent order.

Victoria Park, the natural beauties of which have been preserved, is convenient to the city, and is reached by a beautiful driveway, which skirts a portion of the harbor, passing Government House and Old Port Edward. At this end of the city are some excellent bathing places, and the water is of an agreeable temperature throughout the summer.

For points which lie along the shore, away from the railway, good teams are always obtainable, and several of the summer hotels send their own teams daily during the season to the railway station most convenient to their houses, or to any



Pownal Bay, Prince Edward Island.

other place when notified in advance by the travellers who are on the way. The island is a country famed for its good horses.

Several well known summer resorts are to be found on the north shore of the island, within easy distance of Charlottetown. These are found at Hampton, Stanhope, Brackley Beach, Rustico, Malpeque, Tracadie Beach and Cliff House.

There is excellent surf bathing and deep sea fishing in the vicinity. The harbor is a good one, and the town is a busy one in a commercial sense.

All along the coast between Souris and Georgetown are found the bays and rivers where trout and sea fowl abound. Unless on such a mission, however, the tourist will go to Georgetown on the railway, by way of Mount Stewart Junction.

Georgetown is beautifully situated in what is known as the district of Three Rivers, at Cardigan Bay, and is an ideal place for those who seek rest and quiet with agreeable surroundings on land and sea, and the place has an air of peculiar peace and quietness. There is good accommodation, nevertheless, for those who wish to spend a portion of their time here.

Much that has been said of the fishing around Souris will apply to Georgetown, and it is needless to say that there is every chance for bathing, boating and salt water fishing around Georgetown.

Much more than has been told of Prince Edward Island in this brief sketch will be found by the visitor who explores the land for himself. It is a fair and flourishing country, with pure air and a most healthful climate, where people of varied tastes can find recreation and rest. It is a delightful part of Canada that no tourist can afford to miss.

On the Main Line

Continuing from Moncton the tourist passes Memramcook and College Bridge, the station for St. Joseph's University, with other institutions, under the charge of the Fathers of the Congregation of the Holy Cross.

Dorchester village is pleasantly situated on the high ground above the valley through which the railway runs, and has a large hotel, modern in its appointments and designed to meet the wants of summer tourists.

The convenience of Dorchester to the tidal waters allows of excellent opportunities for bathing along the shore of the harbor, and a number of the leading residents have erected bath houses there. The beach is a good one and the water of a very agreeable temperature.

Eleven miles from Dorchester is Sackville, a very thriving village, and the seat of the Methodist Educational Institution, Mount Allison University. The natural advantages of this part of the country for agricultural purposes is very great, and farming is carried on with much success. The New Brunswick & Prince Edward Island Railway runs from Sackville to Cape Tormentine, between which point and Summerside, Prince Edward Island, a winter service is maintained. Here and there on the way from Moncton the traveller has caught glimpses of broad stretches of verdant marsh meadows. When he leaves Sackville he begins to realize the extent of them in this part of the world. The thousands of acres which he sees are but a

small portion of the ever fertile areas which are found around the head of the Bay of Fundy, and which have been a rich heritage to its people from the earliest days. Year by year the value of these marshes is increased by the process of accretion, and they may be said in respect to area and fertility to surpass any dyked marshes in the world.

Leaving Sackville and passing Aulac, beyond which is Fort Beausejour of historic fame, the traveller reaches that busy manufacturing centre—Amherst, on the boundary of Nova Scotia. The adjacent country affords good bass and trout fishing, while in the mountains to the south moose can be obtained.

Parrsboro, the terminus of the Cumberland Railway, reached from Spring Hill Junction, is on the shore of the Basin of Minas, and has many attractions for the tourist who wants quiet enjoyment. Partridge Island is an imposing headland in the vicinity of the village, from which there are fine views of the Basin and the surrounding country. Geese, brant, duck and other sea shore game are abundant around the shores, while some of the best moose and caribou hunting in Nova Scotia is to be had.

At Oxford Junction one may take the short line to Pictou, or en route may stop at such places as Pugwash or Tatamagouche, where the tourist tide has not yet come in, but where one who is in search of an ideal outing place, with sea bathing, boating, and game birds in their season, may realize the desire of his heart.

Pictou The town of Pictou, on the harbor of that name, is a place with about 3,500 inhabitants, and is an important shipping port. It is reached either by the railway from Oxford Junction, or from Stellarton, on the line between Truro and the Strait of Canseau. It is an old and substantial town, with the best harbor to be found in this part of Nova Scotia. Rising on a hill as it does, it makes a fine appearance when viewed from the water, or from the train as one approaches the station. A closer inspection shows some handsome public and private buildings. Vessels of all sizes and rigs are in the harbor and at the wharves, and the scene is altogether an inspiring one. The town does a large shipping business, and vast quantities of coal are sent from here to places near and far. Trade of other kinds is brisk, and large numbers of travellers visit the place at all seasons. It is one of the points of departure for Prince Edward Island, both in summer and winter.

Numerous beautiful drives may be had to the vicinity of East, West and Middle rivers, and Fitzpatrick's Mountain and Green Hill may also be mentioned. Another drive is down the shore to Caribou Point and between Caribou River and

River John. For bathing, a good place is at Caribou Cove, less than two miles from the town, where there is a fine sandy beach. Other good bathing places may also be found with little trouble. Those who wish to visit the Magdalen Islands will find a steamer leaving Pictou for that little known part of the Gulf of St. Lawrence.

Wentworth and Folleigh Valleys

Resuming the journey on the main line, at Oxford Junction, the traveller is carried over the Cobequid Mountains, and when he reaches Folleigh Lake he is 607 feet above the sea, if he stands on the track. This is

the highest point on the Intercolonial, with the exception of a summit beyond the Metapedia, and the air is very bracing. The scenery among the mountains is more than picturesque. Sometimes the eye will catch a pastoral picture of a winding valley, dotted with cottages in the midst of fertile fields, while far below him a glistening of water tells where the river flows through the bright green intervalles, or leaps in fairy-like cascades in its journey down the hillside.

At other times the train passes through long and deep cuttings, where the masses of rock bear witness to the labor required to break down the barriers of nature, and again the road takes a short cut from hill to hill, as at Folleigh Valley.

Truro is in truth an attractive and enterprising place.

The long, wide streets are adorned with shade trees; the houses, great and small, have well kept lawns and tasteful flower gardens, and visitors are always well pleased with the town. Yet the town is more than good looking; it is active and enterprising. A number of important industrial establishments are in operation. Many of the buildings, and notably some of the more recent ones, are handsome and imposing structures. Truro is in every sense a live town, and one evidence of this is found in the excellence of the leading hotels. The Normal School and the Agricultural School are among the institutions worthy of special notice.

Close to the town, yet wholly apart from the surroundings of everyday life, is Victoria Park, a place which nature has admirably adapted to the purposes of a pleasure-ground. One portion of it is a picturesque gorge through which tumbles a murmuring brook. Following its windings and travelling the paths which lead around the well-wooded hillsides the visitor finds a cascade of singular beauty, pouring over a barrier of rock that rises to a height of fifty feet or more above the pool which the waters form at its base. This is the place of which the gifted Joseph Howe wrote, three score years ago, that "never

was there a more appropriate spot for our old men to see visions and our young men to dream dreams." After such a tribute it is but just that the memory of its author should be honored in the name of the Joe Howe Falls. Further up the stream is another waterfall amid romantic surroundings, while the park, as a whole, is so charmingly rustic that the best of judgment has been required to guard against too much of alleged improvement by man.

If one has not seen the Acadia Mines, a drive to them from Truro, a distance of twenty miles over a good road, is well worth the trouble. Another drive of twenty miles over Tatamagouche Mountains to Farm Lake takes one through a rich variety of mountain scenery, elevated over a thousand



[1' 7] Joe Howe Falls, Truro, N.S.

feet above the sea, where the fisherman may enjoy a calm content amid nature's beauties, and have a further reward in an abundance of trout of the best quality, which are found in all of the numerous lakes in this vicinity.

Some good fishing, especially of trout and grayling, is found in the rivers in the vicinity of Truro and in Folley Lake. The latter is a pretty sheet of water, with clusters of islands, and boats are kept for the use of visitors.

A thick forest covers all the range of mountains from Truro to Tatamagouche Bay, and affords good sport. The best moose ground, however, is among the Stewiacke Mountains, beginning say, fourteen miles from the town. Johnson's Crossing, five

miles, and Riverdale, twelve miles, have also good reputations. Caribou are migratory, and not to be depended on, but a likely place for them is at Pembroke, twenty-three miles distant.

Truro is an important railway centre, for, in addition to its being the junction of two main lines of the Intercolonial Railway, the one from Halifax and the other from the Sydneys, the Midland Railway of Nova Scotia also runs from here to Windsor.

From Truro to Halifax the railway runs through a fine country, the most flourishing portion of which is not seen by the traveller. Large tracts of rich intervale and excellent upland combine to make this one of the finest farming districts in Nova Scotia. Through it the Stewiacke River, which takes its rise among the hills of Pictou, flows for forty miles or so until it empties into the Shubenacadie.

Both these rivers have good fishing, and so have the lakes beyond the latter as Windsor Junction is approached.

Game is abundant in the country between Shubenacadia and Canseau, and some of the finest moose in Nova Scotia have been found in that district.

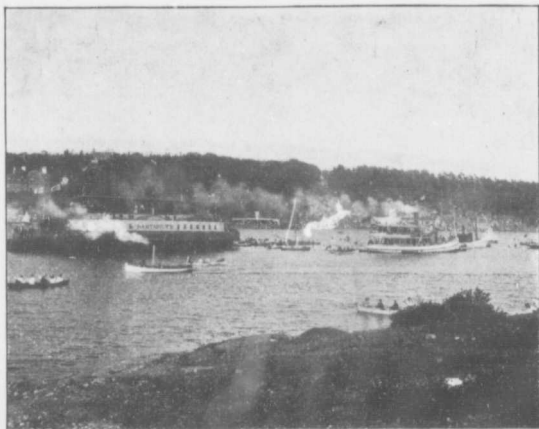
Windsor Junction, fourteen miles from Halifax, is important from a railway point of view. Here a branch of the Intercolonial, under a lease to the Dominion Atlantic Railway, runs to Windsor and connects with that line for the Annapolis Valley and the western part of Nova Scotia. From Windsor Junction, also, a branch of the Intercolonial runs to Dartmouth, opposite Halifax, a distance of thirteen miles, taking in the Waverley gold mine.

Passing Windsor Junction the next station is Bedford, nine miles from Halifax, and here is seen the upper end of that beautiful sheet of water—Bedford Basin. Along its shore the train passes and, as the city becomes nearer, the beauty of the scene increases.

Halifax known all over the world as one of the important military and naval stations of the British Empire, is located on a peninsula and founded on a rock. East and west of it the sea comes in, robbed of its terrors and appearing only as a thing of beauty. The water on the west is the Northwest Arm, a stretch of about three miles in length and a quarter of a mile in width. To the south and east is the harbor, which narrows as it reaches the upper end of the city and expands into Bedford Basin, with its ten square miles of safe anchorage. The Basin terminates at a distance of nine miles from the city, and is navigable for the whole distance. The city proper is on the eastern slope of the isthmus and rises from the water to a height of two hundred and fifty-six feet at

the Citadel. On the eastern side of the harbor is the town of Dartmouth. In the harbor and commanding all parts of it is the strongly fortified George's Island, while at the entrance, three miles below, is McNab's Island, which effectually guards the passage from the sea. The harbor is one of the finest in the world—a haven in which a thousand ships may rest secure, and yet but a little way removed from the broad ocean highway which unites the eastern and western worlds.

Citadel Hill, 256 feet above the level of the harbor, is the crowning height of Halifax as seen from the water. On it are fortifications begun by the Duke of Kent, altered and improved for a time to keep pace with the advances in the science of warfare, but now regarded as obsolete. There is a thoroughly



Regatta, N. W. Arm, Halifax, N.S.

modern system of fortifications in and around Halifax, however, the islands and prominent points of the shore being fully equipped for purposes of defence with the latest armament of quick-firing and disappearing guns. One may see here some of the finest troops of the line and some of the most famous of modern cruisers. The sham fights which take place now and then during the summer are of themselves no small attraction for those who would learn something of the art of war without its horrors.

The seeker after a good view of the city and its surroundings may have the very best from the Citadel. It commands land and water for many miles. The Arm, the Basin, the harbor

with its islands, the sea with its ships, the distant hills and forests, the city with its busy streets—all are present to the eye in a beautiful and varied panorama. Dartmouth, across the harbor, is seen to fine advantage, while on the waters around the city are ships of all the nations of the earth. No amount of elaborate word-painting would do justice to the view on a fine summer day. It must be seen, and once seen it will not be forgotten.

Halifax is a British city in a very pronounced degree—the most British on the continent, nor is this strange when it is considered that it has always been a garrison town and naval port, that its commercial relations with the Mother Country have been very extensive, and that the family ties between the



In the Public Gardens, Halifax, N.S.

people of Halifax and those of England are very numerous.

The attractions for visitors are so many, in and around Halifax, that one must look to the local guides for more complete information. The fortifications on McNab's and George's Islands, as well as the various forts around the shore, are all worthy of a visit. After they have been seen the visitor will have no doubt as to the exceeding strength of Halifax above all the cities of America. The dock yard, with splendid examples of Britain's naval power, is also an exceedingly interesting place, and always presents a picture of busy life in which the "oak-hearted tars" are a prominent feature. There are many choices in respect to drives, which can be varied according to

the time at one's disposal. A favorite one is down the Point Pleasant road and up the Northwest Arm. The Arm is a peculiarly attractive place, especially when the drive is continued past Melville Island and as far as the Dingle. From the Arm one may drive out on the Prospect Road and around Herring Cove. The view of the ocean had from the hills is of an enchanting nature. Another drive is around Bedford Basin, coming home by way of Dartmouth; or one may extend the journey to Waverley and Portobello before starting for home, the drive being in all twenty-seven miles. To the drives around Dartmouth reference will be made later. Excursions are also made to McNab's Island and others of the islands. Indeed, speaking generally, it may be said that all around Halifax are bays,



Atlantic Surf near Halifax, N.S.

coves, islands and lakes, any one of which is worthy of a visit, so that the tourist may see as much or as little as he pleases.

In the city itself there is much to interest a stranger. Apart from all that pertains to the army and navy, there are many public buildings and institutions which are worthy of attention. Among these are the historic Province Building, with its legislative hall and the provincial library, the beautiful Dominion Building, several historic churches, handsome modern churches, asylums and all kinds of public institutions—some of which bear glowing tribute to the charity and philanthropy of the people. The Public Gardens belonging to the city will be found a most pleasant retreat, with their trees and flowers, fountains,

lakes, and cool and shady walks. Here one may enjoy the fragrance of nature in all its glory, while the eye is feasted with nature's beauties. These gardens, in proportion to their size, have no superior in the cities of America. Their area is about fourteen acres, and every yard of the cultivated ground bears evidence of the best of taste in design and execution. Point Pleasant Park is another exceedingly beautiful place, with its drives and pathways and the sea close at hand.

One should have a sail on Bedford Basin, that fair expanse of water, broad, deep, blue and beautiful. Here it is that yachts and boats of all kinds are to be found taking advantage of so fair a cruising ground, spreading their sails before the breezes which come in from the Atlantic. It was on the shore of this Basin that the Duke of Kent had his residence, and the remains of the music pavilion still stand on a height which overlooks the water. The "Prince's Lodge," as it is called, may be visited during the land drive to Bedford. It was a famous place in its day, however, and the memory of the King's grandfather will long continue to be held in honor by the Halifax people.

The facilities for seeing Halifax easily and at small cost have been improved by the formation of a Tourist Association, with an office at 134 Hollis street, where strangers can get all desired information, both as to accommodation in the way of board and as to routes around the city and through the province.

There is a fine electric railway service, and in other respects, including the hotels, the city, with all its ancient associations, is in line with the wideawake cities of the age.

The marine railway and dry dock are among the objects of interest, and when one begins to go around the harbor he finds more than enough to engage his attention. Halifax is a very live seaport. It has communication with all parts of the world by steamer and sailing vessel. Hither come the ocean steamers with mails and passengers, and numbers of others which make this port of call on their way to and from other places. A large trade is carried on with Europe, the United States and the West Indies, and from here also one may visit the fair Bermudas. Steamers arrive and depart at all hours, and the harbor is never dull. One can go to Europe or any of the leading places of America without delay.

The town of Dartmouth, with a population of about 7,000, is situated across the harbor from Halifax, and is easily reached by a finely-equipped steam ferry. As already mentioned, it may also be reached from the Intercolonial Railway by taking the Dartmouth branch at Windsor Junction. An attractive part

of the town is the park, which comprises about sixty acres, and has a beautiful location on high ground. The views from this part of Dartmouth are extensive and varied, that from Mount Edward being an especially fine one.

It is by way of Dartmouth that Cow Bay is reached by a drive of nine miles, for six of which the salt water is in view. It has a fine beach, where the sea rolls in with a magnificent sweep, and where the bather can safely go to a long distance from the shore. The beach is about half a mile long, and close at hand is a fresh water lake.

Other places of interest in this part of the country are Seaforth, twenty miles from Dartmouth; West Chezzetcook, twenty miles, and Lawrencetown, fourteen miles. Here will be found good scenery and bathing, while all kinds of sea birds are abundant.

At Cole Harbor, where there is an Indian settlement, snipe, plover, yellow-legs and curlew are also plentiful.

Blue-wing duck and teal are found along the lakes between Dartmouth and Waverley from September to March, while woodcock, snipe and partridge are found in various parts of this district.

Good trout fishing may be had in Spider Lake, six miles from Dartmouth, and in Soldier Lake, twelve miles from the town. Grayling are caught in Waverley Lake, seven miles from Dartmouth, and the fishing stand is close to the highway.

East and West of Halifax

The county of Halifax extends along the Atlantic coast nearly a hundred miles, and has a number of fine harbors. Its shore fisheries are extensive and are an important source of revenue to the people. The Halifax fish market is, indeed, one of the sights of the city, and nowhere can there be seen a greater variety of the finest fish of the sea.

