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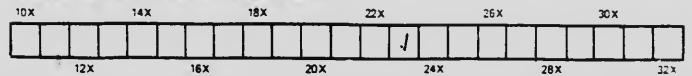
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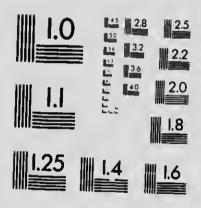
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FROM NIAGARA TO THE SEA





An R. & O. Steamer Shooting one of the Rapids.

OFFICIAL GUIDE, 1907

FROM

NIAGARA TO THE SEA

The Finest Inland Water
Trip in the World



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Saguenay Line below Quebec—Stra. "Murray Bay,"

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Issued by the Passenger Department of the

RICHELIEU & ONTARIO NAVIGATION CO.

228 St. Paul Street, Montreal

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"A discound and I should was tershere, in musing awe; should tread the wondrows world, see all this store of unland water harled. In one vast column down Ningara's steep, or cashod bold theon, it ransparent sleep. Where C. Idae hills of old Torontoshed. Their c. ing shadow over untaries bed."

— Tom Moore.

Nowhere in the world is there an all-water trip more picturesque, or one which embraces as great a variety of attractions for the summer tourist as does the opnlar trip from Niagara to the sea. The trip in its entirety of at the Falls of Niagara and embraces a sail on magnificent own steamers through the blue waters of Lake Ontario down to and through the world famed Thousand Islands, shooting the Rapids, visiting Montreal and quaint, picturesque old Quebec, and onward down the salt waters of the mountainons, and beautiful lower St. Lawrence to Murray Bay and Tadousae, theace up through the very heart of the Laurentian Mountains to Chicontimi, located at the head of navigation on the Sagnenay River, which flows from Chicontimi to Tadousae through the grandest and most scenie navigable mountain gorge in the world,

The lordly St. Lawrence River flowing north connects the world's greatest chain of lakes with the Atlantic Ocean. In purity and clearness its waters surpass those of any river in the world and its historic environments are a source of intense interest to all travellers, particularly so to the soldier, statesman or student.



Niagara Falls, from American Side.

The climatic conditions of this favored region are in summer as near perfection as possible, the days of sunshine are clear and bright and are crowned with most beautiful sunsets, the nights are cool and sleep inducing, and the great body of water, combined with woodland and mountain breezes, cool and purify the air to such a degree that it has a subtle charm for those in search of health, rest and recreation.

Niagara Falls is usually the place first visited by tourists who desire to see the world's greatest cataract and make the grand tour of the St. Lawrence. Ages before the dawn of civilization in North America the Indians regarded the Falls of Niagara with reverence and awe, and to them it represented an angry Deity and in order to win its favor, they made periodical pilgrimages to its shrine and as a sacrifice an Indian maid was bound fast in a birch-bark canoe which was cast adrift above the falls and allowed to plunge over the precipice, and be engulfed in the foaming waters below.

In an old English edition of Father Hennepin's Discoveries in America, published in 1698, appears the following quaint description of Niagara Falls:

"Betwixt the Lake Ontario and Erie there if a vaft and prodigious Cad-



Gorge Route Car passing Whirlpool.

ence of Water which falls down after a furprifing and aftonifhing manner, infomuch that the Universe does not afford its Parralell. 'Tis true, Italy and Suedeland boaft of fuch Things; but we may well fay they are but forry Patterns when compar'd to this of which we now speak.' Leaving out the obsolete Old English spelling we continue the description: "At the foot of this horrible precipice we meet with the River Niagara which is not above a quarter of a league broad, but is wonderfully deep in some places. It is so rapid above this Descent that it violently hurries down the

wild Beasts while endeavoring to pass it to feed on the other side, they not being able to withstand the force of its Current, which inevitably casts them headlong above Six hundred feet high."

A great transformation would greet the eyes of the good old father if he could gaze upon the Niagara of to-day; great bridges span the river, and on both sides of it are beautiful parks and large hotels,—the latest



Steamer "Cayuga," at Lewiston, N.Y.

addition to their number being the magnificent new Clifton Hotel on the Canadian side,—facing the falls. Transportation facilities have made the falls accessible to the millions of people who now inhabit what was in his day an unexplored continent. Even the great entaract itself has been forced to submit to the hand of time, the rushing waters having worn away the face of the precipice so that now the Canadian falls assume more of a horse-shoe shape than when first seen by white men; the great power of Niagara has been conquered by the hand of man and forced to devote a portion of its energy to the demands of commerce.

The region of the falls, above and below, presents a series of delightful pictures. One of the most picturesque spots lies between the Whirlpool and Queenston. The Niagara Gorge Railway affords an excellent opportunity of seeing the principal points of interest at a very moderate outlay. Leaving Niagara, it is a short journey, either by rail or by electric car, to the historic village of Queenston.

Brock's Monument

The country here is particularly interesting. On the eminence is the monument erected by Canada in honor of Sir Isaac Brock, who fell during an engagement with the American troops, on the 13th of October, 1812. On the opposite shore is the American village of Lewiston reached by a suspension bridge.

Twelve miles below the Falls, opposite Fort Niagara, is Niagaraon-the-Lake, a popular summer resort, the surroundings of which are full of natural beauty and historical interest. Here is located the



Queen's Royal Hotel, Niagara-on-the-Lake.

(Entertained Prince and Princess of Wales, 1901.

Queen's Royal Hotel, under the same management as the Queen's Hotel of Toronto, From Niagara-on-the-Lake we may embark on one of the fine steamers of the Niagara Navigation Company. These steamers run from Queenston down the Niagara River and across Lake Outario to Toronto. The sail occupies about three hours. On the American side at the mouth of the river is old Fort Niagara. It was here that La Salle erected a palisaded store-house in 1678, when he was building the "Cataraqui," the first vessel ever lannehed on Lake Erie. This store-house, after its destruction by the Indians, was rebuilt by the French in 1687, and finally a stone fort was erected on the site, in 1749. Ten years later it was taken by the British, and remained in their possession until the close of the War of Independence, when it was ceded to the United States. As the steamer proceeds, the

old fort is left behind, and we are now on the blue waters of Lake Ontario. The broad expanse of water is a novelty after the turbulence of Niagara, while the cooling breeze is refreshing and invigor-

ating. From the deck we are soon able to distinguish the shore to which we are heading. The narrow strip of land which stretches ont into the lake and forms part of the natural harbor of Toronto, is "The Island," a picturesque pleasure-ground. Another charming trip from Niagara Falls to Toronto may be enjoyed via the Niagara, St.

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Queen's Hotel, Toronto.

Catharines and Toronto Railway and Navigation Company, which operates an electric railway from Niagara Falls to Port Dalhousie, thence steamer to Toronto. Connections can also be made via rail from Niagara Falls to Charlotte, N.V., and thence steamer, but this route does not allow passengers to stop-over at the Thousand Islands.

Toronto, the Queen City, is beautifully situated on the north shore of Lake Ontario, and is one of the largest and most prosperous cities of the Dominion. Its name is derived from the Indian Dr-on-do, meaning "trees in water." It has a population of three hundred thousand. Its beautiful scenery, its picturesque parks, its

Toronto handsome public buildings, its beautiful churches, colleges and residences make it very attractive to the visitor. Its situation on the lake, in the heart of the temperate zone, admirably adapts Toronto for a summer resort. It



Boat Club Houses, Toronto Bay,



Provincial Legislative Buildings, Toronso.

has a mild and equable climate, which renders the summer days eool and pleasant.

On the present site of Toronto, in 1749, the French established a trading-post bearing the name of Fort Rouille; not long after the country passed into the hands of the British, and little was heard of Fort Rouille until 1793. In 1792 Lieutenant-Governor Simcoe chose it for the permanent seat of the government, and gave it the name of York.

In 1834 the city was incorporated under the name of Toronto, and in 1867 by the federation of the provinces Toronto became the capital of the Province of Ontario.

The city rises gradually from the water's edge to an elevation of over one hundred feet above the level of the lake. The streets are broad and well paved, and most of them have boulevards of well-kept lawns and shade-trees, the drives through the long, forested avenues affording calightful glimpses of shrm bery and flowers.

The two main arteries of the city are Yonge and King streets, which cross each other at right angles. Starting from the foot of Yonge street, northward from the bay, many fine buildings, fairly typical of the city's wealth and enterprise, are seen. From this point radiate the wholesale business streets, whose massive structures are seen on every hand. At the intersection with King street, the commercial hub of the city is reached. Above King is an almost unbroken line of retail shops, and it is perhaps the busiest of Toronto's streets. Yonge street divides the city into two grand divisions, and is the great thoroughfare of the north, extending

thirty miles to Holland River. The residence of the Lieutenant-Governor of Outario, designed in the modern French style of architecture, is west on King street; and castwardly, towards the bay, is the magnificent Union Station, ntilized by the two great railway systems of Canada.

Another of Toronto's notable buildings is the magnificent Temple, at the north-west corner of Richmond and Bay streets, erected by the Independent Order of Foresters. Nearby is the City Hall and Court House, one of the finest municipal buildings in Canada.

The Exhibition buildings are situated on the Garrison Reserve, at the west end of the city, overlooking Lake Ontario, and are easily reached. They attract large numbers of visitors, especially during the holding of the Canadian National Annual Exposition in September. Hyde Park, with beautiful trees and shrubbery, almost borders on the Humber, and is a delightful resort, west of which is Lorne Park. Rosedale, in the north-east, is adorned with fine residences, while Queen's Park, the Horticultural Gardens and other charming breathing-places are found in the heart of the city.

At Woodbine Park is held the annual meet of the Ontario Jockey Club for the King's Plate. This event is the Derby of Canada, and is one of the oldest racing features in America, having been run continuously since 1860. It is the greatest racing event held in Canada, and is not surpassed by any in the United States.

St. James Cathedral, on King street east, said to have the highest spire on the continent, is a magnificent specimen of English Gothic architecture, and it is only one of a large number of stately



Toronto University,

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t of and ling and imposing edifices; amongst others may be mentioned St. Michael's Cathedral, the Metropolitan (Methodist) Church, directly opposite, Jarvis Street Baptist Church, Congregational Church, on



St. James Cathedral, Toronto.

Bond and Willow streets, St. Andrew's and Knox Presbyterian churches.

The Provincial Parliament buildings, at the scothern end of Queen's Park, form a stately pile. It has a frontage of four hundred and thirty-five feet, with a depth of two hundred and sixty, and from its towers magnificent views of the city are obtainable. But a few rods away, in the western part of the park, is Toronto University, the pride of the city. In its architectural features it belongs essentially to the Old World. style is Norman, the proportions being noble and the harmony of

the whole exquisite. The University was founded under a royal charter in 1827, and it has an endowment of \$1,800,000. Its faculties include those of Arts, Science, Law, Theology and Medicine, and it is in federation with University College and Victoria University. It has also provision for residence, in this respect differing from most of the Canadian universities. Near the University are the armories and the monument erected to the memory of the Canadian volunteers who fell while defending the frontier during the Fenian invasion of 1867.

While in this vicinity, Osgoode Hall, where the highest courts of the Province are held, claims attention. The exterior is interesting, but its beauty is altogether eclipsed by the richness of the interior.

Another building on Queen street, worthy of note, is the University of Trinity College, founded in 1852, and having an endowment of \$750,000. Victoria University, much smaller than its sister, but architecturally a gem, and McMaster University, a grand-looking structure of brick and stone, are nearby.

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Hotels Toronto is well supplied with excellent hotels, the latest addition being the magnificent King Edward Hotel. In its construction and equipment every known improvement has been utilized, and it justly claims a leading position in the front rank of modern, first-class hotels. It is absolutely fire-proof, is Inxuriously furnished, and is as near perfect as the most advanced ideas can make it. The "King Edward" is centrally located on King street, east of Yonge, nearly opposite the Ticket Office and Bureau of Information of the kichelien and Outario Navigation Company, at No 2 King street east.

The Queen's one of the most comfortable hotels on the continent—possessing every modern convenience—has always been famous for its home-like comforts, and is in every way desirable as a family hotel. It is pleasantly situated, facing the lake, not far from either dock or station, yet quiet, and is a remarkably cool hotel in summer.

The Iroquois is centrally located on the corner of King and York streets. It is under able management, and is popular with all who favor it with their patronage.



Bond Street, Toronto.

The Rossin House, one of the best known hotels in the city, is located on the opposite corner. It enjoys an enviable reputation, and has just been re-furnished and improved in all departments.

There are immerous other hotels and private boarding-houses. There is a good street-ear service, by which every part of the city can be reached, and a ride on the belt-line will give the limited tourist a fair idea of the city's best features.

Lake Ontario

This beautiful and refreshing body of water is one hundred and ninety miles in length and fifty-five miles in width. Its waters are as clear and pure as a mountain spring. Its height above sea level is two hundred and forty-seven feet and



Rotunda, King Edward Hotel, Toronto,

it is six hundred feet deep. It is so remarkably free from storms that the only time mariners feel any anxiety is on the approach of winter, during the last few weeks of navigation.

The Richelien and Ontario Navigation Company's magnificent new steamers "Toronto" and "Kingston" commence their regular trips on the Toronto-Montreal

route on June 1st, leaving Toronto daily (see schedules on pages 100 to 106). These splendid boats have spacious and elegant Steamer "Toronto" passenger accommodation, including parlor-rooms, with bath-rooms connecting, and each have sleeping capacity for over four hundred passengers. The interior finish and decorations of the "Toronto" and the spacious halls and deck saloons are most elaborate, the main and gallery saloons being finished in Francis I. Renaissance, with dining-room in Louis XVI.

The entrance hall, on the main deck, is decorated in Neo-Gree, with modern Renaissance details, with the lunch-room in Oriental treatment. The refreshment and writing rooms and barber shop are in Elizabethan panelling of natural wood finish. The main staircases are in Honduras mahogany, with wronght metal balus-

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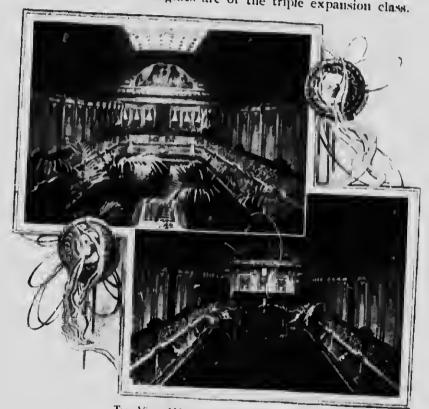
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trades in hammered leaf-work, finished antique bronze, the main newels carrying bronze figures supporting electric torches.

To give some idea of the dimensions of the steamer, a few figures would not be out of place. The length over all is two hundred and seventy-eight feet; width, sixty-two feet; depth, fourteen feet. The engines are of the triple expansion class.



Two Views of Main Saloon, Steamer Kingston, 5

The average time-table speed is seventeen miles an hour, with a capacity for twenty miles when required.

The new steamer "Kingston" will leave Toronto on alternate days with the "Toronto." The "Kingston," Steamer "Kingston" like the "Toronto," was built by the Canadian Shipbnilding Company of Toronto. The dining-room on both of these steamers is on the main deck, and is exceedingly handsome, and in addition to the regular dining-rooms there is a thoroughly modern buffet, at which will be found a tempting supply of seasonable edibles.

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mer, a few all is two et; depth, a class. These buffets are a new feature this season, the service is à la carte and every effort will be made to make it as perfect as possible, while its rates will be found as moderate as is consistent with a first-class service.

The first port of call after leaving Toronto is Churlotte, N.Y., seven miles north of the city of Rochester, which is reached by the

Charlotte, N.Y.
Steamer leaves
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nection is made for New York and points east, and Buffalo and points west. Charlotte is sit-

Main Saloon, Steamer "Toronto."

nated at the month of the Genesee River, and is the lake port for all the tourist business converging in the city of Rochester. Just below Charlotte is Ontario Beach, which is con-



Upper Saloon, Steamer Toronto.

nected with Rochester by a branch of the New York Central, and also an electric railway. There is good fishing in the immediate vicinity, and bathing, boating and driving are interspersed with social attractions at the summer hotels. Other favorite places in close proximity to Charlotte are Windsor Beach, Lake Bluff, Sea Breeze, Irondequoit Bay, etc.

Rochester has a population of two hundred thousand. Its area is eleven thousand and ninety acres with seven hundred acres of Rochester, N.Y.

Parks. It is the first city in the world in the output of seeds and nursery stock and optical supplies, and claims the largest preserving establish: in the world. It proudly

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ternate gston," madian of these and in modern dibles, claims the title of the "Flower City," from the numerons unrecies situated there, which, with the seed-farms, are gorgeons sights when in bloom, covering acres with their brilliant flowers. The Falls of the Genesee River (three in number) are among the natural attractions and also supply the city with a grand water power. Rocheste is an unportant railroad centre; the trains of the New York Central Lehigh Valley; Buffalo, Roehester and Pittsburg; New York, Lake Erie and Western; and Pennsylvania railroads all connect with the Richelien and Ontario steamers at this point. Leaving Charlotte



Corner of Dining Room, Steamer *Kingston,*

the steamer sails down Lake Ontario on her way to Kingston.