The traveller may go east or west along the shore according as his taste may be for sport or for a mere pleasure trip. To the eastward is somewhat wild country, on the shores of which fishing is extensively carried on, and which has numerous arms of the sea which admirably suit the occupation of its people. Back from the shore the country abounds in heavy forests, and is abundantly watered with lakes. This is the great country for moose and caribou. They are found in all the eastern parts of the country, and within easy distance of the settlements. Here is the place for sportsmen—a hunter's paradise.

To the west of Halifax the great attraction is to take the Lunenburg stage line and go to Mahone Bay. The drive is one

of the most beautiful to be found. Chester, a most alluring place for all who seek enjoyment, is only forty-five miles from Halifax, and may be reached either by steamer or stage coach. The road to it is excellent, and the stages are models of speed and comfort.

The fishing of this part of Nova Scotia is, to a great extent, for sea trout, which are found in the estuaries of all the rivers. Salmon is found where the river is of good volume and the passage is not barred. Gold River, at the head of Mahone Bay, has good salmon fishing in May and June. In the other rivers to the westward the best time is in March and April. The sea trout are found in the estuaries at all times during the summer. To the east of Halifax, fine trout are caught in Little Salmon River, seven miles from Dartmouth, in the month of September, while further down both salmon and sea trout are caught from June to September. Besides this, it should be remembered that trout are found in all of the many lakes.

The Land of Evangeline

At Halifax trains may be taken by the Dominion Atlantic route for Windsor and points in the Annapolis Valley, the Land of Evangeline. Beyond Windsor lies Grand Pré, the great marsh meadow of former days. The Acadians had about 2,100 acres of it when they had their home here, and there is more than that to-day. In the distance is seen Blomidon, rising abruptly from the water, the end of the North Mountain range. The Basin of Minas, which runs inland for sixty miles, shines like a sheet of burnished silver in the summer sunshine.

Few traces of the French village are to be found. It has vanished from the earth, but the road taken by the exiles as they sadly made their way to the King's ships may still be traced by the sentimental tourist.

Wolfville and Kentville are attractive places. Beyond them the Annapolis Valley is traversed until Annapolis Royal is reached.

The Annapolis Valley is famed for its fertility. It lies between the North and South Mountain ranges; and thus sheltered, with a soil unusually rich, it has well earned the name of the Garden of Nova Scotia.

Returning to Truro and taking the main line of the Intercolonial Railway, there begins a delightful journey to the Sydneys. At Stellarton—a junction point for Pictou and the short line to Oxford Junction and New Glasgow—the traveller is in the heart of the coal mining district of Nova Scotia. New Glasgow is a rapidly growing town, and some very fine scenery is to be found in its vicinity.

Antigonish has frequently been described as one of the prettiest villages in the eastern section of Nova Scotia. It is beyond doubt an attractive place. Its tidy dwellings stand amid beautiful shade trees on low ground, while the hills rise in graceful cones near at hand. Among these hills are sweet and pleasant valleys, and the brooks are as clear as crystal. The village is the seat of the Bishop of Antigonish. St. Ninan's Cathedral is a fine edifice, built of stone and erected at a big expense.

The mouth of the harbor is eight miles from the village, and a number of the residents have summer cottages there. The beach is of smooth sand and permits the bather to go out a long distance from the shore.

In approaching Antigonish by the railway, after leaving Barney's River, the road runs through a canyon, extending for a number of miles, and which is part of the beautiful Piedmont Valley. Far away and near at hand rise tree-clad hills, on which the sunshine gives a glory to the varying hues of summer foliage, to show in vivid contrast with the shadows cast in the vales beneath.

Near Antigonish is Sugar Loaf Mountain, with a height of 750 feet—from which is a view of sea and land that includes even the shore of Cape Breton. Only a few miles from Antigonish is Gaspereaux Lake, which is 500 feet above the water in the harbor, so it will be seen that there is no lack of hills, with all kinds of scenery, in this part of the world.

Leaving Antigonish, South River is the first place to claim attention, with its picturesque islands and green hills, while here and there the white plaster rock brings out the colors of the forest and field in bright relief. If the journey be made in the autumn it is almost a certainty that wild geese and ducks will be seen at South River. It is no uncommon thing for an approaching train to cause several flocks to rise from the river close at hand, while at a distance may be seen the heads of thousands of others, as they float tranquilly on the water.

Tracadie station is twenty-one miles from Antigonish, and there is a good harbor near at hand, opening into St. George's Bay. There is an Indian reserve in the neighborhood.

The Strait of Canseau is the great canal which nature has placed between the ocean and the Gulf of St. Lawrence, by which not only is distance shortened, but the perils of the sea are, in many cases, reduced to a minimum. Fourteen miles or so in length, and about a mile in width, its strong currents assert its claim to be part of the great sea beyond, while the thousands of sail passing and repassing year after year tell of its importance to the trade of the whole Atlantic Coast.

The Intercolonial Railway reaches the Strait of Canso at Mulgrave. Here the high land on the western shore affords some glorious views, both of the long stretch of water, dotted with all kinds of craft, and of the sloping hills of the island beyond.

Mulgrave has not only an hotel but a number of private houses where excellent accommodation can be had by those who wish to remain for a time or make this the centre from which to visit some of the places along the Strait. The roads are good and there is fair fishing in the vicinity.

Port Hawkesbury and Port Hastings, on the other side of the Strait, are also good places for those who are in search of rest and quiet, with plenty of sea breeze, a good view of the waters east and west and every chance for boating, driving or wheeling. Good accommodation is to be found at both places.

Steamers leave Mulgrave on certain days of each week for Guysboro and Canseau, on the Nova Scotia shore to the southward, and for Arichat on the Cape Breton side. A steamer also runs up the north shore of Cape Breton to Port Hood, Margaree Harbor and Margaree Harbor. In both directions are places to delight those who want to get thoroughly out of the ordinary course of the tourist, and yet find much that is novel and of interest.

Guysboro

The distance from Mulgrave to Guysboro by water is about twenty-five miles, and it is an exceedingly pleasant trip on a summer day. Guysboro, situated at the head of Chedabucto Bay, is delightfully quiet and restful, and the surroundings are full of beauty. The harbor is one to excite admiration, while there are unlimited opportunities for boating, bathing and fishing. The river, for about ten miles up from the village, has high hills on each side and abounds with picturesque scenery.

No one need lack for fishing in this part of the world, and there is a great variety of it. In the salt water are mackerel, cod, haddock, perch and smelt. Sea trout are plentiful in the rivers which empty into the bay, and brook trout and salmon may be caught in all the rivers and lakes in this part of the province.

Geese and duck are found everywhere along these shores, partridge abound in the woods, and the country to the rear of Guysboro is famed as a resort of moose.

Chedabucto Bay is about twenty-five miles long and varies from four to ten miles in its width. It is famed for the abundance of mackerel caught in its waters.

Canseau has many attractions for those who love the sea. The situation of the village is charming, and there is no lack of facilities for boating, bathing and all kinds of fishing. The sea is the farm of the people and boats are their chief means of conveyance, though teams are easily procured by those who wish to drive around the country.

A sail around the waters in the vicinity of Canseau is full of delightful surprises in the way of scenery. In and about the passages between the islands are not only all kinds of landscape and water views, but one may go upon the open ocean, with Ireland as the nearest land to the eastward.

Canseau is in close touch with every part of the world through being the cable station for both the Western Union and Commercial Cable companies.

It has good accommodation both in the way of hotels and private houses.

Arichat is a restful place, with good bathing, boating, salt and fresh water fishing, and good roads for driving or wheeling. It is the chief port of Isle Madame, which is separated from the main island of Cape Breton by Lennox passage. Isle Madame, which includes some smaller islands, is about sixteen miles from east to west, and a little more than half that distance from north to south.

Houses are easily procured at Arichat by those who wish to board themselves during the summer, and some visitors from Massachusetts have come here regularly for several years, boarding themselves and making bicycle journeys around the country. There are some attractive bits of scenery around the island, and the marine views are excellent.

St. Peter's and the Canal In going from Mulgrave to the Bras d'Or by steamer the route taken is along the Strait of Canseau and through Lennox Passage to St. Peter's, where the canal gives access to the famed inland sea.

At the northern end of the canal the journey may be continued to Sydney by steamer, or the Cape Breton division of the Intercolonial Railway taken at Grand Narrows for Sydney, Mulgrave or any intermediate places.

There is good bathing at St. Peter's, and as a matter of course there is every facility for boating, both in the bay and the inlet at the other end of the canal. Excellent trout fishing may be had by going a short distance.

The roads in this part of the country are excellent.

St. Peter's Inlet is studded with islands clad in verdure, and there are times when the scene is unusually beautiful, even for a land in which beauty is everywhere.

The section of Cape Breton from Hastings to Port Hood, Mabou and Broad Cove, has recently been made more convenient of access by the opening of the Inverness & Richmond Railway, connecting with the Intercolonial Railway at Point Tupper.

A steamer also runs from Mulgrave to Port Hood, a distance of twenty-six miles, on regular days of each week. Port Hood is near the entrance to the bay, and from there the journey may be continued to Mabou, Broad Cove, Margaree Harbor and Cheticamp, beyond which there is little on the north coast to interest the tourist, unless he is anxious to have a bracing cruise round Cape Lawrence and Cape North to see the grandest scenery in Cape Breton.

Port Hood is a place not much known to tourists, but a stay here may be made very enjoyable to those who want rest and quiet, and every chance for boating, bathing and fishing. The hotels are good, and private board can be secured when desired. There are good boats and skilful boatmen here, and excursions may be made around the shores and to the islands.

Mabou is very beautifully located on the riverside, a few miles from the harbor. The rivers which empty into the harbor afford excellent trout fishing. A number of other rivers within easy distance also furnish fine sport. The scenery in this vicinity is everywhere attractive, and there is no limit to the excursions which may be taken by carriage or boat. Mabou has good bathing places, and the accommodation for visitors is very satisfactory both at the hotels and at private houses. Broad Cove is an indentation of the coast, about twelve miles long and two miles deep. Here there are coal mines which are now being vigorously worked.

Margaree village is a quiet place, with good farms in the neighborhood and good sea fisheries along the shores. The great fame of the Margaree district, however, arises from the wonderful trout fishing found on the river and in the other waters of the interior. The fishing grounds are usually reached by taking the Intercolonial Railway to Orangedale station, twenty-nine miles from Point Tupper, and going to the interior by way of Wycocomagh. In this way fishing may be had at various points along the route, but the best pools are thirty-seven miles from Orangedale and eight miles from Margaree Harbor.

Cheticamp

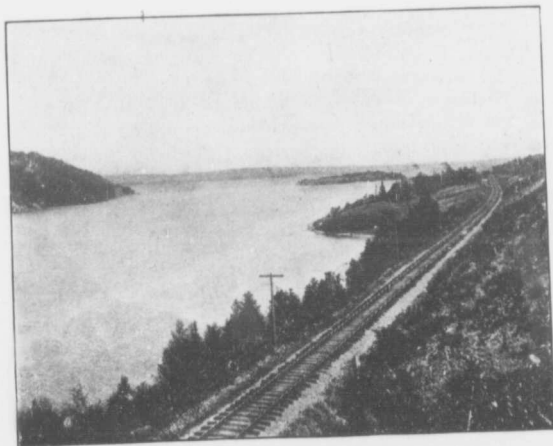
is well suited for boating and bathing. There is a gradually sloping sand beach, three miles long, with not a rock along its entire length. Good accommodation can be secured and vacant houses can be rented for the whole or a portion of the season. A conspicuous object, seen for many miles away in approaching Cheticamp by water, is the Catholic church, a new and handsome structure which will hold about 4,000 people.

There is good trout and salmon fishing, but not to the same extent as at Margaree. Of salt water fishing there is a great variety, for this is one of the great fishing districts of the Gulf.

Beautiful Bras d'Or

Returning to Mulgrave, the tourist crosses the Strait of Canseau, to take the railway along the Bras d'Or. If he wishes to go by steamer by way of Lennox Passage and St. Peter's canal, to which reference has already been made, he can arrange to return by rail.

Cape Breton is usually spoken of as an island, but it actually consists of a number of islands, while there are numbers of



The Bras d'Or Lakes.

peninsulas out of which even more islands could be made, were there any occasion for the work. Water, fresh and salt, has been distributed very liberally in this part of the world, and it

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is to this that Cape Breton owes much of its charm as the paradise of the summer tourist.

It has been so far removed from the bustle of the world in the past that there is a freshness about it that may be sought for in vain along the beaten highways of travel.

Commencing at Point Tupper, in the first half of the journey little is seen of the people of the country. The country itself, however, begins to give glimpses of its beauty at such places as Seal and Orange Coves, McKinnon's Harbor, and the various inlets of Denys River. Then comes the famed Bras d'Or.

Who can describe the beauties of this strange ocean lake, this imprisoned sea which divides an island in twain? For about fifty miles its waters are sheltered from the ocean of which it forms a part, and in this length it expands into bays, inlets and romantic havens, with islands, peninsulas and broken lines of coast—all combining to form a scene of rare beauty, surpassing the power of pen to describe. At every turn new features claim wonder and admiration. Here a cluster of fairy isles, here some meandering stream, and here some narrow strait leading into a broad and peaceful bay. High above tower the mountains with their ancient forests, while at times bold cliffs crowned with verdure rise majestically towards the clouds. Nothing is common, nothing tame; all is fitted to fill the mind with emotions of keenest pleasure. Every variety of landscape meets the eye of the delighted stranger, and it is because of this variety that the eye never wearies and the senses are never palled.

Orangedale, twenty-nine miles from Point Tupper, is the point on the railway from which Whycomomagh is reached by a drive of seven miles, and teams are in waiting on the arrival of express trains. Orangedale is at the head of one of the numerous little arms of the Bras d'Or which are found in this part of the journey.

Whycomomagh is situated on the basin which is the termination of St. Patrick's Channel, which has its mouth more than twenty miles to the eastward, beyond Baddeck. To go from this part of the railway to Whycomomagh wholly by water would mean a journey of about forty miles, but a few miles east of Orangedale is an islet which extends so as to leave only half a mile of land to cross in order to reach Whycomomagh Basin.

The drive from Orangedale is an attractive one, the latter portion of it being around the shore of the basin. Whycomomagh village is in a location which leaves little to be desired by tourists, and the surroundings both on land and



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water are full of beauty. The summer climate here, as indeed in all this part of Cape Breton, is well nigh perfect.

The bathing around the shores, which are well shaded by trees in many places, is very inviting. Boating in the basin is equally alluring and is absolutely safe. There has never been a drowning accident.

Grand Narrows

is the halfway point between the Strait of Canseau and Sydney. It is a central point as regards travel to some choice spots on the Bras d'Or, and has a well equipped hotel. At Grand Narrows the hitherto wide expanse of water, with a width of twelve, fifteen and eighteen miles from shore to shore, is left behind as the journey is continued to the eastward, and the Bras d'Or changes from a broad basin to make its way through a passage less than a mile in width, the name of which is Barra Strait. Grand Narrows is a pretty place, with many opportunities for the tourist to find summer recreation. The climate in all this part of the country is delightful.

Grand Narrows is centrally situated as regards some of the most inviting spots in Cape Breton. Baddeck is only twelve miles distant by water, and a trip of twenty miles from it takes one to the beautiful Whycomagh. It is hardly necessary to say that opportunities for good bathing and safe boating are found everywhere in this diversified region of land and water, while there is an abundance of fishing. Trout are caught with the fly from the Bras d'Or as close to the hotel as the railway bridge, and what is more singular, fine fat codfish also rise to the fly in the autumn and are easily taken.

Fresh codfish may be had here every day in the year, if the trouble is taken to catch it. Salmon are netted in front of the wharf, and smelts are also abundant. The mackerel in the Bras d'Or are very large and fat. Here, too, are extra large lobsters and oysters.

The view from the top of Grand Narrows Mountain, about 1,000 feet above the water, is a very extensive one. It takes in the great lake up to St. Peter's, West Bay, Malagawaatchkt, Baddeck, the Little Bras d'Or for thirty miles and a portion of East Bay. In it are included the Whycomagh mountains, River Denys mountains and the higher mountains to the north and west. One of the most attractive of the drives is that around Narrows Head and Piper Cove, taking the highway leading east from Grand Narrows and making an almost circular drive of seven or eight miles.

Then, as for game, the sportsman may find all the partridge he seeks in the woods, and thousands of plover, black duck, curlew and other sea fowl, at all the inlets along the shore for

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many a mile along the line of railway. Grand Narrows has not a monopoly of the good things, but it is convenient because of its central situation.

The railway bridge which crosses Barra Strait at Grand Narrows is a handsome as well as substantial structure, with a length of 1,697 feet. It is the link which connects the eastern and western divisions of the road.

Baddeck

Daily week day steamer trips are made, during the season of navigation, between Grand Narrows and Baddeck, a distance of twelve miles, and calls are made at both places by the steamers on the route between Mulgrave and Sydney.

Baddeck is a place of which much has been heard in recent years, and its reputation has been increased by the fact that several wealthy citizens of the United States have made their summer homes here, living in their own houses. Many



View from Baddeck.

strangers, doubtless, have an idea that there is nothing to equal Baddeck in Cape Breton, and that when they have seen it and made a hasty trip through the Bras d'Or they have got a sight of all that is worth seeing. The truth is that, while Baddeck is a place with many advantages and much natural beauty, it is only one of the number of points which ought to be visited in order to get an intelligent comprehension of the attractiveness of that summer land.

Nobody should miss seeing Baddeck, however. Going by water from Grand Narrows, Iona is passed on the northern shore, and further along lies Moolasaalckt, or Big Harbor. About three miles beyond this is the headland known as Watchabukctekt on the left, and Bienn-Bhreagh on the right. These guard the harbor of Baddeck and the entrance of St. Patrick's channel, which leads to Whycomomagh basin. On the side of Beinn-Bhreagh, otherwise known as Red Head, is the beautiful summer cottage of Dr. A. Graham Bell, of Washington, the inventor of the telephone. In the harbor is Spectacle Island, so called from its fancied resemblance to a pair of glasses.

The situation of the village, on the gentle slope which rises from the land-locked harbor, gives it a fine appearance, and those who seek an outing here are not disappointed in the many natural advantages which Baddeck affords for the health and pleasure seeker. The facilities for bathing and boating are especially good, and the water is delightfully warm. The scenery everywhere in this vicinity is of a beautiful description, and the chances for excursions both by land and water are practically without a limit. They can be made to embrace the north shore of Cape Breton, the Bras d'Or lakes, and even the open Atlantic, by way of St. Ann's Harbor and Bay, to say nothing of the many attractions in the limited area of a few miles around the village.

Baddeck is a point from which the best trout and salmon fishing in Cape Breton can be reached.

There are two hotels at Baddeck, and excellent board can also be secured in a number of private houses.

Grand Narrows to Sydney

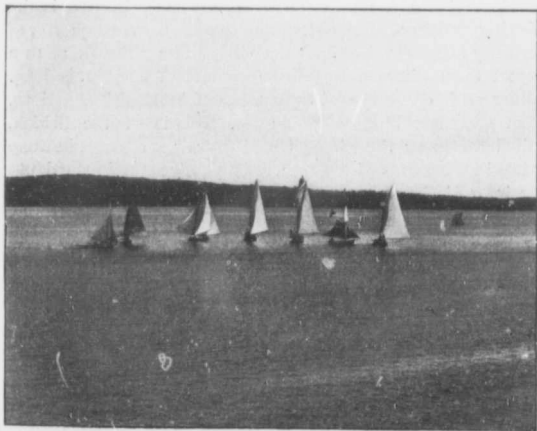
Leaving Grand Narrows the railway follows the south shore of the Bras d'Or for about thirty miles until George's River is reached, when it diverges to the south to reach Sydney. About twelve miles from Grand Narrows the Little Bras d'Or is seen. This is the minor outlet of the lake, separated from the main outlet, the Great Bras d'Or, by Boulardarie Island. The Little Bras d'Or is from two to three miles wide for twenty miles or so, and is very deep in places.

The railway journey permits of some extended and beautiful views along the Little Bras d'Or. Especially is this the case in the vicinity of Long Island, where some fine stretches of water and picturesque bits of landscape are seen.

The Sydneys

Under the term of The Sydneys are included the towns of Sydney and North Sydney. To understand the location of the Sydneys one must know something about the harbor. This is one of the best in America,—safe, capacious, easy of access and navigable at all seasons. It opens into the Atlantic and is nearly two miles wide at the entrance. Of great depth and so sheltered as to protect it from the force of storms, no haven on the North American coast is more easily entered by ocean going craft, and none is more secure. It is absolutely clear of obstructions, and it is commodious enough for the fleet of a nation to ride at anchor and leave plenty of room for the demands of the commercial marine. At a distance of four miles from the mouth it divides into the Northwest and South Arms. On the north side of the harbor, before the division is reached, is the town of North Sydney, while Sydney is situated on the South Arm. Apart from all that is implied by a journey through the glorious summer country of Cape Breton, Sydney itself is beautifully situated on the rising ground of the Southwest Arm, a most attractive sheet of water which becomes part of the main harbor a short distance below. There is every opportunity for the best of boating, yachting and bathing in these waters, while the drives to beautiful parts of the country in the vicinity are limited in variety only by the time at the disposal of the visitor.

The operations of the Dominion Iron and Steel Company at Sydney are on a very large scale and have had a most



Yacht Race, Sydney Harbour.

important effect on the history of the progress of that part of Canada. The whole works form practically a town within themselves, where, with the blast furnaces, the stock yard, offices, open hearth ovens, blooming mill, rail mill, plate mill, machine shop, foundry, shacks, hospitals, store rooms, etc., a thorough system of a busy city is found.

Some fine sea trout fishing is had during the month of August at North River and Indian Brook, on the north shore of St. Anne's Bay, reached by a steamer which makes the trip from Sydney and North Sydney twice a week, the voyage taking about three hours. The trout are from four to seven pounds in weight, and occasionally still larger. This part of the country may also be conveniently reached from Baddeck. Continuing the journey further up the coast to Ingonish, the most rugged and sublime scenery is found. Here are hills towering high above the sea, and in some instances they are sheer precipices. At South Bay, Ingonish, is the highest precipice in Cape Breton, commonly known as Old Smoky. The village at South Bay is on the beach, and above it the mountains rise to a height of from 500 to 1,000 feet. There is always a roar of the sea on the beaches of this part of the coast, and all the surroundings are sublime.

Along the shores of this coast and in the forests of Ingonish are great chances for shooting. Caribou, geese, duck, curlew, plover, snipe and partridge abound, and of late moose have also been found in the woods.

North Sydney, on the shore of the main harbor, is the shipping and commercial port, and in a little over a quarter of a century it has developed from a village along the shore to a seaport town where a very large amount of business is done. Sailing craft of every description and of all maritime nations, ocean steamers, liners and tramps, cruisers of the British, United States or French navies, all cast their anchors in these waters in the course of a season. They may come in the depth of winter if they choose, for the harbor is open then as in the summer, and from this port the steamer Bruce makes its regular trips to Port aux Basque, Newfoundland, throughout the year. Other lines of steamers make this their terminus, and an extensive trade is carried on both with Newfoundland and the French islands. The important settlement of Sydney Mines, a mile or two distant, has also its influence on the prosperity of the town.

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Historic Louisbourg

The Sydney and Louisbourg Railway affords an easy way of reaching the famous fortifications, or what is left of them, and of seeing some places of interest between the two points. Along this line, at Dominion, Bridgeport, Glace Bay and Morien, are seen the evidences of the great coal mines of this part of Cape Breton. At Big Glace Bay is a fine surf beach, where the best of sea bathing may be enjoyed. Cow Bay, or Marien is another place naturally beautiful and well adapted to be a watering place. It has an excellent beach.

The choice place for a summer resort, however, is Miré, with its splendid beach and yet more beautiful river. The beach is a mile in length, and slopes so gradually that the bather may walk out for two hundred feet from the shore.

The fortifications of Louisbourg are reached by a drive of four miles or so from the station, but when a boat can be obtained a better way is to go by water. The village itself has little to interest the stranger, but the harbor is a notably good one. The chief interest of visitors, however, is in the ruins.

Desolate enough are the fortifications of Louisbourg to-day, and only to be traced by the aid of a plan and a description of the place as it was. For twenty-five years the French labored upon it, and had expended upwards of thirty millions of livres, or nearly six millions of dollars, in completing its defences. It was called the Dunkirk of America. Garrisoned by veterans of France, and with powerful batteries commanding every point, it bristled with most potent pride of war. To-day it is difficult to trace its site among the turf which marks the ruins.

The achievement of the capture of Louisbourg by the New England forces under Pepperell, aided by Warren, has been commemorated by the erection of a monument by the Society of Colonial Wars on a commanding position amid the ruins. The monument was formally dedicated on the 150th anniversary of the capture, in 1895.

The capture by Pepperell in 1745 was the first, but not the final conquest. Restored to France by the peace of Aix la Chapelle, Louisbourg was again the stronghold of France on the Atlantic coast, and French veterans held Cape Breton, the key to the Gulf of St. Lawrence. The brief truce was soon broken, and then came the armies of England, and Wolfe sought and won his first laurels in the new world. Louisbourg fell once more and the knell of its glory was rung. The conquest of Canada achieved, the edict went forth that Louisbourg should be destroyed. The work of demolition was begun. The solid buildings, formed of stone brought from France, were torn to pieces; the walls were pulled down, and the batteries rendered

useless for all time. It took two years to complete the destruction, and then the once proud city was a shapeless ruin.

has been well named the "Norway of the New World." Its deep fiords, which indent the shores everywhere, guarded by lofty cliffs, whose forms are reflected in the clear, bright waters of the bays, have a remarkable resemblance to Norway, and are often not less magnificent in their scenery.

Many of the great watery ravines, running inland for eighty or ninety miles, and exhibiting a wonderful variety of scenes along the great arms which they protect in all directions, and in the islands which stud their bosoms, are on a much grander scale than the famous Norwegian fiords. The two great bays of Trinity and Placentia, which almost cut the island in two, have no parallel in respect to size among the fiords of Norway. Then, in their short but beautiful summers, their bright skies, their exhilarating atmosphere, their population of fishermen, so abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, quaint in manners, gracious to strangers—the two countries resemble each other very strikingly.

The visitor to Newfoundland will find the most direct route by way of North Sydney, from which port the SS. "Bruce" sails every Tuesday, Thursday and Saturday for Port aux Basques, and the Reid Newfoundland Company's rail system will take him through the wonderful country to St. John's.

Tours from Montreal



Tour No. 1

MONTREAL, RIVIERE DU LOUP, CHICOUTIMI, QUEBEC, MONTREAL..... \$14 40

ROUTE—Intercolonial Railway.....to Riviere du Loup
 Richelieu & Ontario Navigation Co. " Chicoutimi
 Richelieu & Ontario Navigation Co. " Quebec
 Ferry " Levis
 Intercolonial Railway or..... }
 Richelieu & Ontario Navigation Co. } " Montreal

For return from Chicoutimi to Murray Bay, thence steamer to St. Denis and I.C.R. via Riviere Ouelle, add .60

Tour No. 2

MONTREAL, QUEBEC, CHICOUTIMI, RIVIERE DU LOUP, MONTREAL..... \$14 40

ROUTE—Intercolonial Railway.....to Levis
 Ferry " Quebec
 Richelieu & Ontario Navigation Co. " Chicoutimi
 Richelieu & Ontario Navigation Co. " Riviere du Loup
 Intercolonial Railway..... " Montreal.

If I.C.R. Montreal to Riviere Ouelle, thence St. Denis and steamer to Murray Bay, R. & O. Nav. Co. to Chicoutimi, thence as above, add..... .60

Tour No. 3

MONTREAL, QUEBEC, CHICOUTIMI, QUEBEC, MONTREAL..... \$15 00

ROUTE—Intercolonial Railway.....to Levis
 Ferry " Quebec
 Quebec & Lake St. John Railway.... " Chicoutimi
 Richelieu & Ontario Navigation Co. " Quebec
 Intercolonial Railway or..... }
 Richelieu & Ontario Navigation Co. } " Montreal

For return from Chicoutimi to Murray Bay, thence stmr. to St. Denis, and I.C.R. via Riviere Ouelle, add.. \$1 40

Tour No. 4

MONTREAL, QUEBEC, ROBERVAL, CHICOUTIMI, RIVIERE DU LOUP, QUEBEC, MONTREAL..... \$16 40

ROUTE—Intercolonial Railway.....to Levis
 Ferry " Quebec
 Quebec & Lake St. John Railway.... " Chicoutimi

R. & O. Nav. Co. via Riv. du Loup and I.C.R. or R. & O. Nav. Co. via Murray Bay, steamer to St. Denis, thence I.C.R. via Riviere Ouelle to Levis.

Intercolonial Railway or..... }
 Richelieu & Ontario Navigation Co. } to Montreal
 " Daylight Trip " Quebec to Riviere du Loup

Tour No. 5

MONTREAL, MURRAY BAY, CHICOUTIMI,
 QUEBEC, MONTREAL..... \$16 40

ROUTE—Intercolonial Railway via Riviere
 Ouelle, St. Denis and steamer.... to Murray Bay
 Richelieu & Ontario Navigation Co... " Chicoutimi
 Quebec & Lake St. John Railway.... " Quebec
 Richelieu & Ontario Nav. Co. or ... } " Montreal
 Ferry to Levis, thence I.C.R..... }

Tour No. 6

MONTREAL, MURRAY BAY, RIVIERE DU
 LOUP, QUEBEC, MONTREAL..... \$10 80

ROUTE—Intercolonial Railway via Riv. Ouelle,
 St. Denis and steamer.....to Murray Bay
 Richelieu & Ontario Navigation Co... " Riviere du Loup
 Intercolonial Railway..... " Levis
 Intercolonial Railway or..... } " Montreal
 Ferry to Quebec, thence Rich. & }
 Ont. Nav. Co... .. }

Tour No. 7

MONTREAL, MURRAY BAY, CHICOUTIMI, RIV.
 DU LOUP, QUEBEC, MONTREAL..... \$15 80

ROUTE—Intercolonial Railway via Riviere
 Ouelle, St. Denis, and steamer....to Murray Bay
 Richelieu & Ontario Navigation Co... " Chicoutimi
 Richelieu & Ontario Navigation Co... " Riv. du Loup
 Intercolonial Railway..... " Levis
 Intercolonial Railway or..... } " Montreal
 Ferry to Quebec, thence Rich. & }
 Ont. Nav. Co..... }

Tour No. 8

MONTREAL, RIVIERE DU LOUP, EDMUND-
 STON, FREDERICTON, CHATHAM JCT.,
 MONTREAL..... \$26 95

ROUTE—Intercolonial Railway.....to Riviere du Loup
 Temiscouata Railway..... " Edmundston
 Canadian Pacific Railway..... " Fredericton
 Canada Eastern Railway..... " Chatham Jct.
 Intercolonial Railway..... " Montreal

If Canadian Pacific Railway Fredericton to St. John and
 Intercolonial Railway St. John to Montreal, add. .. \$1.80

Tour No. 9

MONTREAL, METAPEDIA, NEW CARLISLE,
 GASPE, DALHOUSIE, MONTREAL..... \$24 10

ROUTE—Intercolonial Railway.... to Metapedia
 Atlantic & Lake Superior Railway... " New Carlisle
 North American Transportation Co... " Gaspé
 North American Transportation Co... " Dalhousie
 Intercolonial Railway..... " Montreal

Tour No. 10

MONTREAL, ST. JOHN, MONTREAL..... \$26 00

ROUTE—Intercolonial Railway..... to St. John
 Canadian Pacific Railway..... " Montreal

Tour No. 11

MONTREAL, MONCTON, HALIFAX, ST. JOHN, MONTREAL.....	\$36 00
ROUTE—Intercolonial Railway.....to Halifax	
Intercolonial Railway....." St. John	
Canadian Pacific Railway....." Montreal	
If Canadian Pacific Railway St. John to Vanceboro, Maine	
Central Railroad Vanceboro to Portland, Grand Trunk	
Railway Portland to Montreal, add.....	\$4.30
If Eastern Steamship/Co. St. John to Portland, Grand Trunk	
Railway Portland to Montreal, add.....	\$1.80

Tour No. 12

MONTREAL, HALIFAX, ST. JOHN, FREDERICTON, CHATHAM, MONTREAL.....	\$32 50
ROUTE—Intercolonial Railway.....to Halifax	
Intercolonial Railway....." St. John	
Canadian Pacific Railway....." Fredericton	
Canada Eastern Railway....." { Chatham, and	
Intercolonial Railway....." { Chatham to	
Intercolonial Railway....." Montreal	
If steamer St. John to Fredericton, \$1.00 less.	

Tour No. 13

MONTREAL, HALIFAX, ST. JOHN, EDMUNDSTON, RIVIERE DU LOUP, MONTREAL....	\$35 05
ROUTE—Intercolonial Railway.....to { Halifax and	
Canadian Pacific Railway....." St. John	
Temiscouata Railway....." Edmundston	
Intercolonial Railway....." Riviere du Loup	
Intercolonial Railway....." Montreal	

Tour No. 14

MONTREAL, POINT DU CHENE, SUMMERSIDE, CHARLOTTETOWN, PICTOU, HALIFAX.....	\$20 45
ROUTE—Intercolonial Railway.....to Point du Chene	
Charlottetown Steam Navigation Co...." Summerside	
Prince Edward Island Railway....." Charlottetown	
Charlottetown Steam Navigation Co...." Pictou	
Intercolonial Railway....." Halifax	
To extend this tour to Montreal, Intercolonial Railway, add	\$10.75

Tour No. 15

MONTREAL, POINT DU CHENE, SUMMERSIDE, CHARLOTTETOWN, PICTOU, NORTH SYDNEY or SYDNEY, HALIFAX.....	\$27.00
ROUTE—Intercolonial Railway.....to Point du Chene	
Charlottetown Steam Navigation Co...." Summerside	
Prince Edward Island Railway....." Charlottetown	
Charlottetown Steam Navigation Co...." Pictou	
Intercolonial Railway....." { North Sydney or	
Intercolonial Railway....." { Sydney, thence	
Intercolonial Railway....." to Halifax	
To extend this trip to Montreal, add.....	\$8.30

Tour No. 16

MONTREAL, POINT DU CHENE, CHARLOTTE-TOWN, PICTOU, MONTREAL, via TRURO. \$30.00

ROUTE—Intercolonial Railway	.....	to Point du Chene	
Charlottetown Steam Navigation Co.	.....	" Summerside	
Prince Edward Island Railway	.....	" Charlottetown	
Charlottetown Steam Navigation Co.	.....	" Pictou	
Intercolonial Railway	.....	" Montreal	

For side trip Stellarton to Sydney or North Sydney and return, rail, add \$7.00. Going rail, and returning boat to Mulgrave, thence rail to Stellarton, add \$9.70.

Tour No. 17

MONTREAL, OXFORD JUNCTION, PUGWASH, TATAMAGOUCHE, PICTOU, CHARLOTTE-TOWN, SUMMERSIDE, POINT DU CHENE, MONTREAL \$30.00

ROUTE—Intercolonial Railway	.....	to Pictou	
Charlottetown Steam Navigation Co.	.....	" Charlottetown	
Prince Edward Island Railway	.....	" Summerside	
Charlottetown Steam Navigation Co.	.....	" Point du Chene	
Intercolonial Railway	.....	" Montreal	

Tour No. 18

MONTREAL, POINT DU CHENE, SUMMERSIDE, CHARLOTTETOWN, PICTOU, HALIFAX, ST. JOHN, EDMUNDSTON, RIVIERE DU LOUP, MONTREAL \$37.35

ROUTE—Intercolonial Railway	.....	to Point du Chene	
Charlottetown Steam Navigation Co.	.....	" Summerside	
Prince Edward Island Railway	.....	" Charlottetown	
Charlottetown Steam Navigation Co.	.....	" Pictou	
Intercolonial Railway	.....	Halifax, thence	}
		St. John	
Canadian Pacific Railway	.....	" Edmundston	
Temiscouata Railway	.....	" Riviere du Loup	
Intercolonial Railway	.....	" Levis	
Intercolonial Railway or	.....	" Montreal	}
Richelieu & Ontario Navigation Co.	.....	