Passengers should arrange to be called on reaching Kingston, as the scenery in the immediate vicinity should not be missed.

Breakfast is served shortly after leaving.

and the Thousand Island scenery proper can then be enjoyed without interruption.

Kingstan, Ont.
Steamer leaves
Lastbound Salasini,
Westbound good pain.

Kingston is the Sandhurst or West Point of Canada, with its Military College, its massive grey stone forts, its Martello towers and imposing public buildings. It is beautifully situated at the foot of Lake

Ontario, at the head of the River St. Lawrence. A settlement was begin here by the French, under Gonvernenr de Conreelles (1672), with the name of Cataraqui, for the purpose of protecting the fur traders from the nurderons depredations of the Indians. His successor, Count de Frontenac, huilt a massive stone fort, giving it his own name, which still attaches to the county. The fort was alternately seized and occupied by the French and English, until is was destroyed by the latter, under Colonel Bradstreet, in 1758. It was again rebuilt under the name of Fort Henry, which it still retains.

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ll retains.

Kingston is the largest city between Toronto and Montreal and has quite extensive industries in shipbuilding and ship repairing, and also carries on an extensive grain trade.

It is also a great educational centre—



Engine Room, Steamer *Kingdon.*

Queen's University: Royal Medical Cellege, and the Royal Military College have a continental repute. It is called the Limestone City on account of the general use of this stone in both public and private buildings.

The steamer leaves Kingston at 6 a.m., and passengers arriving



Lighthouse, near Charlotte, N. Y.

in sleeping cars by Grand Trunk from the west can remain in the ear until a few minutes before departure of steamer.

We launch out at early morn upon the sibut bosom of the tanjestic St. Lawrence, named by Cartier in honor of Saint Lawrence.

Thousand Islands

Behind us lies Kingston, with its domes and pinnacles. Across the river stands Garden Island, with its cluster of shipping, and City View Park, on Wolf Island, with its undulating groves. Before us lies the entry to the sinnous channels of the fumous archipelago of the Thousand Islands.

These commence near Kingston, where the waters of Lak Ontario issue into the broad channel of the St. Lawrence, and extend down to Brockville, a distance of some fifty miles. They number, in all, some seventeen hundred, varying in size, shape and appearance, from a small barren rock projecting from the surface of the river to the large fertile area of land, crowned with richest foliage and lofty trees, and many of them are ornamented by summer residences, varying in styles of architecture, from the modest



Martello Tower, Kingston Harbour.

cottage of the camper to the magnificent castle of the millionaire, others remain in the simplicity of natural beauty. As we wind in and out amid these charming islands, the rapidly-changing picture almost bewilders us.

The islands were the scene of several thrilling and romantic adventures during the days of the rebellion. The burning of the "Sir Robert Peel" occurred here in 1838, by a band of outlaws headed by "Bill" Johnson, a kind of political Robin Hood, who had conceived the idea of conferring on Canada the boon of freedom. The story of his devoted and daring daughter "Kate," who rowed him from hiding-place to hiding-place, and kept him supplied with food, gives a touch of the charm of legend and adventure to these rocky mazes. The beautiful and romantic scenery of these islands, the advantages for boating, fishing and camping, and the purity of atmosphere, contribute toward making this region the most unique of Canada's pleasure-grounds.

The passage through the islands occupies several hours. The

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I romantic ing of the of outlaws Hood, who feredom, who rowed plied with to these is islands, purity of est unique

irs. The

steamer courses between Howe and Wolfe Islands, past Grindstone Island, stopping first at Clayton (New York), on the American mainland, a favorite snummer resort, renowned for the splendid fishing in the vicinity, where black bass, pickerel Clayton, N.Y. and maskinongé abound. All

Steamer leaves Eastbound 7 20 a m. Westbound 300 p.m. lines of steamers stop at Clayton, which is connected with Niagara Falls, Albany,

New York and Utica by the New York Central Railroad. The trip from New York to Clayton can be made in about ten hours, without changing, and from Utica in three

hours. Clayton has excellent hotel accommodation. The Hubbard House is one of the best known and most popular hotels.

The Izaak Walton House faces the river. This house has recently been reopened under new management. Extensive improvements have been made, and the cuisine is excellent.

From Clayton the steamer takes the American channel of the river to Frontenac Island. This island is one of the most beautiful of the islands. Its many pretty cottages, beautiful grounds,

Frontenac, N.Y.

Steamer leaves Fastbound 7.30 dam, Westbound 2.30 pag. Its many pretty cottages, beautiful grounds, luxuriant foliage, substantial docks and splendid water-front make it a most attractive spot for tourists. Frontenac Island possesses a superblotel. The "Frontenac" is a truly luxurious



A Glimpse of Kingston, Ont.

summer hotel, lighted by electricity, and with the most mode appointments. It is surrounded by beautiful lawns and is amy supplied with pleasure boats and yachts, has tennis courts and go links, and is an ideal summer home.



Hotel Frontenac and Annex.

The "Frontenac" is under the management of Mr. C. C. Trussell, who is also manager of the Hotel Bon Air, Augusta, G.

Opposite Frontenac Island is Murray Isle. It is charming situated and well shaded and possesses an excellent hotel, the Murray Hill."

A few miles further on, in the very heart of the archipelage the steamer passes Thousand Island Park, on Wellesley Island, a extensive summer resort, laid out in small parks and avenues, an

Thousand Island Park occupied by five to six hundred beautiful cotages. Originally established as a denominational park, it is now conducted by business men as an undenominational resort, where, as at Chautauqua, the best speakers of a denominations are heard, and summer schools and university extension lectures are available at moderate charges. There is excellent



Calumet Island, opposite Clayton, N.Y.

liotel accommodation and great numbe of boarding houses, also cot tages which may be rented for the season at rea sonable prices.

most modern and is amply ourts and golf-



of Mr. C. G. Augusta, Ga. s charmingly nt hotel, the

archipelago, ey Island, an avenues, and peantiful cota denominaundenominaeakers of all ersity extene is excellent el accommoion and a at number boardingses, also cots which may ented for the on at reable prices.

The "Columbian" is a fine modern hotel, possessing an extensive patronage. It is well conducted, and is beautifully situated facing the river,

The new Wellesley Hotel is located opposite the Columbian. This new hotel supersedes the old New England Dining Hall,

The facilities for boating, fishing, driving or horseback riding are unsurpassed. Concerts and other entertainments fill up the evenings.

The beautiful avenue along its water-front gives far-reaching views of the flowing river upon one hand, and leafy vistas along



The Pleasure Yacht "Captain Visger" passing through the Lost Ci...nnel on her trip among the Thousand Islands.

the side avenues which lead into the heart of the park domain. Passengers for Thousand Island Park are transferred to local steamers at Clayton, Frontenac or Alexandria Bay.

The chara ristic island scenery from Thousand Island Park to Alexandria Bay is among the most beautiful of the trip. Hundreds of islands lie across the course of the steamer, tortuous and zigzag, all differing in size, coast, coloring, and forming an intricacy of channels and which only an experiment of the steamer.

of channels amid which only an experienced pilot can guide the steamer. Now we are entering a narrow pass between cliff-like banks covered with moss and trailing creepers, then we open into a lake-like expansion, then again among winding courses, through clustering islands and around rocky points. We are here in the



A Spin among the Islands, near Thousand Island Park.

home of pleasure boats, of which hundreds are seen dotting t surface of the water. These craft are of every description from t skiff and cat-boat up to the most elaborate electric or steam yach owned by the wealthy owners of the magnificent island summ homes.

A short distance below, in a beautiful grove on the south short is located St. Lawrence Park, an attractive and picturesque resorwhere a number of handsome cottages and an attractive hotel have been erected.

We now emerge from the labyrinth into Alexandria Bay, the "Saratoga of the St. Lawrence." It is one of the most popular as well as one of the most fashionable watering-places in America Thousands of people from all parts of the world visit it annually



Richelieu & Ontario Steam + landing at Frontenac, N.Y.

attracted hither by the fame of its natural beauty, wholesome atmosphere, pleasant society and excellent fishing. This Mecca of pastime-seekers is built upon a massive pile of rocks, and has



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lria Bay, the iost popular, in America. it annually, acted hither the fame of atural beauwholesome osphere, ant society excellent ng. This a of passeekers is t upon a ve pile of and has

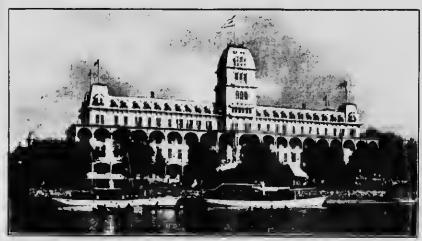
an excellent view of the Thousand Islands scenery. The adjacent islands are dotted with cottages in all sorts of picturesque surroundings, some showing from among the trees perched on rocky bluffs, others



A Summer Home among the Thousand Islands,

sningly perched on low-lying islands or nestling in beautiful coves along the mainland.

At Alexandria Bay is located the Thousand Island House, owned and operated by Col. O. G. Staples, of Washington. This house is one of the best and most favorably known in Northern New York. It was designed for the comfort of its guests, the rooms being exceptionally large and airy. On three sides of the house are broad verandas, while from the tower one may count over a hundred islands, and see for miles up and down the St. Lawrence. The illumination of this building is one of the features of the islands, while its beautiful location makes it a most desirable place at which to spend the summer.



The Thousand Islands House, Alexandria Bay, N.Y.



The Crossmon House is another of the well-known hotels at Alexandria Bay, being under the management of the owner. Mr. C. W. Crossmon, who is constantly adding to its attractions.

A Beauty Spot among the Thousand Islands. It occupies an excellent location, a short distance from the wharf, in full view of many beautiful summer homes, and enjoys the distinction of having been under the management of one family for nearly half a century. Its service and cuisine are first class in every respect.

The New Marsden House also claims a share of popularity. It has been recently rebuilt and newly furnished at great cost, and is homelike and comfortable; the cuisine and attendance are excellent. Its location at Alexandria Bay, and modest rates combined with liberal management, have made this house a favorite with tourists.

The Walton Cottage is pleasantly situated, and is a favorite with those who prefer its quiet to hotel life. It is under excellent management, and its rates are moderate.

About opposite Alexandria Bay, on Wellesley Island, is West-

minster Park. The portion of theisland included in the park grounds consists of two hundred acres of ground rising to an elevation of about forty feet above the water. From the summit the whole group of the Thousand



New Marsden House, Alexandria Bay, N.Y.

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Crossnon House, Alexandria Bay, N.Y.

Islands, extending along the river for a distance of twenty miles, are brought into full view. The Westminster Hotel ferry connects with all steamers arriving at and departing from Alexandria Bay.

The Hotel Westminster is most desirably situated in the most beautiful and romantic part of Westminster Park, in close proximity to the best fishing grounds on the St. Lawrence River.

It is under the management of H. Fred. Inglehart, whose name is a guarantee of good management in all departments.

The Edgewood Park Hotel is charmingly situated near Alexandria Bay, and is reached by connecting ferry.

Leaving Alexandria Bay, the steamer runs down the widening



Hotel Westminster, Westminster Park.



A Fishing Party, Thousand Islands.

channel along the outskirting islands past Summerland, Idlewild, and Grenadier Islands, and soon we pass within a stone's throw of Dark Island (or Lone Star

Island), which, rising boldly out of the waters and crowned with a magnificent summer home, is well fitted for its position as sentinel of Manatoana,-the garden of the Great Spirit-as the Indians named the Thousand Islands. Directly opposite Dark Island is Chippewa Bay, where the races of the American Power Boat Association are held for the Gold Challenge Cup, which is now held by Chip No. 2, a boat owned at the islands. During this great event some of the fastest motor boats in the world are seen on the river. After passing Chippewa Bay we leave the Thousand Islands behind.

Scarcely have we emerged from the still lingering images of the beautiful island scenery, when the spires and roofs of the picturesque town of Brockville come in view. This Brockville, Ont. town, named after General Brock, the hero of Steamer leaves Eastleand q 13 aun. Westlantid 12:45 p in. Queenston Heights, 1812, is built on an elevation

which ascends by successive ridges from the St. Lawrence, It is on the main line of the Grand Trunk Railway, and a branch of the Canadian Pacifie Railway runs hence to Ottawa. It is also the startingpoint of the



The "New Island Wanderer" on her famous fifty-mile tour of the Thousand Islands.

Brockville, 1 along Westport & skirting North-western s past Railway, makerland, ing connections ld, and for all points on lier Is the Ridean lakes. nid soon It has connection s within by ferry with 's throw Morristown, k Island N.Y., a termime Star ied with sentinel



Heart Island, Alster Castle at Water's Edge.

nal of the New York Central Railway.

Prescott, named after General Prescott, a town of some four thousand inhabitants, is the next port of call. Among its places of interest are Fort Wellington, named after the Iron Duke, the tomb

Prescott, Ont.

Westleamid 11 55 acm.

of Barbara Heck, one of the founders of Methodism in America, and the famous Windmill, with its nar-Lasthonnit to 15 a.m. row loopholes peeping from its side. This is the Windmill that figured in the insurrection of 1838 as

the stronghold of the "Patriots," under the unhappy Van Schultze. These desperate men were forced to surrender after several days' defence, and Van Schultze with nine others was executed at Fort Henry. The Government has since converted the Windmill into a lighthouse.

Directly opposite Prescott is the city of Ogdensburg, N.Y., which was captured by British and Canadian soldiers on February 22nd, 1813, in retaliation for a raid made on Brockville by the Americans on February 6th, 1813.



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Carle Rest and Hopewell Hall, Thousand Islands.

Through Passengers
Transfer at Prescott, Ont.

At Prescott passengers change from the lake steamers, which are too large to run the Rapids, to river steamers with commodious observation decks.

A new steamer is now built for the rapids of the St. Lawrence River. It is 240 feet long and 44 feet beam over the guards. This new steamer has a carrying capacity of 1,000 passengers, and is especially constructed to snit the service, and is without doubt the finest observation steamer on the continent. The hurricane and saloon decks are built and covered in such a way as to give passengers a most excellent opportunity to view the Rapids. This beautiful steamer has been aptly named the "Rapids King."



Glimpse of Brockville, Ont., from our Steamer,

A new feature has been inaugurated in connection with the Rapids steamers this season in the form of large modern buffets. This action was decided upon by the Company in the interest of its patrons, the majority of whom in the past have complained of the time lost in taking a course dinner in the dining-room, at a time when they would prefer being on deck enjoying the beautiful scenery and rapids,

These buffets will be open all day, thus allowing passengers to choose their own hour for luncheon. The service is a la carte and first-class in every respect.



The trip westbound from Montreal to Prescott is partly by river and partly by canal, the steamer ascending the minor rapids under her own steam, and rounding the greater ones by canal. The trip via the canals gives a magnificent bird's-eye view of the river and rapids on the left, and on the right is a beautiful landscape dotted with villages and well-tilled farms, and the canals, with their massive stone locks—operated and lighted by electricity,—are a source of great interest.

The trip up the St. Lawrence consumes but little more time than does going down with the current, and, while not so exciting, it is fully as interesting and enjoyable.

Resuming our description of the eastbound trip. The steamer now bears to the right, disclosing the imposing group of buildings of the Point Airy New York State Insane Asylum. Soon after the

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awrence s. This s, and is at doubt mrricane to give s. This King."



last glimpse of Prescott fades in the distance, we pass through the first of the troubled waters of the St. Lawrence, the Gallops. These are only a foretaste of what is to follow. We rapidly pass the picturesque villages of Cardinal, Iroquois, and Morrisburg, Out., and a short distance below the latter place may be seen a grey stone monument which commemorates the battle of Cryslers Farm, fought in 1812, resulting in the defeat of the Americans nuder General Wilkinson by the Canadian Militia under Colonel Morrison. Between Iroquois and Morrisburg the Rapids dn Plat swirl their



A Picturesque Nook in the Thousand Islands.

dark-green waters among a group of wooded islands. After shooting the dn Plat, the steamer glides with steadily increasing motion past a picturesque point named Woodlands, and in among bolder shores, on the north side of Croyles Island, into sight of the turbulent waters of the Long Sault, with its snow-crested billows of

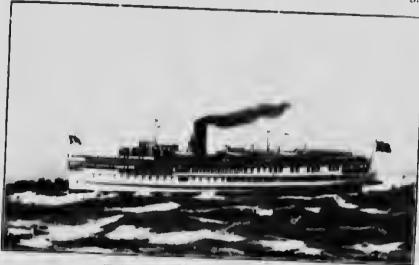
Long Sault Rapids raging water. This, the greatest of the really remarkable rapids of the St. Lawrence, extends about nine miles down stream to Cornwall, and

is divided into main channels by numerous beautifully wooded islands. The "shooting of the rapids," as the descent by boat is called, is a most exciting experience. Before us is a seething mass

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The New Steamer * Rapida King, * in one of the Rapida.

of churning waters, rushing with headlong speed down a deelivity which stretches ahead, apparently without termination. moment we feel ourselves being further drawn into the Charybdis jaws of the mighty current among its angry darkling eddies, past jutting headlands, close to insidious rocks; while the roar of the surges, the foaming spray that dashes over the vessel, intensifies the excitement caused by her swift downward and undulating movement. With her steam almost shut off, she dashes in among the waves that seem to advance up the hill to meet her, and is car-



Algonquin Hotel, Stanley Island.

ried along, by sheer force of the current, at a speed of twenty miles an honr, past what seem to be dangerous places, amid the ocean roar and tunnilt of the breakers. As we approach the foot of these rapids the steamer rapidly passes on the left the head of Sheiks Island in Canadian waters and a few yards further on is Barnharts Island in American waters, in which we remain for the next seven

Main Stairway, leading to Upper Saloon, Steamer "Montreal."

miles. Navigation of the Long Sault requires exceptional nerve and precision in piloting, as well as extra power to control the helm; hence, in "shooting the rapids," the rudder is provided with a tiller (besides the regular apparatus), and this is manned, while four men are kept at the wheel to ensure safe steering; and as a result of such precautions, accidents are unknown.