Tour No. 19

MONTREAL, ST. JOHN, HALIFAX, PICTOU, CHARLOTTETOWN, SUMMERSIDE, MONTREAL \$33.15

ROUTE—Intercolonial Railway	.....	to St. John	
Intercolonial Railway	.....	" Halifax	
Intercolonial Railway	.....	" Pictou	
Charlottetown Steam Navigation Co.	.....	" Charlottetown	
Prince Edward Island Railway	.....	" Summerside	
Charlottetown Steam Navigation Co.	.....	" Point du Chene	
Intercolonial Railway	.....	" Montreal	

Tour No. 20

MONTREAL, ST. JOHN, DIGBY, HALIFAX, PICTOU, CHARLOTTETOWN, SUMMERSIDE, MONTREAL \$33.55

ROUTE—Intercolonial Railway	.....	to St. John	
Dominion Atlantic Railway Steamers	.....	" Digby	
Dominion Atlantic Railway	.....	" Halifax	
Intercolonial Railway	.....	" Pictou	
Charlottetown Steam Navigation Co.	.....	" Charlottetown	
Prince Edward Island Railway	.....	" Summerside	
Charlottetown Steam Navigation Co.	.....	" Point du Chene	
Intercolonial Railway	.....	" Montreal	

Tour No. 21

MONTREAL, MULGRAVE, SYDNEY or NORTH SYDNEY, MONTREAL.....	\$30.50
ROUTE—Intercolonial Railway.....	to Mulgrave
Water or Rail	" } Sydney or North Sydney
Return same route.	

Tour No. 22

MONTREAL, HALIFAX, ST. JOHN, MONT- REAL	\$30.00
ROUTE—Intercolonial Railway	to Halifax
Dominion Atlantic Railway.....	" Digby
Dominion Atlantic Railway Steamers.....	" St. John
Canadian Pacific Railway.....	" Montreal

Tour No. 23

MONTREAL, HALIFAX, DIGBY, ST. JOHN, EDMUNDSTON, RIVIERE DU LOUP, MONTREAL.....	\$34.75
ROUTE—Intercolonial Railway.....	to Halifax
Dominion Atlantic Railway.....	" Digby
Dominion Atlantic Railway Steamers.....	" St. John
Canadian Pacific Railway.....	" Edmundston
Temiscouata Railway.....	" Riviere du Loup
Intercolonial Railway.....	" Montreal

Tour No. 24

MONTREAL, HALIFAX, DIGBY, ST. JOHN, FREDERICTON, ST. JOHN, MONTREAL..	\$33.05
ROUTE—Intercolonial Railway.....	to Halifax
Dominion Atlantic Railway.....	" Digby
Dominion Atlantic Railway Steamers.....	" St. John
Canadian Pacific Railway.....	" Fredericton
Star Line Steamers.....	" St. John
Intercolonial Railway.....	" Montreal
Going and returning rail between St. John and Fredericton, same rate. Going and returning steamer, \$1.00 less.	

Tour No. 25

MONTREAL, HALIFAX, DIGBY, YARMOUTH BOSTON, MONTREAL	\$32.00	
ROUTE—Intercolonial Railway	to Halifax	
Dominion Atlantic Railway	" Yarmouth	
Dominion Atlantic Railway Steamers	" Boston	
Thence direct lines,	" Montreal	
If Boston to Portland, Boston & Maine R. R., Portland to Montreal, Grand Trunk Railway, add.....		\$1.30

Tour No. 26

MONTREAL, HALIFAX, DIGBY, ST. JOHN, BOSTON, MONTREAL	\$33.50	
ROUTE—Intercolonial Railway.....	to Halifax	
Dominion Atlantic Railway.....	" Digby	
Dominion Atlantic Railway Steamers.....	" St. John	
Eastern Steamship Company.....	" Boston	
Thence direct lines.....	" Montreal	
If rail St. John to Boston, add.....		\$3.50

Tour No. 27

MONTREAL, HALIFAX, ST. JOHN, BOSTON,

MONTREAL	.....	\$33.50
ROUTE—Intercolonial Railway	.....to { Halifax and St. John	
Eastern Steamship Company	....." Boston	
Thence direct lines	....." Montreal	
If all rail St. John to Boston, add	.....	\$3.50

Tour No. 28

MONTREAL, HALIFAX, BOSTON, ST. JOHN,

MONTREAL	.....	\$37.50
ROUTE—Intercolonial Railway	.....to Halifax	
Canada Atlantic & Plant Steamship Co.	" Boston	
Eastern Steamship Company	" St. John	
If all rail Boston to St. John, add	.....	\$3.50

Tour No. 29MONTREAL, HALIFAX, YARMOUTH, BOS-
TON, PORTLAND, MONTREAL

MONTREAL	.....	\$33.30
ROUTE—Intercolonial Railway	.....to Halifax	
Dominion Atlantic Railway	....." Yarmouth	
Dominion Atlantic Railway Steamers	" Boston	
Boston & Maine R. R.	" Portland	
Grand Trunk Railway	" Montreal	

Tour No. 30MONTREAL, ST. JOHN, DIGBY, HALIFAX,
BOSTON, MONTREAL

MONTREAL	.....	\$31.00
ROUTE—Intercolonial Railway	.....to St. John	
Dominion Atlantic Railway Steamers	" Digby	
Dominion Atlantic Railway	" Halifax	
Canada, Atlantic & Plant S. S. Co	" Boston	
Thence direct lines	" Montreal	
If Intercolonial Railway St. John to Halifax, add	.....	\$2.50
To extend to New York via Fall River Line, thence direct lines to Montreal, add	.....	\$5.65

Tour No. 31MONTREAL, ST. JOHN, BOSTON, NEW YORK,
ALBANY, MONTREAL

MONTREAL	.....	\$32.65
ROUTE—Intercolonial Railway	.....to St. John	
Eastern Steamship Company	" Boston	
New York Central and Hudson River Railroad	" Albany	
Delaware & Hudson Company	" Rouse's Point	
Grand Trunk Railway	" Montreal	
If all rail St. John to Boston, add	.....	\$3.50

Tour No. 32MONTREAL, HALIFAX, ST. JOHN, BOSTON,
BUFFALO, NIAGARA FALLS, MONTREAL

MONTREAL	.....	\$46.70
ROUTE—Intercolonial Railway	.....to { Halifax and St. John	
Eastern Steamship Company	....." Boston	
Boston & Maine R. R.	" Rotterdam Jct.	
West Shore R. R.	" { Suspension Bridge (via Buffalo)	
Grand Trunk Railway	" Montreal	

Tours from Quebec

Tour No. 33

QUEBEC, MURRAY BAY, RIVIERE DU LOUP,
 QUEBEC \$5.80

ROUTE—Ferry to Levis
 Intercolonial Railway via Riviere
 Ouelle, St. Denis and Steamer.... " Murray Bay
 Richelieu & Ontario Navigation Co.... " Riv. du Loup
 Intercolonial Railway..... " Levis
 Ferry " Quebec

Tour No. 34

QUEBEC, MURRAY BAY, CHICOUTIMI, RIV.
 DU LOUP, QUEBEC \$10.80

ROUTE—Ferry to Levis
 Intercolonial Railway via Riviere
 Ouelle, St. Denis and Steamer... " Murray Bay
 Richelieu & Ontario Navigation Co.... " Riv. du Loup
 Intercolonial Railway..... " Levis
 Ferry " Quebec

Tour No. 35

QUEBEC, MURRAY BAY, CHICOUTIMI, QUE-
 BEC \$11.40

ROUTE—Ferry to Levis
 Intercolonial Railway via Riviere
 Ouelle, St. Denis and Steamer.... " Murray Bay
 Richelieu & Ontario Navigation Co.... " Chicoutimi
 Quebec & Lake St. John Railway.... " Quebec

Tour No. 36

QUEBEC, RIVIERE DU LOUP, EDMUNDSTON,
 FREDERICTON, CHATHAM JCT., QUEBEC \$22.05

ROUTE—Ferry to Levis
 Intercolonial Railway..... " Riviere du Loup
 Temiscouata Railway..... " Edmundston
 Canadian Pacific Railway..... " Fredericton
 Canada Eastern Railway..... " Chatham Jct.
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec
 If Canadian Pacific Railway Fredericton to St. John and
 Intercolonial Railway St. John to Quebec, add..... \$1.80

Tour No. 37

QUEBEC, METAPEDIA, NEW CARLISLE,
 GASPE, DALHOUSIE, QUEBEC \$19.15

ROUTE—Ferry to Levis
 Intercolonial Railway..... " Metapedia
 Atlantic & Lake Superior Railway... " New Carlisle
 North American Transportation Co.... " Gaspé
 North American Transportation Co.... " Dalhousie
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec

Tour No. 38

QUEBEC, ST. JOHN, MONTREAL, QUEBEC.. \$26.00

ROUTE—Ferry to Levis
 Intercolonial Railway..... " St. John
 Canadian Pacific Railway..... " Montreal
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec

Tour No. 39

QUEBEC, MONCTON, HALIFAX, ST. JOHN,
MONTREAL, QUEBEC..... \$30.00

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Halifax
 Intercolonial Railway..... " St. John
 Canadian Pacific Railway..... " Montreal
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec
 If Canadian Pacific Railway St. John to Vanceboro, Maine
 Central Railroad Vanceboro to Portland, Grand Trunk
 Railway Portland to Montreal, Intercolonial Railway
 to Levis Ferry to Quebec, add..... \$4.30
 If Eastern Steamship Co. St. John to Portland, Grand
 Trunk Railway Portland to Montreal, Intercolonial
 Railway to Levis Ferry to Quebec, add..... \$1.80

Tour No. 40

QUEBEC, HALIFAX, ST. JOHN, FREDERIC-
TON, CHATHAM, QUEBEC..... \$27.50

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Halifax
 Intercolonial Railway..... " St. John
 Canadian Pacific Railway..... " Fredericton
 Canada Eastern Railway..... " { Chatham, and
 " { Chatham to
 Intercolonial Railway..... " Chatham Jct.
 Ferry..... " Levis
 " " Quebec
 If Steamer St. John to Fredericton, \$1.00 less.

Tour No. 41

QUEBEC, HALIFAX, ST. JOHN, EDMUND-
STON, RIVIERE DU LOUP, QUEBEC..... \$29.05

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " { Halifax and
 " { St. John
 Canadian Pacific Railway..... " Edmundston
 Temiscouata Railway..... " Riviere du Loup
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec

Tour No. 42

QUEBEC, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, HALIFAX.. \$17.45

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Point du Chene
 Charlottetown Steam Navigation Co. " Summerside
 Prince Edward Island Railway..... " Charlottetown
 Charlottetown Steam Navigation Co.. " Pictou
 Intercolonial Railway..... " Halifax
 To extend this tour to Quebec, Intercolonial Railway, add. \$8.75

Tour No. 43

QUEBEC, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, NORTH SYD-
NEY or SYDNEY, HALIFAX..... \$24.45

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Point du Chene
 Charlottetown Steam Navigation Co. " Summerside
 Prince Edward Island Railway..... " Charlottetown
 Charlottetown Steam Navigation Co.. " Pictou
 Intercolonial Railway..... { North Sydney or
 " { Sydney, thence
 " to Halifax
 To extend this trip to Quebec, add..... \$6.30

Tour No. 44

QUEBEC, POINT DU CHENE, P. E. ISLAND,
 PICTOU, QUEBEC, via TRURO..... \$24.55

ROUTE—Ferry	to Levis	
Intercolonial Railway	" Point du Chene	
Charlottetown Steam Navigation Co.	" Summerside	
Prince Edward Island Railway	" Charlottetown	
Charlottetown Steam Navigation Co.	" Pictou	
Intercolonial Railway	" Levis	
Ferry	" Quebec	

Tour No. 45

QUEBEC, OXFORD JUNCTION, PUGWASH,
 TATAMAGOUCHE, PICTOU, CHARLOTTE-
 TOWN, SUMMERSIDE, POINT DU CHENE,
 QUEBEC..... \$24.55

ROUTE Ferry.....	to Levis	
Intercolonial Railway.....	" Pictou	
Charlottetown Steam Navigation Co.	" Charlottetown	
Prince Edward Island Railway.....	" Summerside	
Charlottetown Steam Navigation Co.	" Point du Chene	
Intercolonial Railway.....	" Levis	
Ferry	" Quebec	

Tour No. 46

QUEBEC, POINT DU CHENE, SUMMERSIDE,
 CHARLOTTETOWN, PICTOU, HALIFAX,
 ST. JOHN, EDMUNDSTON, RIVIERE DU
 LOUP, QUEBEC..... \$31.35

ROUTE—Ferry.....	to Levis	
Intercolonial Railway	" Point du Chene	
Charlottetown Steam Navigation Co.	" Summerside	
Prince Edward Island Railway	" Charlottetown	
Charlottetown Steam Navigation Co.	" Pictou	
Intercolonial Railway.....	{ Halifax, thence	
Canadian Pacific Railway.....	" St. John	
Temiscouata Railway	" Edmundston	
Intercolonial Railway	" Riviere du Loup	
Ferry	" Levis	
	" Quebec	

Tour No. 47

QUEBEC, ST. JOHN, HALIFAX, PICTOU,
 CHARLOTTETOWN, SUMMERSIDE, QUE-
 BEC..... \$28.45

ROUTE—Ferry.....	to Levis	
Intercolonial Railway.....	" St. John	
Intercolonial Railway.....	" Halifax	
Intercolonial Railway.....	" Pictou	
Charlottetown Steam Navigation Co.	" Charlottetown	
Prince Edward Island Railway	" Summerside	
Charlottetown Steam Navigation Co.	" Point du Chene	
Intercolonial Railway.....	" Levis	
Ferry	" Quebec	

Tour No. 48

QUEBEC, ST. JOHN, DIGBY, HALIFAX,
 PICTOU, SUMMERSIDE, CHARLOTTE-
 TOWN, SUMMERSIDE, QUEBEC..... \$28.55

ROUTE—Ferry.....	to Levis	
Intercolonial Railway	" St. John	
Dominion Atlantic Railway Steamers ..	" Digby	
Dominion Atlantic Railway	" Halifax	
Intercolonial Railway.....	" Pictou	
Charlottetown Steam Navigation Co.	" Charlottetown	
Prince Edward Island Railway.....	" Summerside	
Charlottetown Steam Navigation Co.	" Point du Chene	
Intercolonial Railway.....	" Levis	
Ferry	" Quebec	

Tour No. 49

QUEBEC, MULGRAVE, SYDNEY or NORTH
 SYDNEY, QUEBEC..... \$25.50

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Mulgrave
 Water or Rail....." { Sydney or
 North Sydney

Return same route.

Tour No. 50

QUEBEC, HALIFAX, ST. JOHN, MONTREAL,
 QUEBEC..... \$30.00

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Halifax
 Dominion Atlantic Railway....." Digby
 Dominion Atlantic Railway Steamers....." St. John
 Canadian Pacific Railway....." Montreal
 Intercolonial Railway....." Levis
 Ferry....." Quebec

Tour No. 51

QUEBEC, HALIFAX, DIGBY, ST. JOHN,
 EDMUNDSTON, RIVIERE DU LOUP,
 QUEBEC..... \$28.75

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Halifax
 Dominion Atlantic Railway....." Digby
 Dominion Atlantic Railway Steamers....." St. John
 Canadian Pacific Railway....." Edmundston
 Temiscouata Railway....." Riviere du Loup
 Intercolonial Railway....." Levis
 Ferry....." Quebec

Tour No. 52

QUEBEC, HALIFAX, DIGBY, ST. JOHN,
 FREDERICTON, ST. JOHN, QUEBEC..... \$28.05

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Halifax
 Dominion Atlantic Railway....." Digby
 Dominion Atlantic Railway Steamers....." St. John
 Canadian Pacific Railway....." Fredericton
 Star Line Steamers....." St. John
 Intercolonial Railway....." Levis
 Ferry....." Quebec

Going and returning rail between St. John and Fredericton
 same rate. Going and returning steamer \$1.00 less.

Tour No. 53

QUEBEC, HALIFAX, DIGBY, YARMOUTH,
 BOSTON, QUEBEC..... \$31.00

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Halifax
 Dominion Atlantic Railway....." Yarmouth
 Dominion Atlantic Railway Steamers....." Boston
 Thence direct lines....." Quebec

Tour No. 54

QUEBEC, HALIFAX, DIGBY, ST. JOHN,
 BOSTON, QUEBEC..... \$32.50

ROUTE—Ferry.....to Levis
 Intercolonial Railway....." Halifax
 Dominion Atlantic Railway....." Digby
 Dominion Atlantic Railway Steamers....." St. John
 Eastern Steamship Company....." Boston
 Thence direct lines....." Quebec

If rail St. John to Boston, add..... \$3.50

Tour No. 55

QUEBEC, HALIFAX, ST. JOHN, BOSTON,
 QUEBEC..... \$32.80

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " { Halifax and
 Eastern Steamship Company..... " St. John
 Thence direct lines..... " Boston
 " " Quebec
 If all rail St. John to Boston, add..... \$3.50

Tour No. 56

QUEBEC, HALIFAX, BOSTON, ST. JOHN,
 QUEBEC..... \$32.55

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Halifax
 Canada Atlantic & Plant Steamship Co. " Boston
 Eastern Steamship Company..... " St. John
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec
 If all rail Boston to St. John, add..... \$3.50

Tour No. 57

QUEBEC, HALIFAX, YARMOUTH, BOSTON,
 PORTLAND, QUEBEC..... \$31.30

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " Halifax
 Dominion Atlantic Railway..... " Yarmouth
 Dominion Atlantic Railway Steamers, " Boston
 Boston & Maine Railroad..... " Portland
 Grand Trunk Railway..... " Levis
 Ferry..... " Quebec

Tour No. 58

QUEBEC, ST. JOHN, DIGBY, HALIFAX,
 BOSTON, QUEBEC..... \$31.00

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " St. John
 Dominion Atlantic Railway Steamers, " Digby
 Dominion Atlantic Railway..... " Halifax
 Canada Atlantic & Plant Steamship Co. " Boston
 Thence direct lines..... " Quebec
 To extend to New York via Fall River Line, thence direct
 lines to Quebec, add..... \$5.65

Tour No. 59

QUEBEC, ST. JOHN, BOSTON, NEW YORK,
 ALBANY, MONTREAL, QUEBEC..... \$31.00

ROUTE—Ferry..... to Levis
 Intercolonial Railway..... " St. John
 Eastern Steamship Company..... " Boston
 Fall River Line..... " New York
 New York Central and Hudson River
 Railroad..... " Albany
 Delaware & Hudson R. R. Company.. " Rouse's Point.
 Grand Trunk Railway..... " Montreal
 Intercolonial Railway..... " Levis
 Ferry..... " Quebec
 If all rail St. John to Boston, add..... \$3.50

Tour No. 60

QUEBEC, HALIFAX, ST. JOHN, BOSTON,
 BUFFALO, NIAGARA FALLS, MONT-
 REAL, QUEBEC \$46.70

ROUTE—Ferry	to Lewis
Intercolonial Railway	" Halifax and St. John
Eastern Steamship Company	" Boston
Boston & Maine Railroad	" Rotterdam Jct.
West Shore Railroad	" Suspension Bridge (via Buffalo)
Grand Trunk Railway	" Montreal
Intercolonial Railway	" Lewis
Ferry	" Quebec



In Point Pleasant Park, Halifax, N.S.