The first passage of the Long Sault by steamer

was made about 1840, under the pilotage of the celebrated Indian. Terorhiahere.

Cornwall, Ont.

Stramer Jeives Lastboard roopins. Westbound 11.45 p.m.

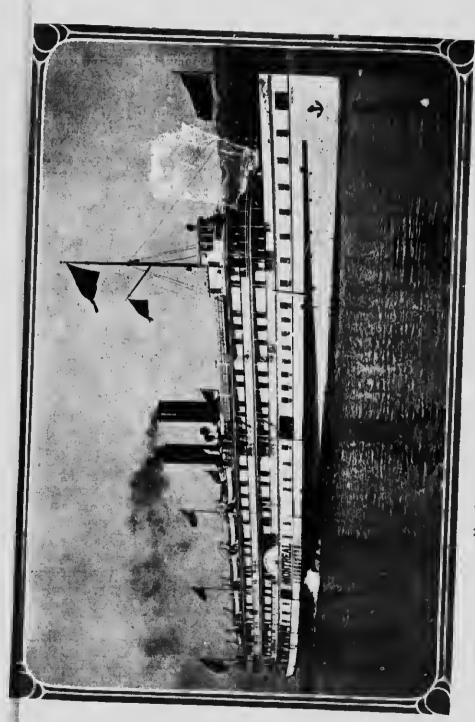
Our next stop is Cornwall, with its extensive woollen and cotton mills. Before stopping at Cornwall the steamer passes under the New York and Ottawa Ry, bridge (of the New York Central lines), the only bridge spanning the St. Lawrence which joins the

United States and Canada. The Cornwall canal, twelve miles long, with six locks, offers a safe passage to small craft on the eastern journey, and is the only course possible for all craft bound westnty miles he ocean t of these of Sheiks Barnharts ext seven

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New Steamer "Montreal," on Montreal-Quebec Line. (See page 40.)

ward. About opposite Cornwall is the picturesque Indian village of St. Regis, with its little cluster of houses and the glittering roof of its church standing conspicuously among them. We are now near the line which divides Canada from the United States as well as the line separating Eastern Ontario from Quebec. The St. Lawrence expands below Cornwall, forming the beautiful Lake St. Francis. The shores on either side present a



Old Windmill, Lower Lachine Road

pleasing prospect, diversified with woods and farms. "But," says a well-known writer, "the chief glory of a sail down Lake St. Francis is the distant mountain range, blue against the horizon. It is the old Châteanguay range—a spur of the Adirondacks—sometimes drawing nearer, sometimes receding into cloud-like indistinctness." At the entrance of the lake, we pass several islands, among which is Stanley Island, a pleasant summer resort, and in the fall a place noted for duck shooting, etc.

The Algonquin Hotel, situated on the island, is well fitted up, and, with pleasant surroundings, claims a good share of popularity.

Coteau, Que. At the lower end of the lake is Coteau du Lac, whose straggling row of little French houses, looking still smaller in contrast with the great stone church and gleaming spire, give evidence that we are now in French Canada. Across from Coteau, on the southern side, is the town of Valleyfield, with its huge cotton mills.

After passing Cotean Landing, the steamer glides under the magnificent iron bridge of the Grand Trunk Railway. Shortly below this bridge the Cotean Rapids are entered.

Cotean Rapids.

These rapids are about two miles long and very beautiful, and have an exceedingly swift current. It was here that a detachment of men, sent to Montreal during General Amherst's expedition (1759), was lost.

About seven miles further down, we sweep past a small island

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whose trees almost dip into the hurrying stream, and, rounding a sharp curve we enter the Cedar Rapids. These are Cedar Rapids, very turbulent, and the passage is most exciting. At 3 50 pan. times the steamer seems to be settling as if to sink,

but she swiftly glides from the threatened danger, past ominous rocks, until she emerges from the rapids. But scarcely has she left the

Cedars when she enters the Split Rock Rapids-Split Rock Rapids, sentineled by huge boulders guarding the entry. 4.00 p.m. One cannot help a shudder of fear as the ship approaches these threatening rocks, but the skilful hand of the helmsman turns the boat aside, and it passes by unscathed.

A short distance below the Split Rock Rapids are the Cascades, the last of this series of rapids, conspicuous by white-crested waves

which mount tumultuously from the dark green Cascade Rapids, waters in such a choppy, angry way, that they 4.15 p.m. make the vessel lurch and toss as though at sea.

This group of four rapids, following one another in close succession extend, in all, about eleven miles,

The Soulanges Canal which covers the distance from Cotean Landing to the foot of the Cascade Rapids, is one of the finest of the canals, and it is well worth taking a trip westbound in order to see the massive stone locks, with fertile fields on each side. canal is lighted and operated by electricity.

Below the Cascades, the river expands into Lake St. Louis.



A View of the Harbour of Montreal.

Lake St. Louis.

calm. the Ottawa River, which is seven hundred and fifty miles in length, discharges one of its branches in the broad St. Lawrence. The scenery is very fine along this lake. Calm and shadowy, the Châteauguay hills rear their lofty heads behind the trees, lower down the dim outline of Mount Royal can be seen, while further on the cloudy tops of Belæil, St. John and Shefford loom against the sky. On our left is the Island of Montreal. Along its margin are the cottages of Montrealers who come here to spend the summer months. It is a most pleasant resort, on account of its nearness to the city, its beautiful scenery and its wholesome surroundings. Along the shore, there are several yacht and boating club houses; amongst others, a little above the head of Dorval Island, the Royal St. Lawrence Yacht Club.

After issuing from the lake, we pass the town of Lachine, nine miles from Montreal. This place was founded by La Salle in the Lachine.

Lachine. year 1670. Here the famous Lachine Canal commences; it was built to overcome the descent of the river in the Lachine Rapids. As we pass along, we may see in the enclosed waters of the canal the huge form of some up-going steamer.

Across from Lachine, on the south bank, is the Indian village, Caughnawaga. The name means "Praying Indian."

Just below Canglinawaga, is the magnificent iron bridge of the Canadian Pacific Railway, a beautiful structure built on the cantilever principle.

Passing under the bridge, the steamer glides into the midstream that moves with increasing speed, indicative of the coming

rapids, which now appear in full view. And soon we enter the last of the St. Lawrence rapids—the Lachine. A moment more and we have completed the descent, and ride in tranquility on the placid bosom of the river below, with a sense of relief born of the contemplated danger past. This last chain of five rapids have a total descent of one hundred and twenty-nine feet, and the second one—the Cedars—have the most rapid current of any of the rapids, consequently when a steamer descends them a sinking sensation is more perceptible than when in the other rapids. The Lachine are the last of the St. Lawrence rapids and on account of their nearness to Montreal are probably the best known, but the Long Sault Rapids are the most turbulent and longest of all, and in scenic environments they are

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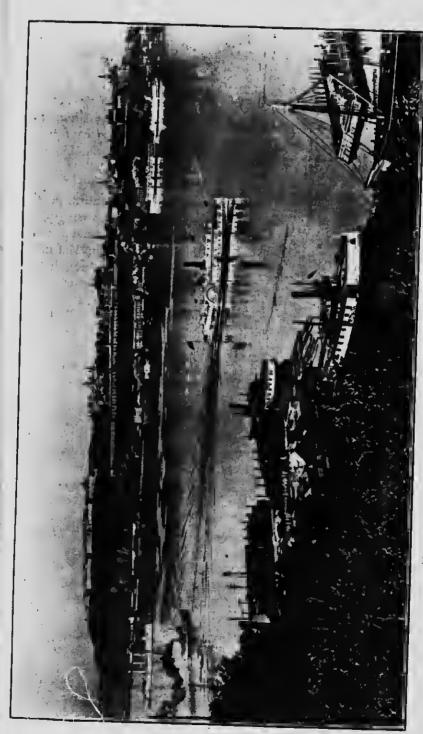
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New Steamer "Tadousac" Leaving Quebec (at 8.30 a.m.) for Saguenay River Trip.

equal to the Cedars, consequently the Long Sault is conceded to be the finest and most exciting, but each one has its own beauties and individual attractions.

Passing the beautifully wooded shores of Nun's Island, we see the famous Victoria Jubilee Bridge, built to replace the old Victoria Tubular Bridge. It ranks, from an engineering standpoint, with the foremost structures of the present age, and connects Montreal with the south shore of the St. Lawrence.

Sweeping beneath the great bridge, we come in full view of the city of Montreal, with its teeming harbour, with its beautiful public buildings of massive stone; its churches, its cathedrals, with gleaming pinnacles and domes; its colleges; its famous parks and drives; and, most of all, with its royal mountain lifting its imperial head above the din and rush of commerce. As we move through the crowded harbour, we pass, here and there, the huge forms of ocean vessels. We come to port at Victoria Pier, a little above St. Helen's Island. It was on this island that Chevalier de Levis burned the flags of the French army (1760) rather than surreuder them to the British conqueror, Gen. Amherst.

The new steamers "Montreal" and "Quebec," running between Montreal and Quebec, are not excelled by any steamers on

Montreal Steamer leaves

Steamer leaves Fastbound, 7.00 p.m. Westbound, 1.30 p.m. inland waters in luxury and up-to-date conveniences and comforts. The dimensions of the "Moutreal" are: length, 340 feet; width of hull, 44 feet; width over guards, 75 feet 6 inches; moulded depth, 15

feet. Her fire-pumps, lite-saving apparatus, etc., are of the most modern pattern. Running water is supplied to every stateroom. The entire steamer, including staterooms, is steam-heated and lighted by electricity.

The total number of staterooms is 250, including 20 parlorrooms with bath-rooms attached.

The Dining Room is on the main deck aft, and will seat 150 passengers. The Entrance Hall has a rubber-tiled floor, and is pauelled in dark mahogany, relieved by large panel pictures of the Seasons, in hronze relief.

The furniture is of dark mahogany and green plush, aud it, as well as the general ornamentation of the upper saloon, is in Louis XV. style. The dome ceiling has had an additional arch worked into it, giving a entirely new and unsurpassed effect. It is richly ornamented with heavy scroll-work, and its leading features are two

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large allegorical paintings representing the periods of the day, by F. S. Challener, R.C.A. The subject of the panel is, "The Day, from Dawn to Night-time." Twenty or more life-size figures, with appropriate symbols and colors, are made use of, and gracefully arranged to work out this theme.

The new steamer "Quebec" will join her sister boat on the route this season. In general equipment for the safety and comfort of passengers and luxurious furnishings, she is the counterpart of the "Montreal" and her scheme of decoration is fully as elaborate, but of a different period of art and colouring, in accord with the desire of the company to have each new steamer present its own artistic beauties.



The Quebec Bridge, under construction; when completed will have the longest single span of any bridge in the world.

On account of the close connection of the steamers from the west with those leaving for Quebec, tourists generally prefer to go on down the St. Lawrence to Quebec and the Saguenay, visiting Montreal on their return. We will, therefore, reserve for the return trip a description of Montreal.

The journey down the St. Lawrence, from Montreal to Quebec, in one of the palatial new steamers that ply on this route, is as pleasant a trip as could be taken anywhere in America. Leaving Victoria

Down the

St. Lawrence.

Pier in the evening, we first pass Longuenil, a small village on the south bank, memorable in history for the repulse, by the Americans, of General Charlton, in 1775. A little lower down on the north shore is Longne Pointe.

At a distance of nine miles from Montreal, we see Pointe-anx-Trembles, founded in 1674. Here is one of the old French churches, built in 1709. Just below it are the islands of Boucherville.

Forty-five miles from Montreal, at the junction of the Richelien River, is Sorel. It stands on the site of the fort built by de Tracy

Sorel

Steamer feaves Fastisand, 9.45 pm; Westbound, 100 a m; in 1665, and was for many years the summer residence of successive governors of Canada. About five miles further down, the river expands into a vast sheet of water, about twenty-five miles long and nine miles

broad, which is known as Lake St. Peter. The lake is, for the most part, quite shallow, except in the channel, which has been dredged so as to permit the passage of the largest ocean steamers.

Sorel was founded by the Freuch in 1634 as a trading post under the name of Fort Richelien.

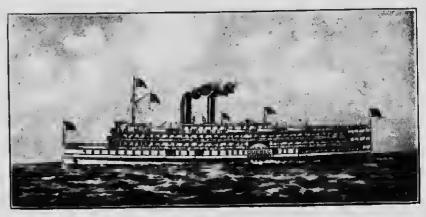
At Sorel is located the large workshops of the Richelien and Ontario Navigation Co. and the winter headquarters of its large fleet of magnificent steamers.

Passing the mouth of the St. Francis river, we arrive at the city of Three Rivers, which was founded in 1634, midway between

Three Rivers

Steamer leaves Lastbound, 100 a.m. Westlaund, 1005 p.m. Montreal and Quebec, situated on the north shore of the St. Lawrence at the mouth of the St. Maurice River, which here separates into three channels, hence the name of the city is derived. The French

began the smelting of iron here as early as 1737. Three Rivers is the see of a Roman Catholic bishopric. This progressive city is well worth a visit from the tourist, there being many points of



New Steamer "Quebec."

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interest in it and its surroundings. It is noted in the medical world for its sanitarium for the scientific treatment of nervons diseases, etc.

Here we may be said to be at the head of tide-water. The total fall of the St. Lawrence, from Kingston to tide-water, is two hun-

Batiscan

Steamer feases Fastbound, 2-15 anns Westbound, 14-50 pani dred and thirtytwo feet, an average of ten and one-fourth inches

to the mile. Continuing the journey, we pass Batiscan, called after the famous Indian chief; then St. Anne and the Jacques-Cartier River, after which the land on the river banks begin to rise, presenting a more bold and picturesque appearance as we near Quebec. The month of the Chaudière on the south and the new Quebec bridge are the next objects of interest. This great cantilever bridge is



Champlain Monument, Quebec.

Quebec

Steamer for Montreal leaves 6.40 p.m. Steamer for Saguenay leaves 8 to a.m. to connect Quebec with the south shore of the St. Lawrence. Its center span will be eighteen hundred feet in length, which is the longest single span of any

bridge in the world. Its height will be one hundred and fifty feet above the water level, and it will cost nearly four million of dollars. Before us is the grand gateway of the St. Lawrence, and on our left, crowning Cape Diamond, is the famous Citadel of Quebec. This lofty fortress, three hundred and sixty-five feet above the river, was built from plans approved by the Duke of Wellington.

From under these grey old walls, the first pioneers of what is now the granary of the world, went forth into the wilderness.

From this antique city, also departed the first missionaries, carrying the message of the cross to distant tribes and nations. But that which must forever give Quebec chief claim to the attention of the traveller is its historical battlefield, which saw the fiercest and most momentous battles in the early history of North America, and on which the generals of both France and England perished in the final struggle for the possession of Canada. It is

impossible to stand here and reflect on the momentous consequences of Wolfe's victory without feeling the influence of the spirit of the scene. Founded by Sannel de Champlain, A.D. 1608, nearly three centuries have given the fortress city a history rich in material for the publisher, the poet and the ro-nancer.

Quebec derives its name from the Indian word Kebec, meaning

a strait.

Of Quebec, Henry Ward Beecher wrote: "Curious old Quebec! Of all cities on the continent of America the quaintest. It is a populated cliff. It is a mighty rock, scarped and graded, and made to hold houses and eastles which, by a proper natural law, ought to slide off its back, like an ungirded load from a camels back. But they stick. Here is a small bit of medieval Europe, perched upon a rock and dried for keeping, in this north-east corner of America, a curiosity that has not its equal, of its kind, on this side of the ocean."

Quaint, curious old Quebec, whose winding streets and frowning battlements are pervaded with the atmosphere of departed centuries, here—the spot where the refined luxury of the Old World first touched the barbaric wilderness of the New; here is the cradle of Canada. Quebec seems to have been specially formed by Nature for the important part assigned to her in the drama of this continent, for, from her commanding eminence, she holds the position of guardian and sentry of Canada. In 1535, that intrepid explorer, Jacques Cartier sailed from France, under a commission from Francis I., in the hope of discovering a new highway to the Indies, and also of adding new possessions to his native land. Sailing up the magnificent river, he gave to it the name of St. Lawrence, and

on the 14th September, he reached the mouth of a little tributary, which he called St.