T

Tours from Moncton



Tour No. 61

MONCTON, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, MONCTON,

or vice versa.....		\$8.75
ROUTE—Intercolonial Railway.....	to Point du Chene	
Charlottetown Steam Navigation Co.	" Summerside	
Prince Edward Island Railway	" Charlottetown	
Charlottetown Steam Navigation Co.	" Pictou	
Intercolonial Railway.....	{ Moncton via	
	{ Oxford Line	

Tour No. 62

MONCTON, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, SYDNEY or
NORTH SYDNEY, HALIFAX, MONCTON,

or vice versa.....		\$19.00
ROUTE—Intercolonial Railway.....	to Point du Chene	
Charlottetown Steam Navigation Co.	" Summerside	
Prince Edward Island Railway	" Charlottetown	
Charlottetown Steam Navigation Co.	" Pictou	
Intercolonial Railway.....	{ Sydney or	
	{ North Sydney	
Intercolonial Railway.....	{ Halifax and	
	{ Moncton	
Boat Mulgrave to North Sydney and return, or vice versa,		
add.....		\$1.85
Going rail returning boat between Mulgrave and North		
Sydney, or vice versa, add.....		\$3.10

Tour No. 63

MONCTON, SUMMERSIDE, CHARLOTTE-
TOWN, PICTOU, SYDNEY, HALIFAX,
DIGBY, ST. JOHN, MONCTON.....

		\$21.90
ROUTE—Intercolonial Railway.....	to Point du Chene	
Charlottetown Steam Navigation Co.	" Summerside	
Prince Edward Island Railway.....	" Charlottetown	
Charlottetown Steam Navigation Co.	" Pictou	
Intercolonial Railway.....	{ Sydney and	
	{ Halifax	
Dominion Atlantic Railway.....	" Digby	
Dominion Atlantic Railway Steamers. " St. John		
Intercolonial Railway.....	" Moncton	
Boat Mulgrave to North Sydney and return, or vice versa,		
add.....		\$1.85
Going rail returning boat between Mulgrave and North		
Sydney, or vice versa, add.....		\$3.10

Tour No. 64

MONCTON, PARRSBORO, KINGSPORT, HALI-
FAX, MONCTON, or vice versa.....

		\$10.95
ROUTE—Intercolonial Railway.....	to Spring Hill Jct.	
Cumberland Railway.....	" Parrsboro	
Dominion Atlantic Railway Steamers. " Kingsport		
Dominion Atlantic Railway.....	" Halifax	
Intercolonial Railway.....	" Moncton	

Tour No. 65

MONCTON, PARRSBORO, KINGSPORT,
DIGBY, ST. JOHN, MONCTON..... \$10.40

ROUTE—Intercolonial Railway.....to Spring Hill Jct.
Cumberland Railway....." Parrsboro
Dominion Atlantic Railway Steamers....." Kingsport
Dominion Atlantic Railway....." Digby
Dominion Atlantic Railway Steamers....." St. John
Intercolonial Railway....." Moncton

Tour No. 66

MONCTON, ST. JOHN, FREDERICTON, CHAT-
HAM, MONCTON, or vice versa \$9.55

ROUTE—Intercolonial Railway.....to St. John
Canadian Pacific Railway....." Fredericton
Canada Eastern Railway....." { Chatham, and
" Chatham Jct.
Intercolonial Railway....." Moncton
If boat St. John to Fredericton, \$1.00 less.

Tour No. 67

MONCTON, ST. JOHN, EDMUNDSTON, RI-
VIERE DU LOUP, MONTREAL, MONCTON,
or vice versa \$28.25

ROUTE—Intercolonial Railway.....to St. John
Canadian Pacific Railway....." Edmundston
Temiscouata Railway....." Riviere du Loup
Intercolonial Railway....." Montreal
Intercolonial Railway....." Moncton

Tour No. 68

MONCTON, HALIFAX, DIGBY, ST. JOHN,
MONCTON..... \$10.50

ROUTE—Intercolonial Railway.....to Halifax
Dominion Atlantic Railway....." Digby
Dominion Atlantic Railway Steamers....." St. John
Intercolonial Railway....." Moncton

Tour No. 69

MONCTON, HALIFAX, DIGBY, ST. JOHN,
FREDERICTON, EDMUNDSTON, RIVIERE
DU LOUP, MONCTON, or vice versa..... \$26.35

ROUTE—Intercolonial Railway.....to Halifax
Dominion Atlantic Railway....." Digby
Dominion Atlantic Railway Steamers....." St. John
Canadian Pacific Railway....." { Edmundston
" via Fredericton
Temiscouata Railway....." Riviere du Loup
Intercolonial Railway....." Moncton

Tour No. 70

MONCTON, ST. JOHN, MONTREAL, QUEBEC,
MONCTON, or vice versa..... \$26.00

ROUTE—Intercolonial Railway.....to St. John
Canadian Pacific Railway....." Montreal
Intercolonial Ry. or Richelieu &
Ontario Navigation Co....." Quebec
Intercolonial Railway....." Moncton

Tour No. 71

MONCTON, QUEBEC, ROBerval, CHICOUTIMI, TADOUSAC, MURRAY BAY, MONCTON \$23.95

ROUTE—Intercolonial Railway.....to Levis
 Ferry....." Quebec.
 Quebec & Lake St. John Railway....." Chicoutimi
 Richelieu & Ontario Navigation Co....." Murray Bay
 Intercolonial Railway (via Riv. Ouelle)" Moncton
 To extend to Montreal and return, add..... \$5.00

Tour No. 72

MONCTON, MONTREAL, OTTAWA, ST. JOHN, MONCTON, or vice versa..... \$31.00

ROUTE—Intercolonial Railway.....to Montreal
 Grand Trunk Railway....." Coteau Jct.
 Canada Atlantic Railway....." Ottawa
 Canadian Pacific Railway....." St. John
 Intercolonial Railway....." Moncton

Tour No. 73

MONCTON, ST. JOHN, DIGBY, YARMOUTH, BOSTON, MONTREAL, MONCTON, or vice versa..... \$28.30

ROUTE—Intercolonial Railway.....to St. John
 Dominion Atlantic Railway Steamers." Digby
 Dominion Atlantic Railway....." Yarmouth
 Dominion Atlantic Railway Steamers." Boston
 Thence direct lines....." Montreal
 Intercolonial Railway....." Moncton

Tour No. 74

MONCTON, HALIFAX, BOSTON, ST. JOHN, MONCTON, or vice versa..... \$18.00

ROUTE—Intercolonial Railway.....to Halifax
 Canada Atlantic & Plant Steamship Co." Boston
 Eastern Steamship Co....." St. John
 Intercolonial Railway....." Moncton

If all rail between St. John and Boston, add..... \$3.50

Tour No. 75

MONCTON, ST. JOHN, DIGBY, YARMOUTH, BOSTON, ST. JOHN, MONCTON, or vice versa..... \$15.30

ROUTE—Intercolonial Railway.....to St. John
 Dominion Atlantic Railway Steamers." Digby
 Dominion Atlantic Railway....." Yarmouth
 Dominion Atlantic Railway Steamers." Boston
 Eastern Steamship Co....." St. John
 Intercolonial Railway....." Moncton

If Boston to Halifax via Plant Line, Intercolonial Railway to Moncton, add..... \$4.00
 If all rail between Boston and St. John, add..... \$3.50

Tour No. 76

MONCTON, HALIFAX, DIGBY, YARMOUTH, BOSTON, ST. JOHN, MONCTON, or vice versa \$19.00

ROUTE—Intercolonial Railway.....to Halifax
 Dominion Atlantic Railway....." Yarmouth
 Dominion Atlantic Railway Steamers." Boston
 Eastern Steamship Co....." St. John
 Intercolonial Railway....." Moncton

If all rail between Boston and St. John, add..... \$3.50

Tour No. 77

MONCTON, ST. JOHN, BOSTON, MONTREAL, MONCTON.....	\$27.00
ROUTE—Intercolonial Railway.....	to St. John
Eastern Steamship Co.....	" Boston
Thence direct lines.....	" Montreal
Intercolonial Railway.....	" Moncton
If all rail between St. John and Boston, add.....	\$3.50

Tour No. 78

MONCTON, ST. JOHN, BOSTON, ALBANY, NEW YORK, MONTREAL, MONCTON, or vice versa.....	\$31.00
ROUTE—Intercolonial Railway.....	to St. John
Eastern Steamship Co.....	" Boston
Fall River Line.....	" New York
Thence direct lines.....	" Montreal
Intercolonial Railway.....	" Moncton
If all rail between St. John and Boston, add.....	\$3.50

Tour No. 79

MONCTON, ST. JOHN, BOSTON, FALL RIVER, NEW YORK, ALBANY, BUFFALO, NIA- GARA FALLS, TORONTO, MONTREAL, QUEBEC, MONCTON.....	\$41.40
ROUTE—Intercolonial Railway.....	to St. John
Eastern Steamship Co.....	" Boston
N. Y., N. H., & H. R. R.....	" Fall River
Fall River Line.....	" New York
Day Line of Steamers.....	" Albany
New York Central and Hudson River Railroad.....	" Niagara Falls, N. Y.
Grand Trunk Railway, or.....	" Montreal
Michigan Central Railroad.....	" Montreal
Toronto, Hamilton & Buffalo and.....	" Montreal
Canadian Pacific Railway.....	" Moncton
Intercolonial Railway.....	" Moncton
or vice versa.	
Side trip, Albany to Saratoga and return.....	\$2.35
If all rail between St. John and Boston, add.....	3.50



Victoria Jubilee Bridge, Montreal, P.Q.
Intercolonial Route.

Tours from St. John



Tour No. 80

ST. JOHN, MONCTON, CHATHAM, FRED-
ERICTON, ST. JOHN..... \$8.95

ROUTE—Intercolonial Railway.....to Chatham Jct.
Canada Eastern Railway....." Chatham
Canada Eastern Railway....." Fredericton
Canadian Pacific Railway....." St. John

If steamer Fredericton to St. John, \$1.00 less.

Tour No. 81

ST. JOHN, HALIFAX, DIGBY, ST. JOHN..... \$10.50

ROUTE—Intercolonial Railway.....to Halifax
Dominion Atlantic Railway....." Digby
Dominion Atlantic Railway Steamers....." St. John

Tour No. 82

ST. JOHN, SPRING HILL JUNCTION, PARRS-
BORO, KINGSPORT, DIGBY, ST. JOHN..... \$10.40

ROUTE—Intercolonial Railway.....to Spring Hill Jct.
Cumberland Railway....." Parrsboro
Dominion Atlantic Railway Steamers....." Kingsport
Dominion Atlantic Railway....." Digby
Dominion Atlantic Railway Steamers....." St. John

Tour No. 83

ST. JOHN, OXFORD JUNCTION, PUGWASH,
TATAMAGOUCHE, PICTOU, CHARLOTTE-
TOWN, SUMMERSIDE, POINT DU CHENE,
ST. JOHN, or vice versa..... \$12.65

ROUTE—Intercolonial Railway.....to { Pictou via Ox-
ford Junction
Charlottetown Steam Navigation Co...." Charlottetown
Prince Edward Island Railway....." Summerside
Charlottetown Steam Navigation Co...." Point du Chene
Intercolonial Railway....." St. John

Tour No. 84

ST. JOHN, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, ST. JOHN,
or vice versa..... \$13.10

ROUTE—Intercolonial Railway.....to Point du Chene
Charlottetown Steam Navigation Co...." Summerside
Prince Edward Island Railway....." Charlottetown
Charlottetown Steam Navigation Co...." Pictou
Intercolonial Railway....." St. John



Tour No. 85

ST. JOHN, POINT DU CHENE, SUMMERSIDE,
CHARLOTTETOWN, PICTOU, SYDNEY or
NORTH SYDNEY, and HALIFAX..... \$17.20

ROUTE—Intercolonial Railwayto Point du Chene
Charlottetown Steam Navigation Co. " Summerside
Prince Edward Island Railway..... " Charlottetown
Charlottetown Steam Navigation Co. " Pictou
Intercolonial Railway..... } Sydney or
" North Sydney
Intercolonial Railway " Halifax
To extend to St. John via Dominion Atlantic Railway and
Steamers add..... \$4.50
To extend to St. John via Intercolonial Railway, add \$6.00
Boat Mulgrave to North Sydney and return, or vice versa,
add \$1.85
Going rail, returning boat, between Mulgrave and North
Sydney, or vice versa, add..... \$3.10

Tour No. 86

ST. JOHN, QUEBEC, ROBERVAL, CHICOU-
TIMI, TADOUSAC, MURRAY BAY, ST.
JOHN.....\$23.95

ROUTE—Intercolonial Railwayto Levis
Ferry..... " Quebec
Quebec & Lake St. John Ry..... " Chicoutimi
Richelieu & Ontario Nav. Co..... " Murray Bay
Intercolonial Railway via Riviere }
Ouelle } " St. John

Tour No. 87

ST. JOHN, MONTREAL, ST. JOHN..... \$26.00

ROUTE—Intercolonial Railway.....to Montreal
Canadian Pacific Railway. " St. John

Tour No. 88

ST. JOHN, HALIFAX, SYDNEY or NORTH
SYDNEY, PICTOU, MONCTON, via OX-
FORD JUNCTION, MONTREAL..... \$26.55

ROUTE—Intercolonial Railway.....to Halifax
Intercolonial Railway..... " } Sydney or
" North Sydney
Intercolonial Railway..... " Pictou
Intercolonial Railway..... " Montreal
To return to St. John, via Intercolonial Railway, add..... \$8.00

Tour No. 89

ST. JOHN, OTTAWA and return via QUEBEC..... \$26.00

ROUTE—Intercolonial Railway.....to Levis
Intercolonial Railway or R & O. N. Co. " Montreal
Grand Trunk Railway, and..... } " Ottawa
Canada Atlantic Railway or C. P. R. }
Ottawa River Navigation Company ... " Montreal
Intercolonial Railway " St. John

Tour No. 90

ST. JOHN, MONTREAL, OTTAWA, ST. JOHN, \$31.00

ROUTE—Intercolonial Railwayto Montreal
Grand Trunk Railway..... " Coteau Jct.
Canada Atlantic Railway " Ottawa
Canadian Pacific Railway..... " St. John

Tour No. 91

ST. JOHN, RIVIERE DU LOUP, ST. JOHN.... \$19.75

ROUTE—Intercolonial Railway.....to Riviere du Loup
 Temiscouata Railway....." Edmundston
 Canadian Pacific Railway....." St. John

Tour No. 92

ST. JOHN, MONTREAL, TORONTO, ST. JOHN. \$39.00

ROUTE—Intercolonial Railway.....to Montreal
 Grand Trunk Railway....." }
 Canadian Pacific Railway or....." } Toronto
 Richelieu & Ontario Navigation Co... }
 Canadian Pacific Railway....." }
 Grand Trunk railway or....." } Montreal
 Richelieu & Ontario Navigation Co... }
 Intercolonial Railway....." St. John

Tour No. 93

ST. JOHN, HALIFAX, BOSTON, ST. JOHN.... \$18.00

ROUTE—Intercolonial Railway.....to Halifax
 Canada Atlantic & Plant Steamship Co. " Boston
 Eastern Steamship Co....." St. John

If all rail from Boston to St. John, add \$3.50

Tour No. 94

ST. JOHN, HALIFAX, DIGBY, YARMOUTH,
 BOSTON, ST. JOHN..... \$19.00

ROUTE—Intercolonial Railway.....to Halifax
 Dominion Atlantic Railway....." Yarmouth
 Dominion Atlantic Railway Steamers " Boston
 Eastern Steamship Co." St. John

If all rail from Boston to St. John, add..... \$3.50

Tour No. 95

ST. JOHN, MONTREAL, ALBANY, BOSTON,
 ST. JOHN..... \$27.00

ROUTE—Intercolonial Railway.....to Montreal
 Grand Trunk Railway....." Rouse's Point
 Delaware and Hudson Co....." Albany
 Boston & Albany Railroad....." Boston
 Eastern Steamship Co....." St. John

If all rail Boston to St. John, add..... \$3.50

Tour No. 96

ST. JOHN, MONTREAL, BOSTON, ST. JOHN \$27.00

ROUTE—Intercolonial Railway.....to Montreal
 Thence via direct lines....." Boston
 Eastern Steamship Co....." St. John

If all rail Boston to St. John, add..... \$3.50

Tour No. 97

ST. JOHN, MONTREAL, ALBANY, NEW YORK \$23.65

ROUTE—Intercolonial Railway.....to Montreal
 Grand Trunk Railway....." Rouse's Point
 Delaware and Hudson Co....." Albany
 New York Central and Hudson River
 Railroad....." New York

To return to St. John v^{ia} Fall River Line and Eastern
 Steamship Co., add \$9.00

All rail, add. \$13.50

Tour No. 98

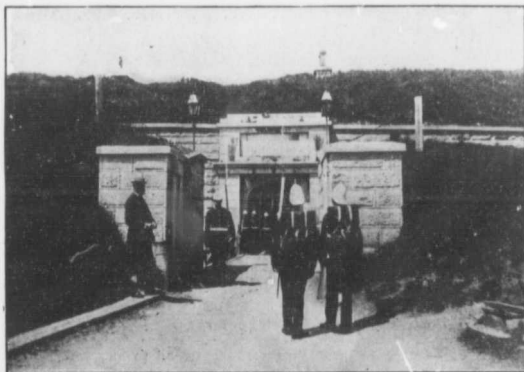
ST. JOHN, MONTREAL, TORONTO, NIAGARA
FALLS, NEW YORK, BOSTON, ST JOHN.. \$41.75

ROUTE—Intercolonial Railway.....to Montreal
Canadian Pacific Railway....." }
Grand Trunk Railway or....." } Toronto
Richelieu & Ontario Navigation Co . . . }

(Meals and berth included on steamer)

Grand Trunk Railway " Niagara Falls,
New York Central & Hudson River N. Y.
Railroad..... " New York
Fall River Line " Boston
Eastern Steamship Co..... " St. John

If all rail Boston to St. John, add \$3.50



Entrance to the Citadel, Halifax, N.S.