Croix. Here he cast anchor. The natives of the village of Stadacona, headed by their chief, Donnacona, paddled out in their birch-bark canoes to meet the strangers, having been at-



A Quebec Calèche

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Dufferin Terrace and Château Frontenac, Quebec.

Viewed from the Citadel, above Dufferin Terrace, the picture spread out beneath our feet can nowhere be duplicated. Here the Fleur-de-lis banner of the Bourbous and the time-worn flag of England have been nufurled in token of supremacy. Youder is the spot where the noblest sons of France and England fought for the empire of this land, in the memorable battle of the Plains of Abraham. Behind Dufferin Terrace, in the Governor's Garden, the granite column, erected in 1775, tells the story, by its simple inscription: "In memory of Wolfe and Montcalm." Vanquisher and vanquished lie silent in the tomb, but their names are linked together in an indissoluble wreath of glory. Nestled together below us are the antique gables, the peculiar roofs, the quaint spires and the historic walls that take us back into the last century. Looking away beyond the churches and monuments, the ramparts and gates, we behold a picture that no pencil can delineate and no poet could describe. Over the heights of Lévis and above its frowning fortifications, rises the summer sun; his beams gild the spires of a hundred historic buildings, each with a story that might be a basis of a real romance. Still looking to the right, the Isle of Orleans divides the waters of the St. Lawrence. Then across the stream—

"Where yonder mountains, cracked And sundered by volcanic fire, Sings Montmorency's cataract— Fit chord for such a granite lyre."

Then the village of Beauport stretches its serpentine length along the shore. Beyond the Beauport Flats rise the blue Laurentians, mound over mound, till they blend with the fleecy clouds upon the distant horizon. From out the forest and fields glances the steeple of the Charlesbourg church—a hamlet with a history of its own. Behind this again, appears the humble, but still more interesting, chapel of the Indian village of Lorette. Still turning westward, we notice the sinuosities of the St. Charles, as it rolls through green meadows down to its confinence with the St. Lawrence.

Dufferin Terrace was first laid out by the Earl of Durham, Governor-General of Canada in 1838. During the administration of the Marquis of Dufferin and Ava, it was enlarged into the present

far-famed promenade.

At the eastern end of the terrace is the Champlain Monnment, erected in honor of Samuel de Champlain, the founder of Onebec. The monument faces the Châtean Frontenac, one of the world's magnificent hotels, commanding delightful views of the St. Lawrence as far as the eve can reach-down past the Isle of Orleans, across to Lévis and beyond, upstream to Sillery, and, to the left, the country along the beautiful valley of the St. Charles River. It has been planned with a strong sense of the fitness of things. In exterior it hlends with its surroundings; while the interior yields



Monument to Wolfe and Montcalm, Quebec.

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id of the in Monnof Samuel under of ent faces c, one of nt hotels, L views of far as the past the to Lévis to Sillery, country ley of the has been sense of In extesurroundior yields the maximum of comfort and beauty without sacrificing the outlook.

The site of this beautiful hotel is that of the ancient Château St.

Louis, for above two centuries the seat of the government of the province. The foundations of the original castle, dating 1620, can

be seen still under Dufferin Terrace.

The St. Louis Hotel has recently been modernized and improved. It is located within three minutes' walk of Dufferin Terrace and in proximity to all points of interest. Its rates are reasonable and the service throughout is excellent. Under the present able management, it justly claims its share of patronage.

The Hotel Victoria is another of Quebec's favorite hotels. Overlooking the valley



St. Louis Hotel, Quebec,

of the St. Charles River, it is situated within one block of the Grand Battery, and commands a delightful view. It is convenient to all points of interest, and its range of prices is well in keeping with a modest purse.

The Clarendon Hotel is located at the corner of St. Annes' and Garden streets. It is well managed, and is popular with all who h their patronage. The English Cathedral is opposite. ound the ramparts, and an inspection of the picturst stantial archways, gives the visitor a good idea of the military strength of the city. In the midst of these standing evidences of defiance or defence, we may trace the dominant influence of its religious institutions, still breathing the monastic spirit of the seventeenth century. Crowning the cliff stands Laval University, the chief seat of French culture in the Dominion. It has been called after the famous bishop, Monseigneur de Laval de Montmorenci, who endowed it liberally. It looks down from the high rock-two hundred feet above the river-upon one of the most magnificent scenes in America. Imposing from the outside, it is a treasure house within, with its vast library, its museum and picture gallery. Among the celebrated masters represented in

the gallery of Laval may be incutioned Salvator Rosa, Teuiers, Romenelli, Joseph Vernet, Paget and Perocci Poussin.

Near its entrance, on the cliff, is the spot where the gallant General Montgomery fell, at the head of the storming party, Decem-

ber 31, 1775.

Another fine edifice that claims our attention is the Basilica, built on the site of the ancient church of Notre Dame de la Recouvrance, erected in 1633, by Samuel de Champlain, to commemorate the restoration of the colony by Britain. Within this ancient church was interred the remains of Laval (perhaps the most historical figure in the annals of New France), Frontenac and many other of her worthies. The Basilica contains, amongst other valuable paintings, the Christ of the Cathedral, by Van Dyke, and the Ecstacy of St. Paul, by Carlo Maratti. Some of the pictures were brought to Canada from France during the revolution. The square opposite, where the New City Hall has been erected, is the site of the old Jesuit College, which was the oldest college in America, dating from the year 1635. Within its walls, the martyrs Lalement, Brebeuf and



The Basilica, Quebec.

Vimont taught, and Père Marquette drew his plans that led to the establishment of Christianity on the Mississippi. Adjoining the Basilica is the Archbishop's Palace.

The Ursuline Convent, on Garden street, is beautifully situated in a garden of seven acres extent. The date of its earliest foundation was 1641, and of the present 1686. Montcalm is buried in the chapel in a tomb said to have been formed by the bursting of a shell during the seige of the city.

The Hôtel-Dien, or Hospital of the Precious Teniers,

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Basilica, a Recounemorate it church nistorical other of ole paintestacy of ought to opposite, of the old ing from beuf and and Père rew his to the of Christssissippi. Basilica is 's Palace. ine Conen street, tuated in ven acres late of its tion was e present ı is buried in a tomb en formed

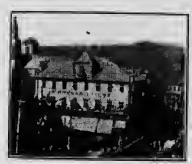
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Blood, was founded in 1739, by a neice of Cardinal Richelien. During the seventeenth century it played an important part in the religious life of the French colony.

A place especially attractive to visitors from the United States



Union Building, Quebec, occupied by D. Morgan, Tailor,

is No. 41 St. Louis street. In it were deposited the remains of Brigadier-General Montgomery, on the 31st December, 1775. The quaint old church of Notre Dame des Victoires, erected in 1788, should also be visited, as it is associated with several warlike events. During the siege of Quebec, in 1750, a portion of the church was destroyed by the batteries from Lévis.

On the north side of the Place d'Armes, coming off the Dufferin Terrace, is the Union Building, erected in 1805, upon the site of a previous building occupied as a residence, in 1649, by Governor d'Ailleboust. This building was originally occupied by the famous Baron's Club, it was afterwards used as the Union and St. George's hotels, and as Government offices. It was under this roof that war was declared with the United States in 1812. It is owned and occupied by D. Morgan, tailor.

Every turn that we take in Quebec brings us face to face with some memorial of the past. Among the curious streets that every

some memorial of the past. visitor is sure to see, may be mentioned Sous-le-Cap and the site of the famous Break-neck Steps and Little Champlain street. Even the Post-Office has its history, for it is built on the site of an old legendary haunted house, known as Le Chien d'Or. There, in the wall, we can see the curious old stone, with its inscription and its golden dog gnawing its bone as of old.



St. Louis Gate, Quebec,

Passing along St. Louis street, on the right is the Place d'Armes, a military parade ground in the days of the French régime. On the left is Kent House, the residence of the Duke of Kent while in Canada. In striking contrast is the Court House, on the opposite side of the street. But contrasts are common in Quebec, for here the old and the new meet together as they meet nowhere else on the continent. Close by is the little old-fashioned house once occupied as the headquarters of General Montcalm. Here he held his conneils



Church of Notre-Dames-des-Victoires, Quebec.

Here he held his conneils of war, and prepared his plans for the defence of the city in 1759. Further on, we pass the Espianade, beside the city walls, used by British troops as a parade ground. Immediately ontside the St. Louis Gate, we come in view of the handsome buildings of the Provincial Legislature, which overlook the historical Plains of Abraham.

These extensive fields reach from St. Louis road to the cliffs over Wolfe's Cove, and from the Citadel to Spencer Wood, the residence of

the Lieutenant-Governor. There beneath the monument that tells a glorious story—"Here Wolfe fell victorious"—are the ashes of countless heroes. On such a spot well might the lines of Campbell be repeated:

"Few, few shall part where many meet,

The snow shall be their winding sheet,

And every turf beneath their feet shall be a soldier's sepulchre."

Beyond are the Martello towers, built in 1811 for the bette defence of the city's fortifications. Below on the St. Foye roadwhich is reached by the Belvidere Drive—stands the "Monumer the Place ch *régime* c Cent while e opposite , for here else on the e occupied is councils epared his defence of 9. Further the Esplathe city by British a parade mediately St. Louis

st. Louis cliffs over e, and from to Spencer residence of ument that the lines of the lines of

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Spencer Wood, Residence of the Lieutenant Governor of the Province of Qu oc.

to the Brave," erected to commemorate the heroism of the men who perished at the battle of St. Foye.

For those who enjoy driving, Quebec and its environs has probably more attractions than any other Canadian city. The drives are all charming and many of them have historic associations of great interest.

While Quebec is pre-eminently a summer resort, it also claims the right to be crowned as Queen of Northern Winter Resorts. Then when the frost-king is supreme, the population devotes a generous portion of its time to the various forms of out-door plea-



Monument (on St. Foye Road, Quebec), to the brave who fell in 1760 under Generals Lewis and Murray.

sure aud winter sport which have made St. Petersburg the most famous of European winter resorts. The time is spent in sleighing, skating, tobogganing, skiing and snowshoeing, and such games as curling and hockey, all of which are indulged in with a vim inspired by the pure invigorating winter air, which renews vitality and creates a desire for open air exercise.

On the famous Dufferin Terrace, is built a toboggan slide starting from the King's Bastion and stretching the whole length of the Terrace to the Château Frontenac. Much entertaining is done at the picturesque old citadel, which is the residence of the

Governor-General and suite when visiting the city.

Visitors are warmly welcomed by the winter clubs, and are quickly initiated into the various forms of winter sports and amusements.

Apart from all this, Quebec, in winter, is strongly recommended by eminent medical men as a resort for those predisposed to pulmonary complaints. The great German, Doctor Eichorst, is a

strong advocate of such a climate as Quebec affords.

The finest possible view of the old city is to be had from the Lévis heights, on the opposite shore, reached by ferry.

It was from Lévis that the British cannon played upon Quebec in 1759. The fortifications to-day are of a superior class in every sense, immense sums having been spent upon the forts and batteries. From the heights a magnificent view of Montmorency Falls can be had, and the drives around Lévis are as picturesque and attractive as those about Quebec.

The world-famed shrine of St. Anne de Beaupré, a short distance below Quebec.



Montmorency Falls, seven miles from Quebec,

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Lévis that layed upon The fortiof a supesense, imbeen spent batteries, a magnifiintmorency, and the vis are as tractive as

ned shrinc Beaupré, a ow Quebec. is reached by Electric Railway. To tell the story of St. Anne, we must draw upon holy writ, upon history, and upon tradition. Two places, Nazareth and Sephoris — at the foot of Mount Carmel — contend for the honor of

being the residence of St. Anne. Her husband was Jo-Achim or Eli-Achim. The only offspring of that marriage was Mary, the one destined to become the mother of the Redeemer. When St. Anne died, her remains were interred near Jerusalem, in the valley of Jehoshaphat. From that vale, in the days of the Roman Emperor Trajan, when Christianity was but a century old, tradition tells us that a rudderless ship swept over the Mediterranean, bearing



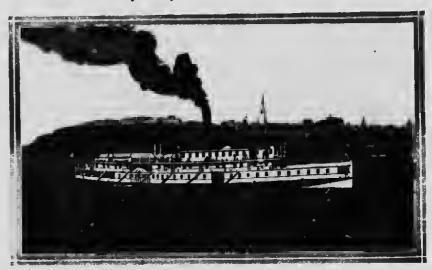
St. Anne de Beaupré Church.

the body of St. Anne to France to be placed in the keeping of St. Auspicius, first bishop of Apt, a town in Provence. It was there that the great monarch, Charlemagne, found it. In after years St. Anne became the patroness of Brittany, and at Auray a shrine was built in her honor, and the faith of the simple Breton taught that she there performed miraculous cures for those who trusted in her.

A few years after the founding of Quebec, a crew of Breton sailors were buffeted by a terrific tempest, and they vowed to build a shrine in honor of St. Anne d'Auray, should she guide them safely through the storm. They landed at last at the spot where now stands the beautiful Basilica. They built a little chapel in fulfilment of their promise. In 1660 it became necessary to rebuild the primitive edifice. The then governor of New France, M. d'Ailleboust, officially presided at the laying of the foundation of the first shrine to St. Anne in Canada. In 1670 the chapter of Carcassonne, in France, sent out a relic of St. Anne, to be kept in the new shrine.

Rich presents came from the court of Louis XIV., and the Queenmother - Anne of Austria - embroidered a chasuble for the service of St. Anne's new altar. The marquis de Tracey, viceroy of New France, had vowed, in the hour of shipwreck, to lay a gift at the feet of St. Anne. He fulfilled his compact by presenting a painting by the famed artist Lebrun, representing St. Anne and two pilgrims. Bishop Laval de Montmorenci gave two pictures from the brush of Luc Lefrançois, a Franciscan friar, and a silver reliquary set in precions stones. In 1706 Lemoine d'Iberville, the heroic pioneer soldier, presented the massive crucifix now on the altar. In 1866 the magnificent new church was erected, and on the north side of the large temple an auxiliary chapel was built with the materials, and having the decorations, steeple and bell of the primitive ehurch. It is of Corinthian architecture, and its twin towers rise to a height of one hundred and sixty-eight feet. It was solemuly blessed and opened for public worship on the 17th of October, 1876. It was consecrated, with imposing ceremonies, on the 16th of May, 1889, by His Eminence Cardinal Taschereau. Two years after its completion (1878), it was placed under the charge of the Redemptorist Fathers. In 1906 about three hundred thousand pilgrims visited the shrine.

With St. Anne's closes the description of the interesting spots in the vicinity of Quebec, and embarking on board the Sagnenay River steamer, the journey seaward is continued.



New Steamer "St. Irénée " leaving Quebec for the Saguenay River.

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R. & O. Steamer approaching the Wharf at Murray Bay.

The commodious passenger and freight offices of the Richelien and Ontario Navigation Company are located at the Company's wharves, where passengers are landed. Here tickets are sold, staterooms reserved, and all information cheerfully given.

The steamers for the Lower St. Lawrence and The Saguenay Saguenay River depart from this wharf on the arrival of Fleet the steamer from Montreal. This service is filled by the new steamers "Murray Bay", "Tadonsac" and "St. Irénée", each of which is equipped with powerful search lights and Marconi Wireless Stations.

These stations are a new feature inaugurated Marconi System this season in harmony with the policy of the Richelieu and Outario management to provide every improvement which is conducive to the convenience or pleasure of its passengers,

The trip from Quebec to the Lower St. Lawrence is by daylight and is one of the most charming river trips in the world. From Tadousac the steamer proceeds up the Saguenay River during the night, and on her return the following day the entire Saguenay River is seen by daylight, and the St. Lawrence is traversed at night back to Quebec.

Steamers of this line leave Quebec as follows: From the opening of navigation to June the 8th, on Tuesdays and Saturdays: from June the 11th to July 6th, on Tuesdays, Wednesdays, Fridays and Saturdays; from July the 7th to September 7th, daily; from

September the 10th to the 28th inclusive, on Tuesdays, Wednesdays, Fridays and Saturdays; from October the 1st to November 16th, on Tuesdays and Saturdays.

After October 1st, steamers may leave Tadousae and points west one hour earlier than schedule on west-bound trip. See time-tables

on pages 100 to 106.

From Quebee eastward the river expands, until it assumes the proportions of an inland sea and its waters become as salt as those of the ocean into which it flows, and whose tides wash its shores.



Mount Eboulements (2457 feet high) and Lighthouses.

All along this route, scenes of wild and beautiful grandeur are presented to view which are missed by the tourist unless the round trip is made by steamer from Quebec.

Leaving Onebee the steamer passes the Isle of Orleans on our left, and near its eastern end Mount St. Anne raises its head twenty-seven hundred feet above the river, and a short distance below the end of the island Mount Tourmente, nearly two thousand feet in height, with its lonely light-house, looms against the sky; then we pass Cap Burnt and Cap Rouge, and a short distance further on is Cap Gribaune which towers twenty-one bundred and seventy-one

feet above the steamer, and the next prominent point is Cap Maitland and the village of St. François-Navier, located where the river Bouchard flows into the St. Lawrence. From this point it is about five miles to Bay St. Paul, guarded on the west by Cap Labaie and on the east by Cap Corbeau. The rivers Moulin and Gouffre flow into St. Paul's Bay.



Office, Manoir Richelieu.

In 1663, Baie St. Paul was the centre of a fierce elemental war. For six months and a half, earthquakes were felt throughout Canada. Along the St. Lawrence meteors filled the air, which was dark with smoke and cinders, the grass withered and the crops would not grow. New lakes were formed and the appearance of the shore was altered, and a hill descended into the waters and emerged to form an island. After leaving Bay St. Paul our steamer proceeds along the mountain-bordered shore past Isle-aux-Coudres. Isle-aux-Coudres has its legend gathering round the memory of Père La-

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ns on our d twentybelow the nd feet in ; then we ther on is eventy-one brosse, the faithful priest of the Hudson's Bay post at Tadousae. The legend runs that the priest, one evening, while conversing with his little flock, told them that at midnight he would be a corpse, and that at that hour the bell of the chapel would toll for the passing He told them not to touch his body, but to hasten whatever the weather, on the following day, to Isle aux-Condres to fetch Monsieur Compain, who would be waiting for them, to wrap his body in its shroud. At the first stroke of midnight, the little band was startled by the telling of the bell, and on rushing to the church they found the priest dead before the altar. With dawn came a violent storm, but, faithful to their promise, they set out for Isleaux-Condres, where, as foretold, Father Compain was waiting, breviary in hand, having been warned in a vision and by the tolling of the bell of his own chapel. For years after, the Indians going up and down the Saguenay never passed Tadousac without praying in the church where his body reposed. The relics of Père Labrosse, whose memory is revered to this day, were removed many years ago to the church at Chicontimi.

We are now approaching Mount Eboulements with its picturesque little village and church which looks like an exquisite painting, high up on the hill side. Mount Eboulements is twenty-four



Veranda, Manoir Richelieu.

Fadousac. sing with orpse, and he passing whatever is to fetch wrap his little band he church in came at for Isless waiting, he tolling is going uporaying in

its pictusite paintcenty-four

Labrosse,

years ago



landred and fifty-seven feet in height, and in the village of Eboulements there are several boarding houses and an hotel whose rates are reasonable. After leaving this port the steamer proceeds past

picturesque points and capes, rounding the mountain to St. Irénée.

St. Irénée is the latest addition to the beautiful and healthful resorts of the Lower St. Lawrence. It is located on the north shore about seventy-five miles east of Quebec. Here is situated the summer homes of leading Montreal and Quebec families. A fine modern hotel, the Charlevoix has been built and is now open for guests; it is under able



Salt Water Swimming Pool, Manoir Richelieu

management, and its rates are reasonable. Five miles eastward is Murray Bay, the favorite watering place of the Lower St. Lawrence.

The village is picturesquely situated amid beautiful hills. Its comfortable hotels and boarding houses, and the numerous cottages which are rented to visitors, give a varied choice of accommo-

dation. It is one of the coolest

and most healthgiving resorts in
America. The air
at Murray Bay,
which has the advantage of being
both mountain and
sea air, seems to
bring both youth
and strength and
bounding spirits
almost with the first
few inhalations.

Murray Bay

Steamer leaves

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The Tennis Court, Manoir Richelieu.

and in the summer a few weeks spent in this invigorating salt air is like a tonic. The dryness of the atmosphere makes it exempt from malaria and hay-fever. Delicate children have been benefitted greatly at Mmray Bay, and become strong and robust after a few weeks spent here.

The St. Lawrence here is fifteen miles broad, and its waters are as salt as the ocean itself, and cool and invigorating to those who delight to indulge in sea-bathing.



Golf Links and Club House, Murray Bay.

Murray Bay, with the grand old Laurentian mountains behind it and the river in front, furnishes a variety of scenery not often found in combination. It has often been compared to the west coast of Scotland for beauty. The landscape from the Manoir Richelien and Pointe-à-Pic, to the village itself, on the banks of the Murray River, is dotted by hundreds of summer cottages, some close to the shore, and others high on the mountain side, owned by prominent and wealthy Americans and Canadians. Many cottage sites are still obtainable, some of them close to the beautiful grounds of the Manoir Richelien. There are churches of various denominations at Murray Bay — Episcopal, Presbyterian and Catholic.

There are delightful drives in every direction, to places of pic-

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thresque charm and historic interest, and driving can be indulged in at very moderate rates. First among them for wild beauty is the drive to Upper Fraser Falls on the Fraser River. The waters drop

in two wild leaps two hundred and nmety feet, and form a beautiful sight. Lower down, the river makes another plunge of one hundred and fift, feet, forming the Lower Fraser Falls to visit which an entirely different road must be taken. Another pretty little fall is the Nairu Falls on the Murray River. In the month of August it is a fascinating sight to see the salmon leaping this fall. The drive to Cap-à 1 Aigle follows the shore and affords a splendid view of the Bay, Pointe à-Pic and the river and mountains beyond. The neighbourhood is renowned as a sporting district for both the field sportsman and the angler.

The Manoir Richelien, owned and operated by the Richelieu and On-



The Upper Fraser Falls.

The Manoir Richelieu tario Navigation Company, is the largest and most up-to-date hotel on the Lower St. Lawrence. It stands on a commanding bluff near the wharf, and has an unrivalled location, directly on the river front, facing the south, and has accommodation for about four hundred guests. The views from its broad piazzas, twenty feet wide, with a grand sweep of



The Lower Fraser Falls.

river, field and village, as well as mountain views of rare beauty, are always exhibitrating. The water supply is of the purest, and the drainageand sanitary arrangements are perfect. The hotel is handsomely furnished throughout, the effect being one of rare comfort. Many of the large bedrooms are en suite, and

all are carpeted with the best Brussels. For those who do not care to indulge in sea-bathing, hot and cold salt and fresh water baths can be enjoyed in the hotel. A magnificent new swimming pool has been built, into which is pumped the water of the St. Lawrence, as salt as the ocean itself. This salt water is pumped through heaters which raise its temperature to between sixty and seventy degrees. In addition to this, forty new salt and fresh water baths have been added to the hotel. The *cuisine* and service is maintained up to a high standard of excellence. There is an orchestra in attendance during the season. Visitors who make the Manoir Richelien their stopping place will certainly enjoy a delightful onting by the sea.



Steps leading from the Lawn to the Beach, Manoir Richelieu

There is a golf club at Murray Bay, whose well kept links are as "sporty" as any in Canada, tennis grounds, etc., also boating, sailing, yachting, etc., for those nantically inclined, and at the Manoir Richelieu is a fine bowling alley.

Some miles below Mnrray Bay the Pilgrims are seen. They consist of a remarkable group of rocks, which are visible at a great distance, "the mirage" seeming constantly to dwell about them. Six miles below Mnrray Bay is Cap-à-l'Aigle, and below it is St. Siméon, two picturesque ports of call.

Rivière-du-Loup Across the river, on the south shore, is the beautiful summer resort. Rivière-du-Loup, and it is only a five-mile drive from there to Caconna, one of the best known water-

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Freuch parish, preserving the aucient enstons of old France. The

St. Lawrence here is twenty miles wide. The

Laurentian mountains form the opposite shore, which, with its remarkably pure air, produces most beautiful smusets.

Tadousac at the month of the Saguenay river, is the town of Tadousac, the first settlement made by the Freuch on the St. Lawrence and was their principal fur-trading



Salmon Pool and Government Fish Hatchery, Tadousac.

post. As the fur-bearing animals disappeared, so did the commercial and political glory of Tadousae, and it is now but a quiet hamlet, still glorious in its surroundings.

There is a very pleasant and comfortable hotel here, which is patronized by some of the best American and Canadian families, Hotel Tadousac who is never-failing return is the hotel's best advertisement. It is owned and operated by the Richelien and Ontario Navigation Company, lighted by electricity, and has been extensively improved during the past winter. There are excellent golf links in connection with the hotel. The atmos-

phere at this locality is especially bracing; and sailing, rowing, and fresh or salt water fishing are pastimes greatly enjoyed; the salt air from the Gulf of St. Lawrence and the breezes from the Saguenay hills meet here, and probably at no place in North America can the denizens from heated localities find greater relief or lay in a larger amount of health than at Tadonsac. The fishing at Tadonsac can hardly be excelled and extends from the "Tommy Cod" for the children, to the River, Lake and Brook Trout and Salmon of the most exacting angler. Only five miles distant among the mountains



Tadousac Hotel, from the Foothills of Lavrentian Mountains.

is the fishing preserves of the Company, whose exclusive rights extend over Lakes Gobeil, Guillaume, Boulanger, Sapin, Trout and Long, on each of which are guides and boats, and new camps, capable of accommodating the fisherman and his family, or the fisherman while their families remain at the Tadousac Hotel. While the steamer is in port, time is given to walk over and visit the village, including the little church, the first ever built in Canada. Passengers may also that the Government Salmon Hatchery and Fish Pool where these gamey fish may be seen in their native element, and at eight o'clock the steamer starts up the world-famed Saguenay, and enters a scene which pen has never yet adequately

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lescribed. No one can realize the picture all at once; everything is deceptive. The Saguenay and it takes time to grasp the magnitude of the surroundings. But by degrees the immensity and appalling grandeur of the environments assert themselves, and the beholder feels and knows that he is in communion with the awful majesty of nature. Here, above all other places, the grandest works of man sink into insignificance, and the very silence seems to do homage as to a god. Calm and unbroken is the solitude of na-



Old Church, Tadousse, first church built in Canada.

ture in this, her temple. Mirth and langhter may ripple over the waters, but she heeds them not. Storms and tempests may rage around, and the sun's fierce rays descend upon her brow, seeking to disturb her serenity; but in vain. Victorious in some elemental



conflict, she ceases from her labors. Peace, inviolate, is the guerdon of her warfare, and the loneliness of her grandeur the highest monnment of her triumph. Thus we are made to feel as the seclusion of these waters is penetrated. every turn, some new and unexpected beauty meets the eye, distinct, bearing the stamp of individuality, and yet, in some mysterious manner, inseparable from the There are, however, no whole. rivals among these gorgeous scenes. Projecting rock and sheltered cove. fir-crowned cliff and open bay, each to the other lends a charm, and even the silent bosom of the waters contributes its meed of praise, for

in their unfathomable depths are mirrored the heights which soar into the infinite.

Going up the river at night the scene is viewed by searchlight or by moonlight. Vonder in the distance a silvery beam of light seems to have lost its way among those frowning sentinels, and to tremble in their keeping. On we glide through its fairy-light shadows into darkness again, and the rocks appear to bar our progress. But no: still we move, and wonder only succeeds wonder.

L'Anse St. Jean is a small village situated on a beautiful bay,

from which it derives its name.

St. Alphouse is our next stopping place, but as these places are passed during the night they will be described on return trip by



Scenic Grandeur on the Saguenay River.

daylight. Our next port of call is Chicoutimi, which lies at the head of navigation on the Sagnenay river, at the mouth of the Chicoutimi river, which in its descent from Lake Kenogami to the Sagnenay river falls four hundred and eighty-six feet in seventeen miles.

Beautifully situated on a hill, Chicoutimi seems to form a little world of its own. Its name seems to be singularly appropriate, meaning in Montagnais dialect "Up to here it is deep." One eminent authority claims that "Chicoutimi" is derived from the Algonquin tongue and using the French equivalents for the Indian letters, translates it as follows. "Ickwatimi." meaning "Ickwa" "that is the end," and 'timi' "deep." pronounced "Ish-kwah-tee-mee." Chicoutimi was one of the earliest Jesuit missions, and a great fur trading centre, and it

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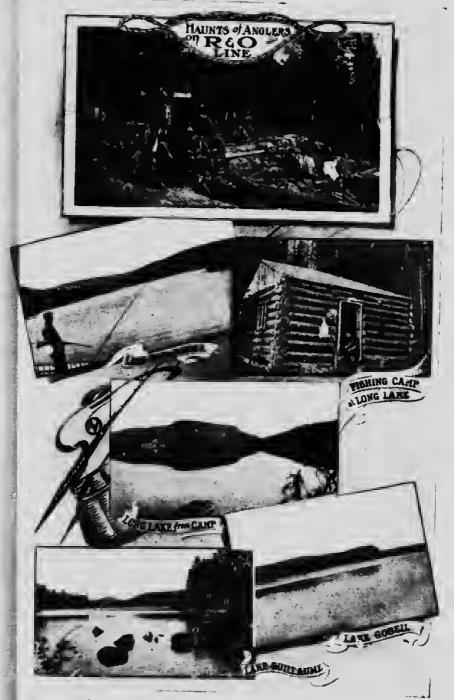
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Richelieu and Ontario Fishing Preserves—Six miles from Tadousac by Road.

could boast of a church as early as 1760. In the present church is a beautiful painting, reputed to be an original Rubens.

Tourists who wish to reach Lake St. John, sixty miles distant may go via the Quebec and Lake St. John Railway from Chicoutimi.

Good fishing is to be had anywhere on the rivers and lakes of the Lake St. John region. And large game—deer, bear, moose and the wapiti—are to be found in season. Nowhere in the world will the sportsman and the lover of the grand and beautiful in nature find better reward for his toil. Many American and Canadian fishing clubs have leases, or own lakes among the hills. There are good hotels and accommodation to be had in the villages, and guides and canoes are available for sportsmen. A stanuch steel steamer, the "Mistassini," runs daily between Roberval and the fishing grounds on Lake St. John.

It is time, however, to return to our steamer.

On our return trip the scene is changed to daylight, and in the golden glory of a summer's day the vessel moves onward, the multiform rocks, the bays and projections, the perpendicular walls, slanting sides and overhanging cliffs all change with the rapidity of a kaleidoscopic view. But there is no monotony, only increasing grandeur. Over the river, nearly opposite Chicoutimi, is the parish



Chicoutimi Falls and Pulp Mills.

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Landing at l'Anse à l'Eau, Tadousac.

of Ste. Anne de Chicoutimi and Cape St. Francis. Three miles below Chicoutimi, on the south shore, where the river Islet flow into the Sagnenay is Point of the Islet, and opposite this point, on the north shore, the rivers l'Original, Valin, and Caribon empty into the Saguenay, and two miles below is the mouth of the River Ontardes. The parish below Ste. Annes is called l'Anse an Foin (or Hay Bay), a little to the east is Pointe Roches and Pointe au Pin (Rocky Point and Point of Pines), and after passing Cap Jasseaux, High Point appears in view. The distance from the River Outardes to High Point is about ten miles, and three miles below are the Hes Petites (or Little Islands) where in ordinary springs the tide rises eighteen feet.

About three miles further on we pass the month of the River Peltier on our left, and turning to the south our steamer rounds Ha! Ha! Bay

Cape West and proceeds to the head of Ha! Ha! IIa! Bay, a charming sheet of water about two miles wide and seven miles long. It is supposed to take its name from the laughing exclamations of the early French explorers, who sailed up the bay under the impression that they were following the main channel of the river and soon found themselves apparently land-locked on every side. The Indian name of the bay is Heskuewaska.

Located at the head of Ha! Ha! Bay, beyond Anse a Ponlette and Anse a Benjamin, is the picturesque village of St. Alphonse, and about two and five miles respectively east of the village the rivers Mars and Ha! Ha! noted as tront streams, empty into the bay, at the month of the latter is situated the quaint little hamlet of St. Alexis. After calling at St. Alphonse our steamer sails back to the river and soon Cape Rast is in view, rising almost perpendienlarly out of the water to a great height, with a number of large boulders at its base, and from this point the scenery increases in bold grandenr and beauty. We are now headed east again and six miles below on the north shore, after passing l'Anse de Sable, l'Anse Xanier and l'Anse a Theophite, we pass a



St. Alphonee, at the Head of Ha Ha Bay.

point ealled La Descente des Femmes (the getting down place for the women) so named because at this point a number of Indian women, whose husbands were dying of hunger in the interior of

the mountains, reached the river in search of food and assistance.

Three miles further on is Cap Rouge (Red Cape), and about the same distance east of it, but on the south side of the chasm, is a remarkable vertical rock which is of great height, and several hundred feet up it presents a perfectly smooth polished serface, as if it were planed to receive a mammoth picture from the brush of an artist. It is aptly named Le Tableau (The Picture) or La Grande Ardoise (The Big Slate). A few miles further, on the north side, is the Bay of Trinity, sentinelled on the east by Cap Diamant (Cape Diamond), two miles below is Pointe anx Ecrits (Point of Writing). We are now midway between the head and the mouth of the river that flows through this great chasm which divides the Laurentian mountains, and we are surrounded by scenery of the grandest nature. For some time past our attention has been attracted by two massive bold capes, whose mountainous proportions

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chasm, is d several face, as if ush of an e) or La the north Diamant (Point of he month vides the ry of the has been oportions Capes Trinity and Eternity, Saguenay River.

make them conspicuous even here, where all of their surroundings are of such impressive magnitude and bold grandeur.