Tour No. 110

HALIFAX, QUEBEC, MONTREAL, ST. JOHN,
 HALIFAX..... \$31.80

ROUTE—Intercolonial Railway.....to Levis
 Intercolonial Railway or..... } " Montreal
 Richelieu & Ontario Navigation Co.. }
 Grand Trunk Railway..... " Portland
 Eastern S.S. Co..... " St. John
 Intercolonial Railway..... " Halifax

If rail Portland to St. John, add \$2.50

Tour No. 111

HALIFAX, QUEBEC, MONTREAL, OTTAWA,
 NEW YORK..... \$28.85

ROUTE—Intercolonial Railway.....to Levis
 Intercolonial Railway or..... } " Montreal
 Richelieu & Ontario Navigation Co.. }
 Grand Trunk Railway and..... } " Ottawa
 Canada Atlantic Railway or C.P.R. }
 Direct Lines..... " New York

Return to Halifax, via Fall River Line and Plant Line, add \$11.00

Return to Halifax, via all rail lines, add..... 18.00

Return to Halifax, via Fall River Line and Eastern
 Steamship Co, thence I.C.R..... 13.80

Tour No. 112

HALIFAX, MONTREAL, OTTAWA, ST. JOHN,
 HALIFAX..... \$35.00

ROUTE—Intercolonial Railway.....to Montreal
 Grand Trunk Railway and..... } " Ottawa
 Canada Atlantic Railway or C.P.R. }
 Canadian Pacific Railway..... " St. John
 Intercolonial Railway..... " Halifax

Tour No. 113

HALIFAX, MONTREAL, TORONTO, HALIFAX \$43.00

ROUTE—Intercolonial Railway.....to Montreal
 G. T. R. or C. P. R..... " Toronto
 Rail or Steamer..... " Montreal
 Intercolonial Railway..... " Halifax

Tour No. 114

HALIFAX, ST. JOHN, BOSTON, HALIFAX.... \$18.00

ROUTE—Intercolonial Railway.....to St. John
 Eastern Steamship Co..... " Boston
 Canada Atlantic & Plant Steamship Co. " Halifax

If all rail St. John to Boston, add... \$3.50

Tour No. 115

HALIFAX, ST. JOHN, BOSTON, YARMOUTH,
 DIGBY and HALIFAX..... \$19.00

ROUTE—Intercolonial Railway.....to St. John
 Eastern Steamship Company " Boston
 Dominion Atlantic Railway Steamers. " Yarmouth
 Dominion Atlantic Railway " Digby
 Dominion Atlantic Railway..... " Halifax

If all rail to Boston, add \$3.50

Tour No. 116

HALIFAX, MONTREAL, PORTLAND.....	\$22.50
ROUTE—Intercolonia ^l Railway.....	to Montreal
Grand Trunk Railway.....	" Portland
Returning to Halifax via	
Eastern Steamship Co to St. John, Intercolonia ^l Railway	
to Halifax, add.....	\$9.30
Maine Central Railroad to Vanceboro, Canadian Pacific	
Railway to St. John, Intercolonia ^l Railway to Halifax,	
add.....	\$11.80

Tour No. 117

HALIFAX, QUEBEC, MONTREAL, BOSTON, ST. JOHN, HALIFAX, or vice versa.....	\$33.80
ROUTE—Intercolonia ^l Railway.....	to Levis
Intercolonia ^l Railway or.....	" Montreal
Richelieu & Ontario Navigation Co.)	" Boston
Direct Lines.....	" St. John
Eastern Steamship Co.....	" Halifax
Intercolonia ^l Railway.....	
If rail Boston to St. John, add.....	\$5.50

Tour No. 118

HALIFAX, ST. JOHN, BOSTON, SPRING- FIELD, NEW YORK, BOSTON.....	\$20.00
ROUTE—Intercolonia ^l Railway.....	to St. John
Eastern Steamship Co.....	" Boston
Boston & Albany Railroad.....	" Springfield
New York, New Haven & Hartford R.R.....	" New York
Fall River Line.....	" Boston
Boston to Halifax via C. A. P. & S. S. Co., add.....	\$7.00
Boston to Halifax via All Rail Lines, add.....	\$13.00
Boston to Halifax via Eastern Steamship Company and	
Intercolonia ^l Railway.....	\$6.00

Tour No. 119

HALIFAX, ST. JOHN, BOSTON, NEW YORK, ALBANY, MONTREAL, HALIFAX.....	\$39.45
ROUTE—Intercolonia ^l Railway.....	to St. John
Eastern Steamship Co.....	" Boston
Fall River Line.....	" New York
New York Central & Hudson River	
Railroad.....	" Albany
Delaware & Hudson Co.....	" Rouse's Point
Grand Trunk Railway.....	" Montreal
Intercolonia ^l Railway.....	" Halifax
If all rail St. John to Boston, add.....	\$3.50

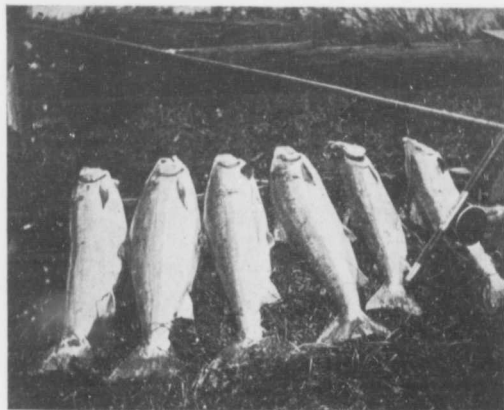
Tour No. 120

HALIFAX, ST. JOHN, BOSTON, FALL RIVER, NEW YORK, ALBANY, BUFFALO, NIA- GARA FALLS, TORONTO, MONTREAL, QUEBEC, HALIFAX.....	\$49.55
ROUTE—Intercolonia ^l Railway.....	to St. John
Eastern Steamship Co.....	" Boston
Fall River Line.....	" New York
Day Line.....	" Albany
New York Central & Hudson River	
Railroad.....	" Niagara Falls, N. Y.
Grand Trunk Railway.....	" Toronto
Richelieu & Ontario Navigation Co.....	" Montreal
Canadian Pacific Railway.....	" Quebec
Grand Trunk Railway.....	" Halifax
Richelieu & Ontario Navigation Co. or	
Intercolonia ^l Railway.....	" Quebec
Intercolonia ^l Railway.....	" Halifax
If all rail St. John to Boston, add.....	\$3.50

Tour No. 121

HALIFAX, QUEBEC, MONTREAL, TORONTO,
 NIAGARA FALLS, NEW YORK, BOSTON,
 ST. JOHN, HALIFAX..... \$49.90

ROUTE—Intercolonial Railway.....	to Levis	
Intercolonial Railway or.....	"	} Montreal
Richelieu & Ontario Navigation Co.....	"	
Canadian Pacific Railway.....	"	} Toronto
Grand Trunk Railway or.....	"	
Richelieu & Ontario Navigation Co.....	"	
<i>(Meals and berth included on Steamer)</i>		
Grand Trunk Railway.....	to Niagara Falls,	
New York Central & Hudson River	N. Y.	
Railroad.....	"	New York
Fall River Line.....	"	Boston
Eastern Steamship Co.....	"	St John
Intercolonial Railway.....	"	Halifax
If all rail Boston to St. John, add.....		\$3.50



Metapedia Salmon.

Tours from Sydney



Tour No. 122

SYDNEY, MULGRAVE, SYDNEY \$5.85
 ROUTE—Intercolonial Railway.....to Mulgrave
 Bras d'Or Steamer..... " Sydney

Tour No. 123

SYDNEY, PICTOU, CHARLOTTETOWN, SUM-
 MERSIDE, POINT DU CHENE, SYDNEY,
 or vice versa..... \$15.45
 ROUTE—Intercolonial Railway..... to Pictou
 Charlottetown Steam Navigation Co. " Charlottetown
 Prince Edward Island Railway..... " Summerside
 Charlottetown Steam Navigation Co. " Point du Chene
 Intercolonial Railway..... " Sydney

Tour No. 124

SYDNEY, HALIFAX, DIGBY, ST. JOHN,
 MONCTON, SYDNEY, or vice versa..... \$18.20
 ROUTE—Intercolonial Railway.....to Halifax
 Dominion Atlantic Railway..... " Digby
 Dominion Atlantic Railway Steamers. " St. John
 Intercolonial Railway..... " Sydney

Tour No. 125

SYDNEY, HALIFAX, ST. JOHN, FREDERIC-
 TON, EDMUNDSTON, RIVIERE DU LOUP,
 SYDNEY, or vice versa..... \$37.30
 ROUTE—Intercolonial Railway..... to Halifax
 Dominion Atlantic Railway..... " St. John
 Canadian Pacific Railway..... " Fredericton
 Canadian Pacific Railway..... " Edmundston
 Temiscouata Railway..... " Riviere du Loup
 Intercolonial Railway..... " Sydney
 If boat St. John to Fredericton, \$1.00 less.

Tour No. 126

SYDNEY, MONTREAL, ST. JOHN, SYDNEY,
 or vice versa..... \$36.75
 ROUTE—Intercolonial Railway.....to Montreal
 Canadian Pacific Railway..... " St. John
 Intercolonial Railway..... " Sydney

Tour No. 127

SYDNEY, MONTREAL, OTTAWA, ST. JOHN,
 SYDNEY, or vice versa..... \$41.75
 ROUTE—Intercolonial Railway..... to Montreal
 Grand Trunk Railway..... " Coteau Jct.
 Canada Atlantic Railway..... " Ottawa
 Canadian Pacific Railway..... " St. John
 Intercolonial Railway..... " Sydney

Tour No. 128

SYDNEY, HALIFAX, YARMOUTH, BOSTON,
ST. JOHN, SYDNEY, or vice versa \$23.35

ROUTE—Intercolonial Railway to Halifax
 Dominion Atlantic Railway " Yarmouth
 Dominion Atlantic Railway Steamers. " Boston
 Eastern Steamship Co. " St. John
 Intercolonial Railway " Sydney

If rail Boston to St. John, add. \$3.50

Tour No. 129

SYDNEY, ST. JOHN, BOSTON, MONTREAL,
SYDNEY, or vice versa \$37.75

ROUTE—Intercolonial Railway to St. John
 Eastern Steamship Co. " Boston
 Direct lines " Montreal
 Intercolonial Railway " Sydney

If rail between St. John and Boston, add. \$3.50

Tour No. 130

SYDNEY, HALIFAX, BOSTON, ST. JOHN,
SYDNEY, or vice versa \$25.70

ROUTE—Intercolonial Railway to Halifax
 Canada Atlantic and Plant S. S. Co. " Boston
 Eastern Steamship Co. " St. John
 Intercolonial Railway " Sydney

If rail between Boston and St. John, add \$3.50

Tour No. 131

SYDNEY, ST. JOHN, BOSTON, FALL RIVER,
NEW YORK, ALBANY, NIAGARA FALLS,
MONTREAL, SYDNEY, or vice versa \$52.15

ROUTE—Intercolonial Railway to St. John
 Eastern Steamship Co. " Boston
 Fall River Line " New York
 Day Line " Albany
 New York Central & H. R. R.R. " Niagara Falls,
 N. Y.
 Grand Trunk Railway " Montreal
 Intercolonial Railway " Sydney

If rail between Boston and St. John, add \$3.50

Side Trips Over Connections

FROM	To (either direction)		Single	Ret'n
Albany, N. Y.	New York, N. Y.	Rail	\$3 10	\$
"	Boston, Mass.	"	4 50	
"	Saratoga, N. Y.	D. & H. Co.	1 17	2 34
Annapolis, N.S.	Digby, N.S.	D. A. Railway	60	1 00
Arichat	Mulgrave, N.S.	Cann. S.S. Co.	1 00	1 75
Boston	Montreal, P.Q.	Direct Lines	9 00	15 10
"	Portland, Me.	E.S.S. Company	1 50	2 50
"	"	B. & M. R.R.	2 50	4 50
Chatham Jct.	Fredericton, N.B.	Canada Eastern Ry.	2 25	3 35
Charlottetown	Summer-ide, P. E. I.	P. E. Island Railway	1 25	2 20
"	Pictou, N.S.	Charlottetown N. C.	1 50	3 00
Canso	Mulgrave, N.S.	Cann. S.S. Co.	1 54	2 50
Dalhousie	Carleton, P.Q.	N. Am. Transp. Co.		1 00
"	N. Richmond, P.Q.	"		2 50
"	Bonaventure, "	"		3 50
"	Percé, "	"		6 00
"	Paspébiac, "	"		4 50
"	New Carlisle, "	"		4 00
"	Gaspé, "	"		6 00
Digby	Yarmouth, N.S.	D. A. Ry.	2 00	3 35
Guysboro, N.S.	Mulgrave, N.S.	Cann. S.S. Co.	1 06	1 75
Grand Narrows	Baddeck	"	57	85
Halifax	St. John, N.B.	via Digby (continuous passage)		4 50
"	Boston, Mass.	Can. Atl. & Plant S.S. Co.	7 00	
"	Annapolis, N.S.	D. A. Railway	3 80	
Metapedia	Carleton, P.Q.	A. & L. S. Ry.	1 55	2 35
"	New Carlisle, "	"	3 00	4 50
"	New Richmond, "	"	2 45	3 70
"	Cascapedia, "	"	2 10	3 15
"	Bonaventure, "	"	3 15	4 75
Montreal	Toronto, Ont.	Rail or water	10 00	
"	Niagara Falls, N. Y.	Rail	11 25	
"	St. John, N.B.	Short Line	13 00	
"	"	Portland and Str.	12 00	
"	Portland, Me.	Direct Lines	7 50	
Middletown, N.S.	Lunenburg, N.S.	N. S. Central Ry.	2 20	3 70
Mulgrave	St. Peter's, C.B.	Richmond S.S. Co.	1 00	1 75
"	Gr'd Narrows, C.B.	Bras d'Or S.S. Co.	1 50	2 50
"	Baddeck, C.B.	"	2 00	3 50
"	North Sydney, C.B.	"	3 00	4 50
Mabou, C.B.	Pictou, N.S.	S.S. Amelia	2 25	4 05
"	"	S.S. Arcadia	2 00	3 00
Magdalen Islands	"	S.S. Amelia	4 00	7 20
New York	Boston, Mass.	Rail	5 00	
"	"	Water and rail	4 00	
Niagara Falls	New York	N. Y. C. & H. R. R.	9 25	
North Sydney	Port aux Basques	Reid Nfld. Co.	3 05	6 10
"	Bay of Isl'ds, Nfld.	"	7 30	14 60
"	"	Stop over	8 75	17 50
"	Bonavista, "	"	15 50	27 00
"	"	"	18 60	32 40
"	Carbonear, "	"	15 15	25 85
"	"	"	18 20	31 00
"	Harbor Grace, "	"	14 80	25 60
"	"	"	17 75	30 70

SIDE TRIPS OVER CONNECTIONS—Continued.

Single	Ret'n	FROM	To (either direction)		Single	Ret'n
10 \$		North Sydney...	Placentia, Nfld		14 60	25 00
50		"	St. John's, "	Stop over....	17 50	30 00
17 2 34				"	14 00	24 00
60 1 00				"	16 80	28 80
00 15 10		Ottawa.....	Montreal, P.Q.....	All rail, water or rail	2 50	5 00
50 4 50		Parrsboro, N.S.	Spring Hill Jt., N.S.	C. Ry. & Coal Co....	1 00	1 50
25 3 35		Parrsboro.....	Kingsport, "	D. A. R. Steamers...	1 00	1 60
25 2 20		"	Georgetown, P.E.I.	S. S. Amelia.....	1 70	3 00
50 3 00		"	Georgetown, "	S. S. Electra.....	1 50	2 50
50 2 50		"	Souris, "	S. S. Amelia.....	2 50	4 25
50 3 00		"	Margaree, C.B.....	"	3 00	5 40
50 2 50		"	Cheticamp, "	"	3 50	6 30
1 00		"	Pleasant Bay "	"	4 50	8 10
2 50		"	Arisaig, N.B.	S. S. Arcadia.....	0 50	1 00
3 50		"	Malignant Co's, "	"	1 00	1 75
6 00		"	Georgeville, "	"	1 00	1 75
4 50		"	Cape George, "	"	1 00	1 75
4 00		"	Morristown, "	"	1 25	2 00
6 00		"	Montague, P.E.I.	S. S. Electra.....	1 50	2 50
3 35		"	Murray Harbor, "	"	1 25	2 00
1 75		Point du Chêne...	Summerside, "	Charlot'n S. N. Co	1 25	2 25
85		Port Hood.....	Pictou, N.S.....	S.S. Amelia.....	2 00	3 60
		"	"	S.S. Arcadia.....	1 50	2 50
		"	Mulgrave, "	Cann. S.S. Co.....	1 00	1 75
50		Quebec.....	Portland, Me.....	All lines.....	8 50	12 50
		"	Montreal, P.Q.....	Rail and water.....	3 00	5 00
		"	Lake Edward, P.Q.	Q. & L. St. J. Ry.	3 40	5 10
		"	Roberval, "	"	5 70	7 50
		"	Chicoutimi, "	"	6 00	9 00
		"	*Chicoutimi and return, via R. & O.	"		10 00
		"	Tadouac, P.Q.	R. & O. N. Co.....	3 50	5 50
		"	Chicoutimi, "	"	4 50	8 00
		"	Murray Bay, "	"	2 40	4 00
		Riv. du Loup.....	Edmundston, N.B.	Temiscouata Ry....	2 75	4 60
		"	Tadouac, P.Q.....	R. & O. N. Co.....	1 50	2 50
		St. John.....	Boston, Mass.....	All rail (\$8.50 single, \$14.50 return, both limited).....	10 50	16 00
3 70		"	"	E. S.S. Co.....	5 00	9 00
1 75		"	"	D. A. R. Steamers...	2 10	3 50
2 50		"	Annapolis, N.S.....	"	1 50	2 50
3 50		"	Digby, N.S.....	"	4 50	8 00
4 50		"	Portland, Me.....	E. S.S. Co.....	2 00	
4 05		"	Fredericton, N.B.	C. P. Railway.....	1 00	
3 00		"	"	Star Line Steamers.	7 10	
7 20		"	Edmundston, "	C. P. Railway.....	3 10	4 65
		"	St. Andrews, "	"	1 25	2 00
		"	Eastport, Me.....	E. S.S. Co.....	1 30	2 25
6 10		"	St. Andrews, N.B.	"	1 20	1 80
14 60		Sydney.....	Louisburg, C.B.....	S. & L. Ry.....	0 50	0 75
17 50		"	Glace Bay, "	"	4 00	7 00
27 00		Yarmouth, N.S.	Boston, Mass.....	D. A. R. Steamers...	2 60	4 35
32 40		"	Annapolis, N.S.	D. A. Railway.....		
25 85						
31 00						
25 60						
30 70						

When no return fare is quoted, base on single journey fare each way.

* Meals and state room not included.

Round Trip Summer Tourist Fares Between Local Points

AND BETWEEN	Halifax	Truro	New Glasgow	Pictou	Sydney	North Sydney	Amherst	Mon- ton	St. John	Quebec	Mont- real
Halifax.....		\$ 2 95	\$ 4 75	\$ 5 20	\$ 9 60	\$ 9 45	\$ 5 95	\$ 7 15	\$ 9 00	\$20 00	\$25 00
Truro.....	\$ 2 95		2 05	2 60	8 10	7 90	3 60	5 50	7 95	20 00	25 00
New Glasgow.....	4 75	2 05		80	7 05	6 85	5 25	6 75	9 00	20 00	25 00
Pictou.....	5 20	2 60	80		7 30	7 20	5 75	7 00	9 00	20 00	25 00
Sydney.....	9 60	8 10	7 05	7 30		85	10 05	11 30	14 10	22 50	27 50
North Sydney.....	9 45	7 90	6 85	7 20	85		9 80	11 10	13 70	22 50	27 50
Amherst.....	5 95	3 60	5 25	5 75	10 05	9 80		2 30	5 95	18 15	23 15
Moncton.....	7 15	5 50	6 75	7 00	11 30	11 10	2 30		4 20	16 00	21 00
St. John.....	9 00	7 95	9 00	9 00	14 10	13 70	5 95	4 20		16 00	21 00
Quebec.....	20 00	20 00	20 00	20 00	22 50	22 50	18 15	16 00	16 00		6 70
Montreal.....	25 00	25 00	25 00	25 00	27 50	27 50	23 15	21 00	21 00	6 70	

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1903.

Round Trip Summer Tourist Fares to Seaside and Fishing Resorts

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FROM	To											
	Murray Bay	Riv. du Loup	Cacouna	Little Metis	Bic	Meta-pedia	Camp-bellton	Dal-housie	New-castle	Pt. du Chene	Mul-grave	Grand Narrows
Halifax.....	\$20 70	\$19 20	\$19 05	\$15 75	\$17 35	\$12 30	\$12 05	\$12 00	\$ 9 26	\$ 7 25	\$ 7 17	\$ 8 50
Truro.....	18 75	17 25	16 95	12 85	14 65	10 70	10 35	10 30	7 65	5 65	5 45	6 95
North Sydney.....	24 00	22 50	22 50	20 60	21 60	18 40	17 85	17 80	13 20	11 20	4 10	1 75
Sydney.....	24 00	22 50	22 50	20 80	21 80	18 65	18 25	18 15	13 60	11 40	4 50	2 15
Moncton.....	13 65	12 15	12 00	9 60	10 65	7 50	7 15	7 10	3 70	90	8 80	10 10
St. John.....	17 10	15 60	15 30	12 05	13 00	9 80	9 45	9 40	6 75	4 75	11 10	12 45
Quebec.....	4 00	4 00	4 30	6 60	6 00	9 40	10 10	10 10	12 75	16 50	21 25	22 50
Montreal.....	9 00	9 00	9 30	11 60	11 00	14 40	15 10	15 10	17 75	21 50	26 25	27 50

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1903.

Round Trip Summer Tourist Fares

To points on the Prince Edward Island Railway.

FROM	TO			
	SUMMERSIDE		CHARLOTTETOWN	
	Via Pt. du C.	Via Pictou.	Via Pt. du C.	Via Pictou.
Halifax.....	\$ 9 45	\$ 10 35	\$11 65	\$ 8 15
Truro.....	7 90	7 80	10 10	5 60
New Glasgow	9 10	6 00	11 35	3 80
Pictou.....	9 35	.....	11 55	.....
NorthSydney	13 45	12 40	15 65	10 20
Sydney.....	13 65	12 50	15 85	10 30
Amherst.....	4 70	10 95	6 90	8 75
Moncton.....	3 15	12 20	5 35	10 00
St. John.....	7 00	14 20	9 20	12 00
Quebec.....	18 75	25 20	20 95	23 00
Montreal.....	23 75	30 20	25 95	28 00

Round Trip Summer Tourist Fares

To miscellaneous points in the Maritime Provinces and Newfoundland.

FROM	TO			
	(1) *St. John's, Nfld.	(2) Baddeck, C. B.	(3) Edmundston, N. B.	(4) Parrsboro, N. S.
Halifax.....	\$33 45	\$ 9 35	\$23 80	\$ 6 85
Truro.....	31 90	7 80	21 85	4 30
New Glasgow	30 85	6 60	23 25	6 25
Pictou.....	31 20	7 10	23 65	6 50
NorthSydney	.....	2 60	27 60	10 90
Sydney.....	24 85	2 95	27 80	11 10
Amherst.....	33 80	9 75	20 25	2 35
Moncton.....	35 10	10 95	16 75	4 60
St. John.....	37 70	13 30	20 20	8 00
Quebec.....	46 50	23 35	8 60	20 45
Montreal.....	51 50	28 35	13 60	25 45

- (1) I. C. R. to North Sydney, Steamer Bruce to Port-aux-Basque, thence Reid Nfld. Ry.
- (2) I. C. R. to Grand Narrows, thence Steamer "Blue Hill."
- (3) I. C. R. to Riviere du Loup, thence Temiscouata Railway.
- (4) I. C. R. to Springhill Jet., thence Cumberland Railway.

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1903.

*For stop over on Reid Nfld. Railway add \$4.80.

Round Trip Summer Tourist Fares

To points on the Dominion Atlantic Railway and Central Railway of Nova Scotia.

FROM	TO			
	Windsor	Digby	*Lanenburg	Yarmouth
Truro	\$ 3 85	\$ 8 85	\$10 35	\$12 05
New Glasgow	5 90	10 90	12 40	14 10
Pictou	6 35	11 35	12 85	14 55
North Sydney	10 70	15 70	17 20	18 90
Sydney	10 95	15 95	17 45	19 15
Amherst	7 10	12 10	13 60	15 30
Moncton	8 50	13 50	15 00	16 70
St. John	10 60	15 60	17 10	18 80
Quebec	20 00	23 75	25 25	26 95
Montreal	25 00	28 75	30 25	31 95

I. C. Ry. to Windsor Jet., D. A. Ry. to destination, returning same route.

* D. A. Ry. to Middleton, thence Cen. Ry. of N. S.

Round Trip Summer Tourist Fares

To points on the Sydney and Louisburg Railway.

FROM	TO	
	Glace Bay	Louisburg
Halifax	\$10 35	\$11 40
Truro	8 85	9 90
New Glasgow	7 80	8 85
Pictou	8 05	9 10
Amherst	10 80	11 85
Moncton	12 05	13 10
St. John	14 85	15 90
Quebec	23 25	24 30
Montreal	28 25	29 30

I. C. R. to Sydney, thence S. & L. Ry.

Above fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1903.

Round Trip Summer Tourist Fares to Miscellaneous Points

FROM	TO								
	Ottawa.	Toronto.	Niagara Falls & Buffalo.		Detroit & Port Huron.	Boston.		New York.	
			All Rail.	Optional.		Via St. John	Via Montr'l	Via St. John	Via Montr'l
Halifax.....	\$30 00	\$40 00	\$42 25	\$44 00.	\$47 50	\$25 00	\$38 00	\$35 00	\$43 00
Truro.....	30 00	40 00	41 25	44 00	47 50	23 95	38 00	33 95	43 00
New Glasgow.	30 00	40 00	42 25	44 00	47 50	25 00	38 00	35 00	43 00
Pictou.....	30 00	40 00	42 25	44 00	47 50	25 00	38 00	35 00	43 00
Sydney.....	32 50	42 50	44 75	46 50	50 00	30 10	40 50	40 10	45 50
North Sydney.	32 50	42 50	44 75	46 50	50 00	29 70	40 50	39 70	45 50
Amherst.....	28 15	38 15	38 15	42 15	45 65	21 95	36 15	31 95	41 15
Moncton.....	26 00	36 00	36 00	40 00	43 50	20 20	34 00	30 20	39 00
S. John.....	26 00	36 00	36 00	40 00	43 50	.....	34 00	.....	39 00
Quebec.....	10 00	20 00	22 60	24 00	27 50	30 00	18 00	40 00	23 00

I. C. R. to Montreal, thence direct Rail lines. Return same route. Optional fares apply via Rail or R. & O. Steamers between Toronto and Montreal. Fares via St. John to Boston and New York are All Rail through. Fares are in effect June 1st to September 30th, and are good for return up to and including October 31st, 1903.

Summer Excursion Fares

From Montreal. In effect June 1st to Sept. 30th, good for return up to and including October 31, 1903.

Amburst, N.S.	\$23 15	New Glasgow, N.S.	\$5 00
Barhurst, N.B.	16 90	North Sydney, C.B.	27 50
Bic, P.Q.	11 00	Orangevale, C.B.	27 50
Cacouna, P.Q.	9 30	Paspétiac, P.Q.	19 60
Campbellton, N.B.	15 10	Perce, P.Q.	21 10
Cap. St. Jeanne, P.Q.	7 60	Pictou, N.S.	25 00
Carleton, P.Q.	+ 16 75	Point du Chêne, N.B.	21 50
	16 10	Port Daniel, P.Q.	20 60
	13 55	Pugwash, N.S.	25 00
Causseval, P.Q.	18 20	Quebec	6 70
Chatham, N.B.	25 95	Richibucto, N.B.	21 65
Charlottetown, P.E.I.	15 60	Rimonski, P.Q.	11 60
Charlo, N.B.	15 10	Rivière du Loup, P.Q.	9 00
Dalhousie, N.B.	22 25	Roberval, P.Q.	12 50
Dorchester, N.B.	21 10	Rivière du Loup, P.Q.	9 00
Grand River, P.Q.	21 10	St. Anne, P.Q.	21 10
Gaspé, P.Q.	27 50	St. Adelaide, P.Q.	11 60
Grand Narrows, C.B.	25 00	St. Flavie, P.Q.	8 50
Halifax, N.S.	16 60	St. Jean Port Joli, P.Q.	21 00
Jacquet River, N.B.	10 00	St. John, N.B.	9 00
Isle Verte, P.Q.	19 65	St. Paschal, P.Q.	21 50
Kent Jct., N.B.	7 95	Sheffiac, N.B.	23 95
L'Islet, P.Q.	11 60	Spring Hill Jct., N.S.	23 75
Little Moris, P.Q.	14 40	Summerside, P.E.I.	21 00
Metapedia, P.Q.	7 25	Sussex, N.B.	27 50
Montragny, P.Q.	21 00	Sydney, C.B.	25 00
Moncton, N.B.	26 25	Tatamagouche, N.S.	10 25
Milgrave, N.S.	+ 18 90	Trois Pistoles, P.Q.	25 00
New Carlisle, P.Q.	+ 19 10	Truro, N.S.	51 50
	+ 18 10	St. John's, Nfld.	
New Richmond, P.Q.	17 60	For stop over privileges	
	17 75	on Nfld. Ry. add \$4.80	
Newcastle, N.B.	17 75		

+ Via Metapedia and Atlantic & Lake Superior Railway.
* Via Dalhousie and Steamer.

Summer Excursion Fares

From Quebec. In effect June 1st to September 30th, and good to return up to and including October 31st, 1903.

Anherst, N.S.	\$18 15	New Richmond, P.Q. } †\$13 10	
Bathurst, N.B.	11 90	} * 12 60	
Bic, P.Q.	6 00	North Sydney, C.B.	22 50
Cacouna, P.Q.	4 30	Orangedale, C.B.	22 50
Campbellton, N.B.	10 10	Paspébiac, P.Q.	14 60
Cap. St. Ignace, P.Q.	1 75	Perce, P.Q.	16 10
Carleton, P.Q.	† 11 75	Pictou, N.S.	20 00
	* 11 10	Point du Chene, N.B.	16 50
Causapsal, P.Q.	8 55	Port Daniel, P.Q.	15 60
Charlottetown, P.E.I.	20 95	Pugwash, N.S.	20 00
Charlo, N.B.	10 50	Richibucto, N.B.	16 65
Chatham, N.B.	13 20	Rimouski, P.Q.	6 60
Dalhousie, N.B.	10 10	Riviere Ouelle, P.Q.	3 45
Dorchester, N.B.	17 25	Riviere du Loup, P.Q.	4 00
Gaspe, P.Q.	16 10	St. Adelaide, P.Q.	16 10
Grand Narrows, C.B.	22 50	St. Anne, P.Q.	3 30
Grand River, P.Q.	16 10	St. Flavie, P.Q.	6 60
Halifax, N.S.	20 00	St. Jean Port Joli, P.Q.	2 65
Isle Verte, P.Q.	5 00	St. John, N.B.	16 00
Jacquet River, N.B.	11 00	St. Paschal, P.Q.	4 00
Kent Jet., N.B.	14 65	Summerside, P.E.I.	18 75
L'Islet, P.Q.	2 10	Sussex, N.B.	16 00
Little Metis, P.Q.	6 60	Shediac, N.B.	16 50
Metapedia, P.Q.	9 40	Spring Hill Jet., N.S.	18 95
Moncton, N.B.	16 00	Sydney, C.B.	22 50
Montmagny, P.Q.	1 40	St. John's, Nfld.	46 50
Montreal	6 70	For stop over privileges	
Mulgrave, N.S.	21 25	on Nfld. Ry. add \$4 80	
New Carlisle, P.Q.	†13 90	Tatamagouche, N.S.	20 00
	*14 10	Trois Pistoles, P.Q.	5 25
Newcastle, N.B.	12 75	Truro, N.S.	20 00
New Glasgow, N.S.	20 00		

† Via Metapedia and Atlantic & Lake Superior Railway.

* Via Dalhousie and Steamer.

Tourist Tickets

On sale from 1st of June to 30th of September, and good for passage up to and including October 31st, 1903, can be had at the undermentioned agencies, viz. :

Amherst, N.S.		H. J. Barry.
Campbellton, N.B.		O. A. Barbarie.
Chatham, "		E. Johnson.
Dorchester, "		G. B. Burnett.
Fredericton, "		F. B. Edgcombe.
Halifax City, N.S.	Cor. Sackville & Hollis Sts.	R. F. Armstrong.
Montreal City, P.Q.	143 St. James St.	J. W. Bryson.
Montreal Station, "		J. C. Wilson.
Montreal, P.Q.	Windsor Hotel.	G. C. Fletcher.
Moncton, N.B.		L. C. Lynds.
New Glasgow, N.B.		J. T. McQueen.
Newcastle, "		J. S. Fleming.
Pictou, N.S.		M. C. Webster.
Quebec, P.Q.	Chateau Frontenac	Hayter Reed.
Quebec, "	38 Dalhousie St., S. J.)	
	Nestor	J. Matthews.
	7 Du Fort St., V. Pelletier }	
Sydney, C.B.		C. A. Lowe.
Sackville, N.B.		H. Palmer.
Summerside, P.E.I.		T. B. Grady.
St. John City, N.B.	7 King St.	Geo. Carvill.
Truro, N.S.		C. M. Dawson.
Toronto, Ont.	10 King St.	N. Weatherston.

Hotels Located at Points on the Intercolonial Ry. and Prince Edward Island Railway Quoted in the Preceding Pages

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This information is not guaranteed, but is compiled from the latest information in the possession of the railway.

PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
AMHERST, N.S.			
Terrace	W. G. Calhoun	\$ 2 00	Special
Amherst	G. Peabody	1.50 to 2.00	.....
BATHURST, N.B.			
Robertson House	Geo. Robertson	\$ 1 50	\$ 7 00
Wilbur "	P. N. Wilbur	1 50	5 00
White "	H. White	1 50	5 00
Leger "	G. P. Leger	1 00	5 00
Foley "	P. P. Foley	1 00	4 00
Power "	M. Power	1 00	5 00
Cornier "	M. F. Cornier	1 00	5 00
BIC, P.Q.			
Bic House	Michael Pineault	\$ 1 50	\$5 to \$8 50
Hattie Bay "	Joseph Lavoie	1 00	5 00
Boarding "	M. L. Pineau	1 00	5 00
" "	A. Blais	1 00	5 00
" "	L. N. Cote	1 00	5 00
CACOUNA, P.Q.			
St. Lawrence Hall	Stocking & Norman	\$1 to \$3	Special
Mansion House	A. Lucas	1 50	.....
Dufferin Hotel	J. M. Pollock	.....	\$5 to 7
J. C. Sirois' Hotel .....	.....	.....	6 00
Various boarding houses at \$6 week.			
CAMPBELLTON, N.B.			
Royal	Wm. Sproule	\$ 1 50	\$ 7 00
Commercial	H. R. Murray	1 50 to 2 00	7 00
Waverley	Mrs. Jardin	1 50 to 2 00	7 00
Bernatchy	N. Bernatchy	1 25 to 1 50	5 00
Strathcona	W. Riddell	1 50 to 2 00	7 00
CAP ST. IGNACE, P.Q.			
National	J. S. Bernard	\$ 1 00	\$ 5 00
CAUSAPSCAL, P.Q.			
Blair	A. Blair	\$ 1 00	.....
CHATHAM, N.B.			
Bowsers	Misses Bowser	\$ 1 50	\$ 6 00
Adams	Thos. Flanagan	1 50	6 00
River View	P. Archer	1 00	4 00
Canada	S. Johnston	1 50	6 00

PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
CHARLOTTETOWN, P.E.I.			
Davies	P. Doherty	\$ 2 50 up	\$10 50 up
Queen	Mrs. P. P. Archibald	1 50 up	8 00 up
Revere	P. S. Brown	1 50	.....
Arcadia (at Tracadie Beach).....	J. C. Hall (14 miles from Charlottetown.)	2 50	8 00
Cliff (at Stanhope)	J. J. Davie (16 miles from Charlottetown.)	2 50	14 00
Mutch (at Stanhope).....	F. Mutel (16 miles from Charlottetown.)	1 30	5 00 to 7 00
Pleasant View (at Hampton)	M. Smith (20 miles from Charlottetown.)	1 00	5 00
Seaside (at Rustico).....	J. Newson & Co. (18 miles from Charlottetown.)	1 75	7 to 10 00
Shaw's (at Buadly Beach).....	R. Shaw (13 miles from Charlottetown.)	1 50	6 00 up
CHARLO, N.B.			
Bay Shore House	Mrs. R. Henderson	\$ 1 00	\$ 5 00
DALHOUSIE, N.B.			
Murphy's	Thos. Murphy	\$ 1 50	\$7 to \$9 00
Clifton	H. Whipple	1 50	6 00
Quebec	L. A. Sanson	1 00	3 50 to 5 00
DORCHESTER, N.B.			
Windsor	W. F. Tait	\$ 1 50	\$ 3 50
GASPE, Que.			
Baker's	J. Baker	\$1 50 to \$2	Special
Boarding House	Mrs. Dumaresq	1 50 to 2	"
Morin's	I. Morin	1 00	"
GRAND NARROWS, C.B.			
Grand Narrows	McDonalgal & McNeil	\$1 50 to \$2	\$10 to \$13
HALIFAX, N.S.			
Halifax	H. Hesslein & Son	\$2 50 up	.....
Queen's	J. T. Fairbanks	2 50 up	Special
New Victoria	M. James	1 50 to 2 00	.....
New Acadian	D. Doody	1 50 to 2 00	Special
Royal	Jas. W. Saltario	1 50	"
Waverley House	Mrs. Romans	2 50	"
Carleton	F. W. Bowes	1 00 to 1 50	"
Albion	E. Rolston	1 50	5 00 up
Lorne House	John S. Lomas	1 50	.....
Revere	W. Wilson	1 50 to 2 00	Special
Elmwood	Harry C. Preedy	1 50	.....
JACQUET RIVER, N.B.			
Bay View	M. P. Doyle	\$ 1 00	\$5 to \$7
Llandir	J. C. Barclay	1 00	5 to 7
ISLE VERTE, P.Q.			
Hotel Cote	L. Cote	\$ 1 00	\$ 3 50
Desjardines	P. Desjardines	1 50	4 00
KENT JCT., N.B.			
Horton House	Jas. Horton	\$ 1 00	\$ 4 00

PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
L'ISLET, P.Q.			
St. Lawrence	J. Leclerc	\$ 1 50	\$ 7 00
LITTLE METIS, P.Q.			
Turriff Hall	R. Turriff	\$ 1 50	\$6 to \$7
Seaside House	W. Astle & Bros.	1 50	6 to 7
Cascade House	J. McNider	1 50	7 to 8
Boule Rock	W. Astle	.....	7 to 10
McGuagan's	D. McGuagan	.....	6 to 8
Woodland House	A. N. Blue	.....	.....
Green Hill House	W. Turriff	.....	.....
Roy's	A. Roy	.....	.....
Pelletier's	L. Pelletier	1 00	.....
METAPEDIA, P.Q.			
Doiron	E. Doiron	\$ 1 00	.....
Ferguson	R. A. Ferguson	1 25	.....
Gillis	J. Gillis	1 25	.....
MONCTON, N.B.			
Brunswick	G. McSweeney	\$ 2 00	\$10 to \$14
Minto	P. Gallagher	2 00	7 to 10
American	W. Wallace	1 50	5 to 9
Windsor	J. McCleave	1 00	5 00
and others.			
MONTREAL, P.Q.			
Windsor	W. S. Weldon, Mgr.	\$3.50 to \$5	Special
Queens	G. D. Fuels	2.50 to 4	.....
St. Lawrence Hall	S. Montgomery, Mgr.	2 50 up	.....
Place Viger	Canadian Pacific Ry.	2 50 up	.....
Bath	A. E. Newman	2 00 up	.....
St. James	F. Bouillon	2 to 2.50	.....
Albion	J. Devlin	2 to 3	.....
Grand Union	J. Lowry	1.50 to 2	.....
Stanley	A. Beliveau	1 50 up	.....
Carlslake	Geo. Carlslake	1 00 up	.....
Russell	F. J. Murray	1 50 up	.....
Savoy	Howard & Gule	1 00 up	.....
MONTMAGNY, P.Q.			
I.C.R. Hotel	J. Lachapelle	\$ 1 00	\$ 4 00
Central	G. E. Garant	1 00	4 to 6
Fournier's	N. Fournier	1 00	5 00
Commercial	W. Gamache	1 50	7 00
Montmagny	L. Letourneau	1 00	4 00
Coulonibes	C. Coulonibes	1 00	5 00
Cote	Mrs. F. Cote	1 50	5 to 7
MULGRAVE, N.S.			
Seaside	P. A. Grant	\$ 1 50	\$ 7 00
Murray House	D. Murray	1 50	7 00
Central House	C. Whotchen	1 00	6 00

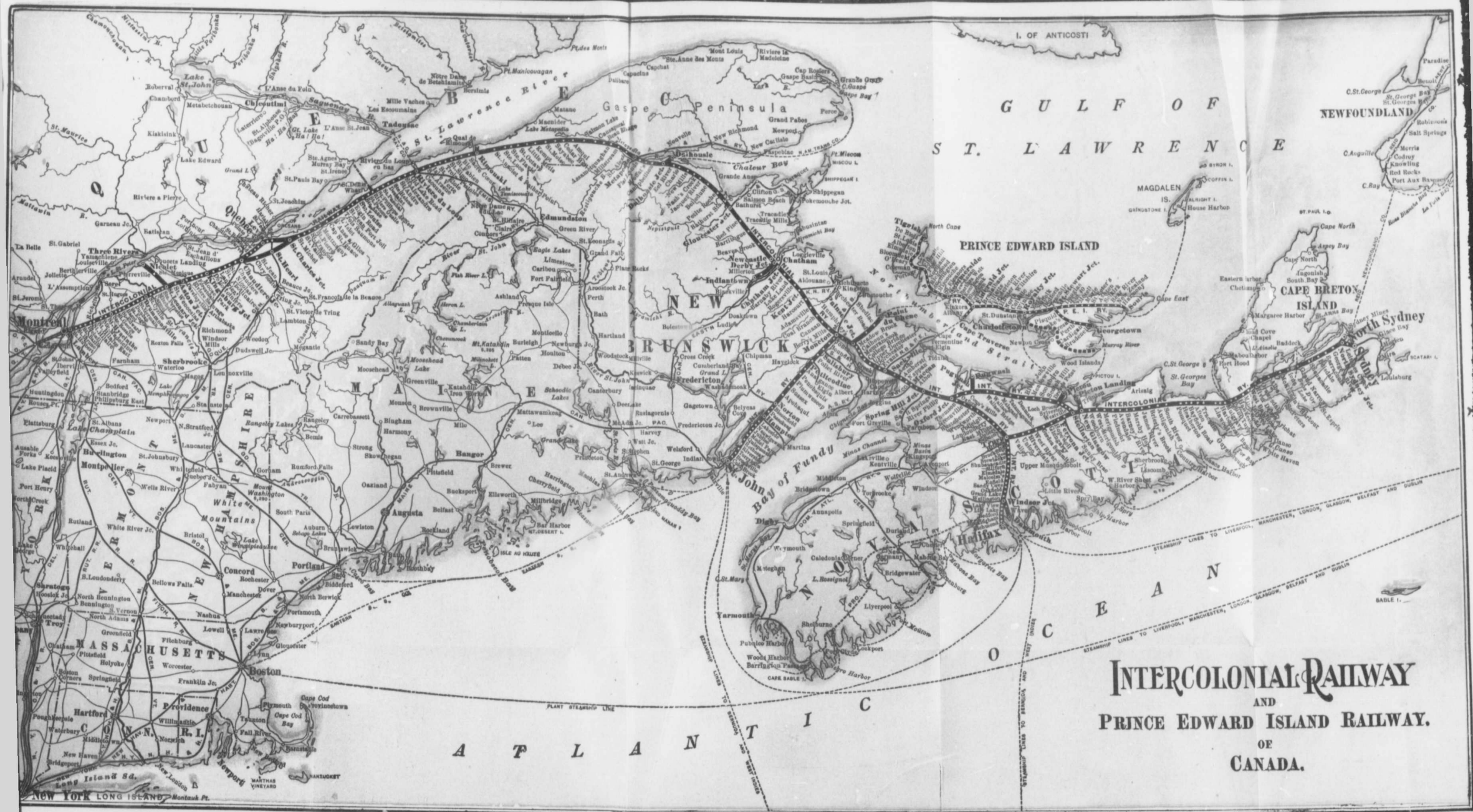
PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
MURRAY BAY, P.Q.			
Manoir Richelieu.....	H. M. Paterson	\$4 to \$5	\$15 to \$28
Lorne Hotel.....	W. Chamard	1 50 to 2	7 50 to 10
Warren House.....	— Warren	1 25 to 1 50	6 00
Boarding House.....	Mrs. Geo. Warren	1 25	6 00
“ “.....	— Desbreu	1 00	5 50 to 6 00
“ “.....	— Gagnon	1 25 to 1 50	6 00 to 7 00
“ “.....	E. Gagnon	1 00	5 50 to 6 00
“ “.....	E. Harvey	1 00	5 50 to 6 00
NEWCASTLE, N.B.			
Waverley.....	Jno. McKeen	\$ 1 50	\$ 10 00
Commercial.....	.....	1 00	6 00
Union.....	.....	1 00	6 00
NEW GLASGOW, N.S.			
Vendome.....	D. McDearmid	\$1 50 to \$2	\$7 to \$12
Norfolk.....	H. Murray	1 50 to 2	7 to 12
Windsor.....	D. McDonald	1 50 to 2	7 to 12
NORTH SYDNEY, C.B.			
Belmont.....	E. Le Roi Willis	\$ 2 00	.....
Vendome.....	McKenzie & L. Gresley	1 50	.....
Albert.....	A. L. Slepp	1 50	\$6 to \$7
Queen.....	J. Batterson	1 50	5 to 6
Broche House.....	Mrs. B. Broche	1 25	5 to 6
Presto.....	Miss McColough	1 50	.....
McKay.....	A. McKay	1 25	5 00
ORANGEDALE, C B.			
Bay View.....	T. Mitchell	\$ 1 50	Special
PICTOU, N.S.			
Revere.....	W. Doherty	\$ 2 00	\$10 00
Wallace.....	G. F. Wallace	1 50	8 00
Stanley.....	J. F. Hugh	1 00	4 00
Reardon.....	P. J. Reardon	1 00	4 00
Aberdeen.....	Mrs. Heighton	1 00	4 00
POINT DU CHENE, N.B.			
Point du Chene.....	John McDonald	\$ 1 50	\$ 5 00
Depot House.....	James Graham	1 25	4 00
PUGWASH, N.S.			
Central House.....	E. D. Woodlock	\$ 1 25	\$ 4 00
Arcadia Hotel.....	Mrs. Chapman	1 25	4 00
Temperance.....	R. J. Black	1 00	3 50
QUEBEC, P.Q.			
Chateau Frontenac....	Canadian Pacific Ry.	\$3 50 to \$5	Special
St. Louis.....	V. Dicu	2 50 to 3 50	.....
Victoria.....	A. Resther	2 50 upw'd	.....
Mountain Hill.....	B. Cloutier	1 25	“
Blanchard.....	J. Cloutier	1 50	“
Neptune Inn.....	J. L. Levalleé	1 50	“
Clarendon.....	M. J. Pelletier	1 50	“
Kent House.....	J. W. Bather	1 50	“

PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
RIMOUSKI, P.Q.			
Rimouski	F. St. Laurent	\$ 1 25	\$ 6 00
Lenghan Hotel	Louis Lenghan	1 to 1 50	2 to 6
Windsor	Elz. Ouellett	1 00	5 00
St. Germain	M. Raquet	1 50	.....
RIVIERE OUELLE, P.Q.			
Chamberland	A. Chamberland	\$ 1 00	Special
Plourde	E. Plourde	1 00	.....
Meunier	A. Meunier	1 00	.....
Levesque	F. Levesque	1 00	.....
RIVIERE DU LOUP, P.Q.			
Bellevue	Aubut & Frères	\$ 1 50	\$ 7 50
Chateau Lucas	J. Daily	1 50	9 00
Commercial	J. Daily	1 50	7 50
Fraserville	J. DesLauriers	1 50	7 50
Maison Blanche	M. Roy	1 25	6 00
Hotel Venise	Mrs. L. T. Pinze	1 25	6 00
Vendome	E. Charest	1 00	5 00
Victoria	Emile Gagnon	1 50	9 00
STE. ANNE, P.Q.			
Michaud	G. A. Michaud	\$ 1 00	\$ 5 00
Blanchet	Madame Blanchet	1 00	5 00
Belange	Moise Belanger	1 00	5 00
ST. FLAVIE, P.Q.			
Victoria	Mrs. E. Brennette	\$ 1 00	\$ 7 00
Commercial	M. A. Lamontagne	1 00	7 00
Belle View	M. E. Morissette	1 00	7 00
Beaulieu	Geo. Beaulieu	1 00	6 00
Langlois	D. Langlois	1 00	6 00
Dupère	L. Dupère	1 00	6 00
ST. JEAN PORT JOLI, P.Q.			
Pelletier	J. Pelletier	\$ 1 00	Special
Berugault	A. Berugault	1 00	.....
Ferinieau	G. N. Ferinieau	1 00	.....
ST. JOHN, N.B.			
Royal	Raymond & Doherty	\$ 3 00 up	.....
Dufferin	J. J. McCaffery	3 00	.....
Victoria	D. W. McCormick	2 50 to 3	.....
Clifton	M. E. & M. P. Peters	2 00	10½ to 12½
Edward	J. D. Driscoll	1 to 1 50	.....
Grand Union	W. H. McQuade	1 50 to 2	7 00
Park	Chas. Damery	1 50 to 2	6 to 8
St. John	J. A. Burns	1 to 1 50	4 to 6
Elliott	E. W. Elliott	1 00	4 to 6
New Victoria	J. McCoskery	1 50 to 2	.....
ST. PASCHAL, P.Q.			
Victoria	Mrs. C. Pelletier	\$ 1 25	\$ 8 00
Roy	Leon Roy	1 00	7 00
Richard	N. Richard	0 75	6 50

PLACE AND HOTEL	NAME OF PROPRIETOR	RATES	
		PER DAY	PER WEEK
SHEDIAC, N. B.			
Weldon House.....	J. D. Weldon	\$ 1 50	\$5 to \$7
Hotel Terrace.....	P. F. Welanson	1 00	3 to 4
Royal.....	P. D. Leger	1 00	3 to 4
SPRING HILL JCT., N.S.			
Lorne.....	H. A. McKenzie	\$ 1 25	.....
SUMMERSIDE, P.E.I.			
Clifton.....	Miss Mawley	\$ 2 00	Special
Queen.....	F. Perry	1 00	"
Russ.....	J. B. Russ	1 50	"
Stratheona.....	J. S. Allen	1 00	"
SUSSEX, N. B.			
Depot.....	I. McLean	\$ 1 50	\$4 to \$5
Royal Hotel.....	G. Myers	1 00	3 to 4
Central.....	J. McNutt	1 00	3 50
Windsor.....	J. Keith	1 50	4 00
SYDNEY, C. B.			
Sydney.....	E. LeRoi Willis	\$ 2 00	\$ 6 00
Minto.....	A. Madden	2 00	6 00
Cabot.....	A. Hogan	2 00	6 00
Queen.....	A. G. Blair	2 00	6 00
Victoria.....	A. Green	2 00	6 00
Alfonse.....	A. Vassallo	2 00	6 00
Walcot.....	W. Shaw	1 50	6 00
TATAMAGOUCHE, N.S.			
Stirling.....	T. McLellen	\$ 1 25	\$ 4 00
TROIS PISTOLES, P.Q.			
Lavigne.....	M. Lavigne	\$ 1 to \$2 00	Special
Dery.....	M. Dery	1 to 2 00	.....
TRURO, N.S.			
Learmont.....	A. H. Learmont	\$ 2 00	.....
Stanley.....	A. S. Murphy	1 50	.....
Farker House.....	Mrs. Ainsley	1 00
Victoria.....	N. Lee	1 00
Grand Central.....	Mrs. White	1 00







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