The first of these famous capes is Cape Trinity, easily recognized by its formation. It rises from the dark waters in three distinct elevations, each one about six hundred feet Capes Trinity in height; one great mountain cape with three crowns, and Eternity hence its name, Cape Trinity. As our steamer proceeds we bear to the south and soon we enter the little Bay of Eternity, and for a moment our senses-except that of sight-are stunned by the majestic grandeur of our wonderfully impressive environments. In the dark shadows of these sky-piercing cliffs, the first of which towers above and over our steamer as if about to fall and crush it, and in the intense solitude which here prevails, we are made to feel a sense of our own insignificance, and feel how small are the greatest works of man when compared with those of nature. A feeling which is not lessened by the fact that the mountains which rise two thousand feet above the water also descend two thousand feet below its level, and it is a relief when the steamer's whistle is sounded to waken the marvellous echoes which sound so sweet and clear when returned from the mountains over the waters of the river. We are now sailing out of the bay and past Cape Eternity, which is one hundred feet higher than Trinity, and when the shadow of Cape Eternity falls upon the surrounding slopes as if the sun had withdrawn its light, while high above is seen its glittering crown, a picture is formed which no words can paint; for no scene will ever replace that formed under the shadow of Cape Eternity.

Inspired hy this scene Louis Fréchette wrote the following verses:

The forest has spells to enchant me,
The mountain has power to enthrais.
Yet the grace of a wayside hossom
Can stir my heart deeper than all.

O towering steps that are mirrored On Saguenay's darkening breast, O grim, rocky heights, sterniy frowning. The thunders have smitten your crest! O sentinels, piercing the cloud-land, Stand forth in stupendous array! My brow by your shadows enshrouded, Is humble before you to-day.

But, peaks that are glided by Heaven,
Defiant you stand in your pride!
From giories too distant above me.
I turn to the friend by my side.

Translated by Hon. J. D. Edgar.

Six miles east of the capes, on the right, is St. Johns Bay, with the Island of St. John guarding its entrance, with the river St. Jean

St. Johns Bay

(or St. John) flowing into it, and three miles further on the Little Saguenay empties into its great namesake, and a short distance below we pass two islands, each about

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On the Links, at Murray Bay.

two miles in length, Roy Island and Isle Barthelemy, or Isle Coquart, called by the latter name in honor of a Jesuit missionary to the Saguenay Indians, who died at Chicontimi in 1764. At this point the River an Canard (Duck River) enters the Saguenay from the north, and near its mouth is the hamlet of Barthelemy. Isle

St. Louis is nearly opposite, and a short distance below is the St. Marguerite river, a famous trout stream and the Saguenay's largest tributary.

Opposite the mouth of the St. Marguerite river, on the south shore, the St. Anatole river flows into the Saguenay, and five miles below is Pt. Crepe and St. Etienne Bay. Opposite Pt. Crepe, on the north shore, is Grosse Roche (Great Rock). Anse a Jack is over a

mile east of St. Etienne Bay, and soon the Passe Pierre Islets are passed. Just east of these islands, on the north shore, a towering cape of ampite appears.

ing cape of granite appears as if to bar our way. This is Pointe La Boule (Boulder Point) six hundred feet in height, and for the next three miles these mountainous shores increase in height until they attain an altitude of eleven hundred feet above the water. At Ause La Barque their height falls to three hundred and ninety feet, and soon we are at the mouth of the Sagnenay, guarded on the west by Pointe anx Bouleaux and on the east by Pointe aux Vaelies, and our trip through the greatest and grandest navigable mountain gorge in the world is ended, and the "River of Death," as Bayard Taylor called the Saguenay, is left behind.

The steamer stops at Tadousac



(l'Ause à l'Eau wharf), and passengers have time to visit the Government Salmon Hatchery and Fish Pool, where these gamey fichare seen in their native element, and also walk or drive to 'Tadousae Hotel and the little old church, the first built in Cana

In the Montagnais Indian dialect the name "Tadousae" me "Mamelons," the great cone shaped mounds which surround t village, some of them being a thousand feet in height.

The steamer proceeds to Murray Bay, and in the morning we find ourselves in Quebec, with a whole day before us, which will afford ample time to visit the picturesque suburbs of Quebec. Among the points of interest within pleasant driving distance is the site of the old hunting lodge of the Intendant Bigot, through the village of Charlesbourg. Here the wicked Intendant was wont to hold his carousals with his boon companions of the lumt after the fashion pictured in *Le Chien d'Or*. The building has its legend of a buried hoard of silver, and of a beautiful Huron girl, who loved



Bonsecours Church, Montreal, from the river.

Bigot and died a violent death. The charming drive through the village of Beamport past the remnants of the Montcalm forts, to Montmorency Falls, or the Bellevidere drive are also attractive.

At 6.30 in the evening the steamer leaves for Montreal, and a pleasant night's sail up the St. Lawrence, lands the traveller in Montreal in the early morning.

Montreal is situated on an island thirty-two miles long and from six to ten

miles deep. It is five hundred and forty miles from the Gulf of St. Lawrence.

Montreal is happily typical of Canada, for,



Jacques-Cartier Square, on Market Day, showing City Hall and Nelson's Column.

besides being the commercial metropolis of the Dominion, from its position at the head of ocean navigation, it still retains in its streets and its inhabitants many traces of French and English occupation.

Montreal.

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St. from Quebec arrives 7, drain. Str for Taronto lesses (4) p.m. Here the Old World mingles with the New, and the rapid strides of progress seem only to make the contrast more apparent. It is not only to the Canadian tourist that Montreal appeals with special interest; visitors from the

sister country will find amid its memorials much which speaks to them of their own country, and many a link that binds them in a friendly bond of union.

The first place to visit is the Custom House, located on La Place Royale, to view the cradle of Montreal. Affixed to this building are two tablets which read as follows: "This site was selected and named in 1661, 'La Place Royale,' by Samuel de Champlain, the founder of Canada," and "Near this spot, on the 18th day of May, 1642, landed the founders of Montreal, commanded by Paul de Chomedey, sieur de Maisonneuve; their first proceeding being a religious service."

There is, however, an earlier period which takes us back into the ages of discovery, gathering around the name of Jacques Cartier. without which no description of Montreal would be complete. In 1535, Jacques Cartier, shortly after his discovery of Quebec, sailed up the St. Lawrence, in search of the kingdom of Hochelaga, of which he had received glowing accounts from the Indians of Stadacona. On the 2nd October, the exploring party consisting of about fifty sailor: and their officers, in a small galleon and two longboats, approached the shores of the mysterions kingdom. An Indian path led through the forest to the fortified town or kingdom



Château de Ramezay, Montreal.

of Hochelaga, situated at the base of the mountain. All trace of this village, however, had disappeared at the time of Champlain's visit.

East of the Custom House, near the R. & O. Line pier, is located Bousecours Church and Bousecours Market. The Church of Notre-Dame de Bousecours, from which the adjoining market derives its name, is to the antiquarian, of the deepest interest. Its foundation dates from 1657, only fifteen years after the foundation of the city. The first building measured thirty by forty feet, and in 1765 a larger church was commenced, which stood until destroyed by fire in 1754. The present church was completed in 1771. There are many valuable old paintings in the church, but the principal object

is the time-honored statue of the Blessed Virgin, Bousecours market is specially worthy of a visit on one of its market days, Tuesdays and Fridays. Here an illustration of the provincial life of the habitant may be obtained.

> In the middle of the St. Lawrence, nearly opposite the market, is



Place d'Armes, Montreal.

St. Helen's Island, named by Champlain after his wife. The island is laid out as a park, and, being thickly wooded, has many shaded walks. Within an enclosure containing a fort, is a space reserved for military purposes. The Island is reached by a local ferry steamer.

To enable the tourist to take in at a glauce the magnificence of the city's situation, it is necessary to visit the Mountain Park.

Mount Royal

The mountain is easily reached by an incline elevator, but the beautiful carriage drive up the winding shady mountain drive is more desirable. A glimpse is obtained here and there through the foliage of the panorama spread out below; but it

is not till the summit is reached that an idea of the vastness of the scene is realized. It was from this point that Jacques-Cartier viewed the fertile country he had come to claim for France, when uplifting the cross, he gave to it the name of Mount Royal.

"Therefrom one sees very far," he wrote, and his words are re-echoed to-day. On one side stretches out the city, with its spires and domes glittering in the sun, the palatial homes of the wealthy, the meaner dwellings of the poor; broad avenues and parks and tokens of industry, and beyond, Nature's watery highway lined with docks and shipping.



Maisonneuve Monument. Place d'Armes Square, Montreal

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the prosperous towns and villages which rise from its southern shore. And turning, through the trees may be seen the beautiful and silent city of the dead,

The population of Montreal is four hundred thousand. Nearly all the streets are paved, and an excellent electric service is provided by the Montreal Street Railway.

Descending the Mountain road, we pass under the elevator on the eastern slope, and gaining the main road, cross what is known



View of Montreal from Notre Dame Church, Bank of Montreal on left,

as Fletcher's Field. The large stone building facing as, with its prominent dome, is the Hôtel Dien, St. Joseph de Ville Marie. It was founded over two hundred and fifty years ago, and much of the early history of Montreal is bound up with it. Turning into Pine Avenne, there is a good view of the buildings of the Royal Victoria Hospital, the joint gift of Lord Strathcona and Mount Royal and Lord Mount Stephen. It is constructed on the most approved plans, equipped with all modern appliances, and recognized as one of the leading hospitals on the continent.

Driving down McTavish street, a good view is obtained of the

Reservoir which supplies the city with water, and soon the interesting buildings of McGill are seen. The grounds McGill University and buildings of McGill College occupy a part of the ancient town of Hochelaga. A tablet on Metcalfe street, in front of the western portion reads thus: "Site of large Indian village, claimed to be the town of Hochelaga, visited by Jacques Cartier in 1535." The University owes its origin to Hon, James McGill, who, by his will, dated 8th January, 1811, devised the estate of Burnside, consisting of forty-seven acres of land, with the manor house and buildings thereon erected, and also bequeathed the sum of ten thousand pounds sterling to the Royal Justitution of Learning, to establish a University to be distinguished by the

appellation of McGill. A royal charter was obtained in 1821, and reorganized by an amended charter in 1852. William Molson Hall, being the west wing of the college building, was crected in 1861, by the donation of Mr. William Molson. The Peter Redpath Museen was donated to the University, in 1880, by Mr. Peter

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St. James Cathedral, Montreal.

Redpath. In 1890, Sir W. C. Macdonald gave the Macdonald Bugineering Building and its equipment to the University, and since then he has added the Physics Building and the Mining and Chemistry Building, and in the same year the Redpath Library was added, as a gift of Mr. Peter Redpath. The Royal Victoria College is the gift of Lord Strathcona, as a college for the higher education of women.

Within a few minutes' drive from McGill, on Montreal College Sherbrooke street, are the substantial buildings and ample grounds of Montreal College, under the direction of the Sulpicians. This is one of the best classical colleges in America. In connection with it is the Grand Seminary, and a school of philosophy located near the botanical gardens. Close to the entrance of the new building may be seen the ruins of Capitalation House, which

is asserted by tradition to have been the headquarters of Gen Amherst when he occupied the heights on approaching to the st pf Montreal, then a small town miles away. A tablet marks thus: "Tradition asserts that the capitulation of Montreal and Canada was signed here, 4760."

The Laval University, located on St. Denis street, is to

The Laval University

French what McGill is to the English—th
principal seat of learning. The chief seat
Laval, however, is in Quebec.

Amongst Montreal's most interesting buildings is the Château de Ramezay—one of the older defeatest importance in Canadian history. It was built in 1705 Claude de Ramezay, Governor of Montreal. Within its veneral walls, after the fall of Quebec, in 1760, arrangements were complete for the withdrawal of the last French garrison from Montreal, I which act the finest colony of France, and for which the French ladone so much, became the possession of England.

In 1775, the Châtean was again made memorable as the head quarters of the American Brigadier-General Wooster, and in the following year, under General Benedict Arnold the Commissioner of Congress, Benjamin Franklin, Samuel Chase and Charles Carrol of Carrolton, here held conneil.

For years after the British conquest, the Châtean was recognized as the official residence of English governors. It is now converted into a unuseum, in which repose many interesting souvenirs associated with the history of Canada.

Opposite the Châtean is the City Hall, a handsome structure of grey cut stone, facing which, on Craig street, is the Drill Shed.

West of the City Hail is situated the Court House. Affixed to this building is a tablet bearing this inscription: "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692; occupied as military headquarters, 1800; burnt 1803. Charlevoix and Lafitan, amongst others sojourned here. On the square, in front, four Troquois suffered death by fire, in reprisal, by order of Frontenac, 1696." This square was also, during the last century, the site of the town pillory, so that the administration of justice, in various forms, seems to have been meted ont on this spot from the earliest to the present time. The north side of the Court House overlooks a large open space known as the Champ-de-Mars, still

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Affixed to re stood the Built 1692; Charlevoix square, in by order of st century, justice, in ot from the urt House Mars, still

used as a military parade ground. The soldiers of Great Britain and France have both trod this historic ground. A short distance eastward is the Viger Gardens, which is one of the most attractive public squares in the city.

Facing this square is a Canadian Pacific Railway station, and the Place Viger Hotel, owned and operated by the Canadian Pacific Railway Company and one of the latest additions to its system of magnificent hotels. The "Place Viger" is thoroughly modern and first-class in every particular.

A short distance west of the Champ-de-Mars is Place d'Armes Place d'Armes square. In this square, past and present interests are united. On the north side is the Bank of Montreal.

architecture, of the Corinthian order, forms a pleasing contrast to the buildings which surround it. The interior is worth a visit, the banking room being one of the hand-



Royal Victoria Hospital, Montreal

somest in the world. The northern boundary of the city in 1721, extended as far as this building, the stone fortification running through its side. Immediately west of the bank, on St. James street, is the Post Office, which is built in French Renaissance style.

Facing it, at 128 St. James street, is located the city passenger and Ticket Office of the Richelien and Ontario Navigation Company. Here tourists may secure all desired information, also tickets and

Opposite the Post Office is the St. Lawrence Hall, one of the most popular and best managed hotels in Montreal. Its central location and excellent cuisine make it a favorite with tourists,

Facing the square, on the south side, is the parish church of Notre Dame, with its two impressive towers which rise to a height of two hundred and twenty-seven feet. The length of the church

is two hundred and fifty-five feet, with a breadth of one hundred and thirty-five feet, and a seating capacity of ten thousand.

A chapel at the southern end of the church is a beautiful specimen of ecclesiastical architecture and should be visited by all tourists. The view obtained from the west tower is a remarkable one; on a clear day, in the far distance, may be seen the hills of Vermont. The great bell, named *Gros Bourdon*, weighing 24,780 pounds, one of the five largest bells in the world, is located in this tower. Many fine specimens of art are to be found in the church, which is open at all times. Adjoining the church is the Seminary of St. Sulpice, built in 1710, which is interesting as preserving the ancient style of architecture of the building of the city. It is reputed to be the wealthiest religious justitution on the continent.

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

A little further east, on the corner of Notre Dame and St. Lawrence Main streets, is the site of the house of the founder of another American city, distinguished by a tablet reading: "In 1694 here stood the house of La Mothe Cadillac, the founder of Detroit."

The whole of the ground in this vicinity possesses a charm for the antiquarian and historian. The centre of the square, now adorned by a monument of the founder of the city, was once the scene of a battle. The event is recalled by an inscription on a building to the east of the Bank of Montreal: "Near this square afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated: Chomedey de Maisonneuve killing the chief with his own hands, 30th March, 1644." The menument illustrates some of the principal events in his career, and also perpetuates the memory of several of his contemporaries.

At the corner of St. Peter and St. Paul streets, a tablet is affixed to a building, the inscription of which reads as follows: "Here lived

Ancient Robert Cavelier, Sienr de la Salle, 1668. The name of La Salle stands out boldly in history. America owes him an enduring memory, for in his masculine post and explored the Mississippi from its junction with the Illinois

to its month at the Gulf of Mexico, and named that region Louisi-8,3 ana in honor of King Louis XV. La Salle met with a tragic fate. being assassinated by two of his followers, in Louisiana, in 1687.

In Vandrenil lane stands the plain ancient looking warehouse where John Jacob Astor laid the foundations of the Astor millions.

Another old fashioned house that will interest visitors from the sister country is situated on the south-east corner of St. Peter and Notre Dame streets. It was here that the gallant American, Gen. Montgomery, took up his headquarters, in 1775, and it was afterwards occupied by Generals Wooster and Arnold of the United

Anothersite that appeals to tonrists is located on St. Paul street, between Place Royale and St. Sulpice Street, as being the birthplace of Pierre Lemoine, 1661. It was he who conquered the Hudson's Bay for France, in 1697, and who was sent by King Louis the XV. to colonize the

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Dominion Square, Montreal

lower Mississippi. He was first governor of Louisiana, in 1700. His brother, Bienville, who founded Mobile, Alabama, in (71) and New Orleans in 1717, and was afterwards Governor of Lonisiana for forty years, was born in this house.

De Catalogue House, in St. Vincent street, is memorable as the home of one of the earliest engineers of Montreal. An inscription on the building reads: "1603. House of Gédéon de Catalogue, engineer, officer and chronicler. Projector of the earliest Luchine Canal," begun in 1821.

In an old French street off St. James street, between St. Peter and McGill streets, known as Dollard lane, is a tablet reading:

Adam Dollard or To Adam Dollard des Ormeanx, who, with sixteen colonists, four Algonquins and one Huron, sacrificed their lives at the Long Sault of the Ottawa, 21st May, 1660, and saved the colony.

Situated a short distance west, facing St. James street, is Victoria square, and a monument erected in honor of the late Victoria Square Queen Victoria. In this vicinity are a number of office buildings, including the Bank of Toronto, in which the United States Consul has his office. A little further west, opposite the Grand Trunk Railway station, is the popular and well managed Queen's Hote:

Dominion Square are 1 may of the important buildings of Montreal. The Windsor, one of the best hotels in Canada, occupies a commanding site at the corner of Dorchester street. Facing the south-east corner of the hotel is the Macdonald memorial, crected to the memory of the late Sir John A. Macdonald, for many years prime minister of Canada, and one of the "Fathers of Confederation." The bronze figure under the canopy represents Sir John in the robes of a Grand Commander of the Bath, of which order he was a member. The canopy is erowned with the figure of Canada, encircled by seven provinces of the Dominion. The bas-relief panels are illustrative of Canadian history.

South-east of the square is St. James Cathedral. The ground plan of the cathedral is designed in the form of a cross, three hundred and thirty feet long and two hundred and twenty-two feet wide, after the model of St. Peter's at Rome. Its dome is conspicuous and its facade, bearing the colossal statues of Christ, the apostles and some other saints, is an object of great attraction. Adjoining the cathedral, on the south, is the palace of the Roman Catholic Archbishop of Montreal

Facing the cast end of the Windsor is the stone and brick structure of the Young Men's Christian Association.

A large addition to the Windsor hotel is under construction, which will furnish accommodation for five hundred more guests.

Located south-west of the square is the massive grey stone building of the Canadian Pacific Railway, which contains the commodions waiting rooms and admirably arranged offices of the Company. At the foot of the hill is the passenger station of the Grand Trunk Railway System.

Within a few minutes' drive of the square, on Dorehester street, is a building always attractive to visitors—the Grey Nuns' Hospital. It was founded in 1747, by Madame d'Vouville, the widow of an There is a legendary interest attached to the grounds. The red cross, at the corner of Dorchester street, takes us back to the days of the rack, for it is said to mark the grave of one who was condemned to be broken alive.

The daughter of the founder of the State of Vermont, Ethan Allen, was a member of the order of the Grey Nuns.

The Natural History Society's Museum is situated on Drummond street. The library is rich in scientific lore, while many priceless collections are

to be found in the use seum. The Ferrier collection of Egyptian antiquities is probably the most perfect in America.

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The Art Gallery, located on Phillip's square, contains a fine collection, in which Canadian art is well represented. Opposite the Art Gallery is Henry



Grey Nunnery, Dorchester Street, Montreal,

Birks & Sons, Limited, the largest jewellery establishment in Canada. The only public library in Montreal is the Fraser Institute, on

Dorchester street. The number of volumes is somewhat small, though the selection is good. In the French section there are many exceedingly valuable works.

Montreal is known far and wide as the city of churches, and there are many others besides those we have already mentioned that are worthy of inspection.

Christ Church Cathedral, or St. Catherine street, is a fine specimen of Gothic architecture, and its proportions are very beautiful. On Bleury street is the Clurch of the Gesu, built after the Gesu The paintings of the Gesn are a great attraction for all visitors. St. Patrick's Church is one of the finest structures in the city. It is par excellence the shrine where the Irish Catholics worship. On St. Catherine street, immediately east of St. Denis, is the beautiful church of Notic Dame de Lourdes.

Montreal is famous for its athletic clubs. The largest body of athletes is the Montreal Amateur Athletic Association, whose grounds are situated on St. Catherine street west. The national game is lacrosse, which is played to greater perfection here than elsewhere. The Shamrock Amateur Athletic Association have their grounds in the north of the city. The Montreal Hunt Club has a fine pack of hounds which may be seen at the kennels.

A point of interest in Montreal is "Our Handicrafts Shop," 2456 St. Catherine street, the depot of the Canadian Handicrafts Guild for the exhibition and sale of Canadian cottage handiwork. Artistic hand-woven portières, curtains and carpets, charming homespuns, embroideries, lace and Indian-work and enrios, form an attractive exhibit.

A pleasant and economical way to see Montreal is by taking a carriage and making the drive of the city and mountain. This drive takes about three hours, and a party of four may enjoy it for seventy-five cents per capita.

From Montreal the tourist can make many charming excursions. Among the attractive and picturesque short outing trips from

Montreal may be mentioned trips to Verchères, Laprairie, Boncherville, Sorel, Berthier and Grand Nord, Chambly (on the Richelien River), and the trip to Prescott, Ont., and return down the Rapids,

To any one desirons of spending a pleasant week on the water, and at the same time visit a few of the largest cities and towns in Canada, the trip from Montreal to Hamilton, and return, has no equal. The splendid steel steamers "Hamilton," "Picton" and "Belleville" leave



Christ Church Cathedral, Montreal.

the Canal Basin, foot of McGill street, every Monday, Wednesday and Friday afternoon. Returning to Montreal, steamers leave Hamilton on Tuesday, Thursday and Saturday. One day is spent in Hamilton, situated at the extreme end of Lake Ontario.

If passengers making this trip prefer staying at Toronto the steamer man be boarded there on her eastbound trip.

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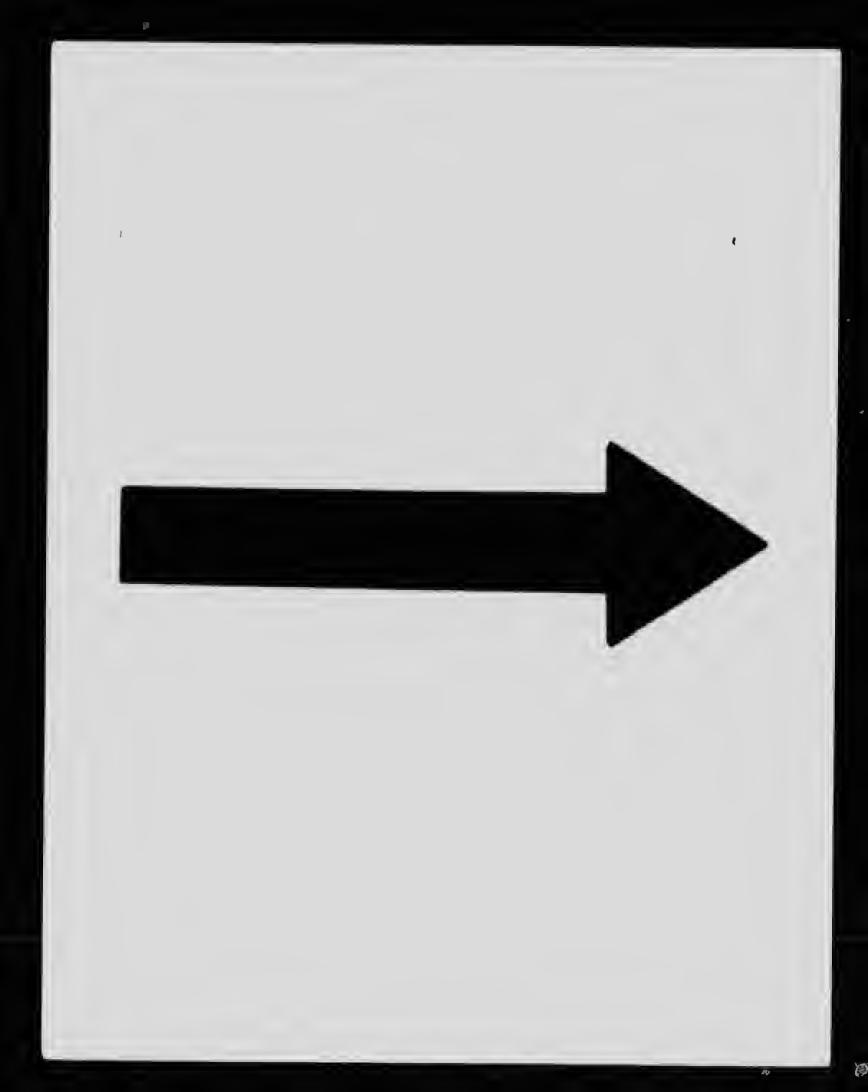
An enjoyable trip can be made from Montreal, 2% the Delaware and Hudson Ruilway, to Saratoga and Albany. The trip takes the tourist along the shores of Lake Champlain, past the positial Hotel Champain.



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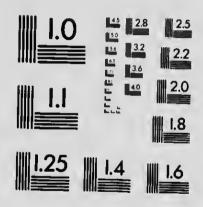
plain, at Bluff Point, on to Saratoga, which, with its immense hotels and handsome private residences, its beautiful shaded promenades and bonlevards, its magnificent parks and phenomenal mineral springs, enjoys a greater distinction than any other watering-place on the American continent, and annually attracts hosts of visitors to contribute to its gaiety. In summer, passengers have the choice of making this trip by rail or partly by water, viā the historic and romantic lakes Champlain and George which present to view a picturesque panorama of charming and impressive scenery. As to hotel accommodation, Saratoga is unsurpassed on the continent. The Grand Union Hotel is the largest and most fashionable. It is under the management of Wooley and Gerrans, proprietors of the Iroquois Hotel, Buffalo, and the Marie Antoinette Hotel, New York City.

From Saratoga to Albany is a short run of thirty-nine miles. The Ten Hyck, Albany, is one of the most magnificent hotels in the State of New York, ontside the metropolis. It is absolutely fireproof, and is finished in the most artistic manner throughout. It has every appointment and fitting, which will conduce to the comfort and convenience of guests. It is arranged with special reference to

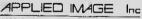


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are too well and favorably known to make comment necessary. For those who prefer making the trip by rail, the New York Central Railway provides an excellent train service.

For complete table of rates, also time-tables, etc., see pages 96 to 107. For list of ticket agents, see pages 107 and 108, and for guide to hotels and boarding-houses from Niagara to the sea, see pages 111 to 119.



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outside rooms, \$1.00. Room containing two berths, inside room, \$1.50; ontside room, \$2 oo. Parlor rooms, \$3.00 to \$5.00, with bath, \$6.00,

Saguenay Line. Berths in inside rooms for round trips, \$2.00; berths in outside rooms for round trip, \$3 oo. Inside rooms for round trip, \$4,000 outside rooms, \$6.00. Parlor rooms, \$8.00.

Staterooms can be secured by making application by letter or telegraph, to undermentioned agents, stating clearly the number of berths required, from and to what ports, and date of sailing. No refunds allowed on stateroom tickets. Passengers should claim staterooms reserved before steamer sails.

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W. T. AMSDEN, City Ticket Agent, Rochester, N.Y.

J. F. DOLAN, City Pass. Agt., 128 St. James Street, Montreal.

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Murray Rue One	1.) 00	24 10
Murray Bay, Que. Tadousac, Que.	17 40	27.55
Tadousac, Que. Chicoutini, Ha! Ha! Bay, Saguenay River, Que. Roberval, Que. (boat to Chicoutini, thanca and)	18.40	
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Boston Mann of the Part down boat)		34 10
Roberval. Que. (up rail down boat) Boston, Mass., via Toronto, R. & O. to Montreal, thence		24.40
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to Montreal, theuce rail	25 25	
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Charlotte, N.Y. Kingston, Out., or Clayton, N.Y. Frontenac, N.Y.	2.50	
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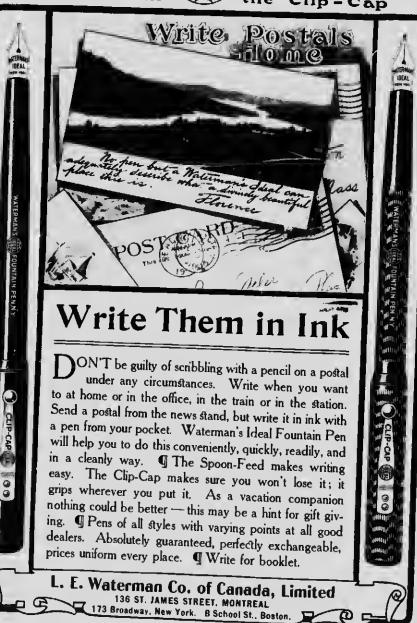
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Cleveland, Ohio, via Toro	onto, Buffalo, Nor. SS. Co.	13 50	22 30
*Cleveland, Ohio, via Tor	onto, Buffalo, Erie & West T. Co.	13 50	22 So
		16 00	27 30
		41	
		28.00	50-30
		19.50	32 30
Buffalo, Nor. SS. Co.	mit St. Marie, Mich., via Toronto,	11 00	-C C
		22.00	36-8a

Waterman's Ideal Fountain Pen



TOUDIAT		1 1 1 1
TOURIST RATES—Continued		
Mackinac Island, Mich., via Toronto, Buffalo, C. & B. T. Co. and Det. & C. Nav. Co.	SINGLE	RETURN
	19 on	31 30
St. Ignace, Mich. via Toronto, Pugata da a mar	29 00	53 00
	\$19.00	\$31.30
The state of the s	41.00	76 30
*Duluth, Minn., via Toronto, Buffalo, Nor. SS. Co.	28 00	48-30
Chicago, Ill., via Toronto, Buffalo, and Nor. SS. Co. *Chicago, Ill., via Toronto, Buffalo, Erie & West. T. Co. to Mackinac Island, North Mich. T. Co.	24 50	40 30
Chicago, Ill., via Toronto, Buffalo, C. & B. T. Co., to Cleve- Iand, Det. & C. Nav. Co. to Mackinac Island, L. M. & I. S. T. Co., or No. Mich. T. Co.	37 50	67 30
*Chicago, Ill., via Toronto, Buffalo, Erie & West, T. Co. to Mackinac Island, Manitou SS. Co. or N. SS. Co.	26 00	43 30
Chicago, Ill., via Toronto, Buffalo, C. & B.T. Co., Det. & C. Nav. Co. to Mackinac Island and Maniton SS. Co.	35 00	63 30
Detroit, Det & C. Nay, Co. to N. S. B. S. B. Co., to	23 50	39-30
Maniton SS. Co. Macking Island, and	23 50	39.30
FROM QUEBEC TO EAST		
Chicoutini, Que. Roberval Que (bost to Chicoutini	4.50	8 00
	4 4	10 00
conservati, Quest, (up rait, down boat)		10 00
FROM QUEBEC TO WEST		
Montreal, Que. Alexandria Bay, N.V.	4 25	6.50
	9 50	14 60
	9 75	14 60
	13 25	20.35
Toronto, Ont. Niagara Falls, N.Y.—	14 25	‡21 50
0	, ,	, Jo
Steamer to Toronto, Niagara Nav. Co. to Lewiston,		
thence N.Y. C. & H. R. R. Or Steamer to Toronto, Niagara Nav. Co. to Lewiston, thence Niagara Gorge R. R. Buffalo, N. V., steamer to Toronto, V.	14-90	24 10
Buffalo, N. Y., steamer to Toronto, thence all routes via Lewiston or Queenstown Cleveland Olijo steamer to Toronto,	tg ga	24 10
Lewiston Queenstonn or to part thence all routes via	14 90	2.1 10
	17 75	28 65
Boston, Mass., R. & O. to Montreal, then rail.	10 35	18 00
New York, N.Y., R. & O. to Montreal, thence rail R. & O. to Montreal, thence via Lakes Champlain and Coorga	12 00	23 00
Champlain and George and rail	13 50	

^{&#}x27;On the steamers' Tionesta " and " Juniata," of the Anchor Line, an extra charge of ten per cent, of the one way first-class rate for the distance travelled will be made, payable to the purser on board the steamer. Second-class rates are the same on all steamers of this line. An additional charge of \$2.00 will be made for passengers returning by rail from Montreal, Kingston, and Intermediate points.

Windsor Hotel

MONTREAL

W. S. Weldon, Manager



Rates: \$2.00 to \$5.00 per day

EUROPEAN PLAN

GRILL ROOM IN CONNECTION

Steam heat, electric light and long-distance telephone in every room

Fire-proof addition now being erected, containing 256 bedrooms and 166 baths

1907

TORONTO-MONTREAL LINE

1907

SEASON JUNE TO SEPTEMBER

Steamers leave Toronto and Montreal from June 1st, daily except Sunday. From July 1st until September 14th daily from Toronto (Sunday excepted from Montreal). September 16th to 30th, Mondays, Wednesdays and Saturdays.

EAST-BOUND	TIME TABLE	WEST-BOUND
Read Down		Read np
3.00 P.M. 9.15 P.M. 11.00 P.M. 6.00 A.M. 7.20 A.M. 7.25 A.M.	Leave	6.45 A.M. 11.45 P.M. 10.15 P.M. 5.00 P.M. 3.00 P.M. 2.50 P.M.
8,100 A, M, 9,15 A, M, 10,000 A, M, 10,15 A, M, 1,000 P, M, 6,300 P, M,	Alexandria Bay (h) (See note e) Brockville Arrive (f) Prescott (g) Leave Leave (f) Prescott Arrive Cornwall . Arrive (*) Montreal (o) Leave	2.15 P. M. 12.45 P. M. 11.55 A. M. 7.00 A. M. 10.30 P. M. 1.30 P. M.

SPECIAL NOTICE.—This Company may not carry passengers between ports in New York State either directly or via a port in Canada, nor will stopover be permitted at two United States ports in succession.

(a) Connecting with N. Y. C. R. R, for all points east and west at Rochester, where connections are also unde with Lchigh Valley R. R. and B. R. N. P. R. R.
(b) Connecting with Grand Trunk R. R. trains at Kingston wharf.
(c) Connecting with N. Y. C. R. R. trains at Clayton wharf.
(d) Reached by connecting steamer from Clayton, Prontenac or Alexandria flay.
(e) If stop at Brockville cannot be made with safety the Company reserves right to cancel stop.

cancel stop.

(f) Hast-bound passengers change at Prescott from lake steamer to river steamer to run rapids, and west-bound passengers from river to lake steamer.

(g) Counecting with C. P. R. to and from Ottawa and with Grand Trunk day express from Montreal.

(h) Westminster Park is reached by ferry from Alexandria Bay. Close connection with all steamers.

(') Passengers for Quebec are lauded alongside Quebec steamer at Montreal.
(o) Passengers west-bound for Montreal may also take Grand Trunk train at 9.00 a.m. (International Limited) making connections at Prescott, Ont., with lake steamer, reaching Rochester and Niagara Palls, N.Y. same night and Toronto the following morning. Steamers for the West leave from Canal Basin, foot of Colborne Street.

MONTREAL-QUEBEC LINE

Steamers leave Montreal and Quebec daily except Sunday until May 25th. Commencing May 27th daily until October 5th, and thereafter daily except Sunday.

Read Down	TIME TABLE	Read up
	- energy en	
7.00 P.M.	Leave Montreal Arrive	7.30 A.M.
9.45 P.M.	Sorel , , , , , ,	
1.00 A.M.	Three Rivers	11.15 г.м.
2.15 A.M.	, , , , Batiscan , , , , , ,	10.00 P.M.
6.30 A.M.	Arrive Ouebec Leave	6.30 P.M

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.



Iroquois Hotel

Centrally Located, Absolutely Fireproof, European Plan,

BUFFALO, N. Y.

Marie Antoinette Hotel

Broadway, 66th and 67th Streets

NEW YORK CITY

Special Rates for Summer travel



Grand Union Hotel



The finest Summer resort in the world, John Lund's famous orchestra gives daily concerts during the season. Open June 25th to September 10th.

> SARATOGA SPRINGS, N.Y.

Woolley & Gerrans.

1907

SAGUENAY LINE

1907

SEASON MAY TO NOVEMBER

Steamers leave Quebec for the Signemay as follows: "Until June 5th on Tuesdays and Saturday. June 11th to July 6th, Tuesdays, Wednesdays, Fridays and Saturdays. July 7th to September 7th, daily. September 10th to 28th, Tuesdays, Wednesdays, Pridays and Saturdays. October 1st to November 15th, Tuesdays and Saturdays.

East-Bound	TIME TABLE	WEST-BOUND
Read Down		Read Up
8.30 A.M.	Leave Quebec Arrive	5.30 A.M.
12.15 P.M.	Leave (J) Baie St. Paul (I) (J) Leave	12.15 P.M.
12.45 P.M.	Leave Rbonlements (I) Leave	11.30 P.M.
1.45 P.M.	Leave St. Irénée (I) Leave	10.20 P.M.
2.15 P.M.	Arrive Murray Bay (1) Leave	10.00 P.M.
2.45 P.M.	Leave Murray Bay Arrive	7.00 P.M.
3.00 P.M.	Leave Can-à-l'Ajole Leave	1.00 Cast.
	See note K / St. Simeon /	
8,00 P. M.	Leave Tadousac (1) Leave	2.30 P.M.
 According to tide 	Leave L'Ause St. Jean Leave :	According to tide
 According to tide 	Leave Ha! Ha! Bay Leave .	lacording to title
According to tide	Leave Chicontini Leave	Lorentine to title
	- Constitution of the Area of	seconding to tide

(J) Call at Baie St. Paul will be subject to conditions of weather and tide.

(K) For information about calls at St. Siméon and Rivière du Loup, see local time cards. After October 1st, steamers may leave Tadousac and points one hour earlier than schedule on West-bound trip.

This table shows the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed. All times subject to fluctuation from stress of weather, etc. and change with or without notice.

HUDSON RIVER NIGHT SERVICE

The Largest and Finest River Steamers in the World

ALBANY AND NEW YORK

Leave Albany, week days only, at 8,00 p.m.; returning leave Pier 32, N.R., New York, 6,00 p.m. June 2nd to September 29th inclusive, week days and Smudays.

PEOPLES LINE CITIZENS LINE

TROY AND NEW YORK

Leave Troy, week days (except Satur days) and Sindays, at 7,30 p.m., returning leave Pier 46, N.R., New York, 6,00 p.m. June 1st to September 2sth inclusive, week days and Sindays.

ORCHESTRA ON EACH STEAMER OURING THE SUMMER SEASON

To see and travel on the Hudson is a priceless heritage; the glorious pictures it paints on mountry's scalls can never be efficied or forgotten. The a hole scale would might be searched in voin for a more bountful river than the hirdly Hudson. Travellers from every clime yearly make pilgrimages to this marvellous creation of Nature's handwork.

Th kets reading via the New York Central & Hudson River or West Shore Radroads between Albany or Track and New York are accepted via the Peoples or Citizens Lines without extra charge.

CONSOLIDATED STEAMSHIP LINES

PEOPLES LINE AND TROY LINE, ON THE HUDSON RIVER. CLYDE STEAMSHIP CO. METROPOLITAN STEAMSHIP CO., ALL WATER ROUTE BETWEEN NEW YORK & SOSTON. MALLORY STEAMSHIP CO EASTERN STEAMSHIP CO.

O. H. TAYLOR, Pessenger Traffic Manager

C. C. BROWN, General Passenger Agent.

290 BROADWAY, NEW YORK CITY.

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THERE is not the slightest doubt you will pay more for Diamonds elsewhere.

¶ II is our direct importations that make it possible to save you the middle-man's profit. ¶ You are welcome to call and see our display when in Kingston.

Diamonds enter Canada with only wellay.

SOUVENIRS

WE have the most complete and up-to-date selection to be found in this city. No matter how large or how small your idea of a sonvenir may be you will find a full assortment here. We study your souvenir wants, every article in the store is new and of the latest design.

> No old or Shipscown goods to offer you.

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Pure Wool Underwear

affords protection from chill under all conditions and fer all ages of mankind.

TRAVELLING RUGS, SWEATERS, GOLF COATS, SHAWLS, SLEEPING BAGS, HOSHERY, GLOVES, CAPS, FLEECE SLIPPERS, ETC.



JAEGER UNDERWEAR

DR. JAEGER'S SANITARY SYSTEM COMPANY.

346 St. Catherine Street, West, MONTREAL

286 Portage Avenue, WINNIPEG

HAMILTON, BAY OF QUINTE AND MONTREAL LINE TIME-TABLE, SEASON 1907

EAST-BOUND—Read Down	PORTS OF CALL	WEST-BOUND—Read Up
----------------------	---------------	--------------------

Tues, Thu. Sat.	12.00 Noon	Lv. Hamilton Ar.	7.00 A.M.	
46 44 64	8.30 P.M.	Ly Toronto Ar.		Thur, Sat. Mon.
11 11 11		Bowmanville		11 11 11
Wed. Fri. Sun.	. A.M.	Port Hope	4.4	44 44 44
11 11 11	**	Cobourg	**	44 44 44
64 61 64	+1	Flag Lakeport Flag	. ,	
44 41 46	66	Brighton	. A.M.	64 4+ 64
. 6 6 6 6 6		Trenton	* * * * * * * * * * * * * * * * * * * *	** ** **
41 46 66	44	Belleville		44 44 44
66 66 66	64	Flag . Northport , Flag		44 64 64
44 44 46	P.M.	Deseronto	• • • • • • • • • • • • • • • • • • • •	11 11 11
11 11 11	4.5	Picton		11 11 11
46 66 66	**	Flag Cressy Flag		Wed. Fri. Sun.
44 44 44			P.M.	11 11 11
16 46 64		$\frac{\Lambda r_{s}}{Lv_{s}}$ Kingston $\frac{\Lambda r_{s}}{\Lambda r_{s}}$	11.04.	
11 11 11		Gananoque		64 66 64
Thu, Sat. Mon.	A.M.	Brockville	44	
11 11 11	4.4	, Prescott ,		
44 44 44		Iroquois	A.M.	44 44 44
** ** **		Morrisburg		
44 44 44		Cornwall		Tue, Thu. Sat.
	• •	Coteau		ruce run, sat.
44 44 46	5.00 P.M.	Ar Montreal . I.v.	5.00 P.M.	Mon. Wed. Frl.

Ail Time-tables subject to change with or without notice. LIST OF FARES ON HAMILTON-MONTREAL LINE.

Between Hamilton and Montreal + \$ 9 00 | Between Toronto and Montreal + \$ 8 500 | Hamilton to Montreal and return + 17 00 | Toronto lo Montreal and return + 10 00 Meals and berths included.

Hamilton-Montreal Tickets on Mail Line.—Agents or Pursers may exchange the return portion on round trip tickets of Hamilton-Montreal Line for tickets via Mail Line on payment of difference between Hamilton-Montreal Line one-way rate, and Mail Line one-way rate in direction ticket reads, subject to conditions of ordinary tickets in direction travelled, on Mail Line.

Return tickets do not incinde meals and berths while steamers are lying in port at Montreal or Hamilton. Correspondingly low rates between ports of call.

LIST OF TICKET AGENTS

Tickets and information may be obtained at principal railway, lake and river steamer ticket offices in the United States and Canada AND OF THE FOLLOWING TICKET AGENTS:

AND OF THE FOLLOWING TICKET ACTINTS:

Albany, N. Y.—W. K. HARCOURT, D. & H. R. R., (M. TAYLOR, N.Y.C. R.R.; C. E. ANDREWS, City Ticket Agent, N. Y. C. & H. R. R.

Alexandria Bay, N. Y.—Cornwall Bros.; J. W. Canvin, Trav. Pass. Agent.

Atlanta, Ga.—Age is Seaboard Air Line, Southern Railway.

Battimore, Md.—F. G. Bovce, Penn. R. R.; G. D. Crawford, B. & D. R. R.; H. Van Bus Kirk, Union Station. Penn. R. R.; E. R. Jones, Caniden Station. B. & O. R. R.; W. R. Tenner, Agt. M. & M. Trans, Co.

Bosto. Mass.—Raymond & Whitcomb Cd., 396 Washington St.; N. B. Dana, B. & M. R. R. 322 Washington St.; T. H. Haneky, C.V. Ev., and G. T. Ry., 366 Washington St.; Thos, Cook & Son, 332 Washington St.; R. M. Harris, B. & A. R. R., 366 Washington St.; G. A. Titcomb, C. P. Ry., 362 Washington St.; G. F. Marsters, Rutland Ry., 298 Washington St.; C. P. Ry., 364 Washington St.; G. F. Marsters, Rutland Ry., 298 Washington St.; Thos, Hendricksun, Tourist Agency.

Bufford, C. P. Ry., 235 Main Street, R. B. Holmes, N.Y. C. R. R., 377 Main St.; R. A. Bufford, C. P. Ry., 255 Main St.; R. B. Holmes, N.Y. C. R. R., 377 Main St.; R. B. Burford, C. P. Ry., 255 Main Street, E. N. Blood, Hxchange Street Depot; I., F. Brownell, L.V. R. R., Hoquois Hotel,

Burford, VI.—W. M. Martin, Ticket Agent, C. V. Ry.

Rochester, N. Y.—G. T. AMSDEN, POWERS BIOCK, J. B. KARBPELISIC, FICKET AGENT, N. C. & H. R.R.

Richmond, Va.—S. E. BOWMAN, Sig Main St.; K. F. CHALKLEY, O. D. Line.

San Francisco, Cal.—C. C. Crane. Thos. Cook & Son. 621 Market St.; M. M. Stern.

C.P. Rv., 627 Market St.; W. H. CLINE, C. & N.W.R.R., 617 Market St.

Schenectady, N. Y.—E. A. SPICE, Agent, N. Y. C. & H.R. R.

Schenectady, N. Y.—E. A. SPICE, Agent, N. Y. C. & H.R. R.

Schenectady, N. Y.—E. A. SPICE, Agent, N. Y. C. & H.R. R.

St. Louis, Mo.—T. F. Harrinton, City Tickel Office, Wabash R. R.; E. E. COWLES, City

Ticket Office, Big Pour R. R.; J. M. HUNT, C. & A. Ry.; R. CHITCCHILL, L.C. R.R.

Butch, Minn.—L. M. Harrinton, City Tickel Office, Wabash R. R.; E. E. COWLES, City

St. Paul, Minn.—L. M. Harrinton, City Tickel Office, Wabash R. R.; E. E. COWLES, City

Tozonto, Ont.—H. Foster Chapter, Western Pass, Agent, 2 King Street Fast.

Toledo, Obio.—Chas. H. Gates, 110 Msdison Sl.; W.M. Gates, Buody House,

Washington, D. C.—W. U. Fisk, B. & O.R.R., 619 Pennsylvania Ave.; H. R. Howser, B. & Kamps, Agent Penn, R.R., Station; S. E. Fasthurn, B. & O. Station,

385 Main St.; W. Binby, Union Station and for Main St.

Worcester, Mass,—J. F. Hraly, B. & M. R. R., 366 Main St.; J. E. Sweeney, B. & A. Ry.,

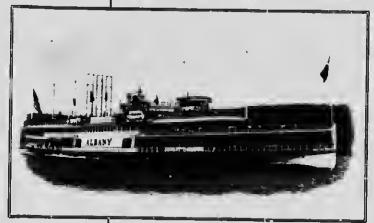
385 Main St.; W. Binby, Union Station and for Main St.

DSON RIVER BY DAYLIGHT SEND & CENTE IN STAMPS

POR

"SUMMER EXCURSION

THE MOST CHARMING INLAND WATER TRIP ON THE AMERICAN CONTINENT



THE ATTRACTIVE TOURIET ---PROM THE

Calskill Mountains. Saratoga and the Adirondacks. Hotel Champlain and the North. Niagara Falls and

the West. The Thousand Islands

and St. Lawrence River

GENERAL OFFICES:

DESBRDSSES STREET PIER

NEW YORK CITY

THE PALACE STEAMERS

"HENDRICK HUDSON." "NEW YORK" AND "ALBANY"

OF THE

Hudson River Day Line

DAILY EXCEPT SUNDAY

Leave New York, Desbrosses Street, 8,40 a.m. Leave New York West 42nd Street, N. R., 9,00 a.m. West 129th Street, N. R., 9,20 a.m. Leave Albany, Hamilton Street, 8,30 a.m., landing at Yonkers, West Point, Newburg, Poughkeepsie, Kingston Point, Catakill and Hudson.

During the summer season direct connection will be made at West 42nd Street Pier, New York City, with the Central R R, of New Jersey (Sandy Hook Boats), thus affording a delightful and easy route to the sea-shore resorts on the New Jersey Coast.

A trip on one of these famous steamers, on the noblest stream in the country offers rare attractions. They are fitted up in the most elegant style, exclusively for passengers. Their great speed, fine orchestra, spacious saloons, private parlors and luxurious accommodations in every respect render them unexcelled.

F. B. HIBBARD, General Passenger Agent E. E. OLCOTT. General Manager When at Ningara Fatia don't fail to visit

"The Home of Shredded Wheat"



The cleanest, fluest and most hygienle food factory in the world. In this polace of cleantiness and light are made every day in the year over a million and a quarter SIREDDED WHEAT BISCUITS. Nearly 100,000 visitors last year. You are invited.

The ideal lunch for train or boat is TRISCUIT, the shredded whole wheat wafer, delicious with hutter, cheese or preserves.

The Natural Food Company, - Niagara Falls, N.Y.

WE CARRY A COMPLETE STOCK OF
FISHING TACKLE
GUNS RIFLES

AMMUNITION OF ALL KINDS

ENGLISH CUTLERY

KNIVES, RAZORS, SCISSORS, TABLE GOODS, ETC.

RICE LEWIS & SON

TORONTO

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ALONG THE ROUTE OF

RICHELIEU & ONTARIO NAVIGATION COMPANY

"NIAGARA TO THE SEA."

HAMILTON

thotel Royal-R. R. Simpson, Jr. soms, \$2.50 to \$4 per day.

Hotel Oshorne—53:59 James street №, 100 rooms, \$1.50 to \$3 per day.

Waldorf Hotel-R. B. Gardner, King street East, \$2 to \$3 per day.

Hotel Osborne-G. II. Gray, \$1 50 to \$2 per day.

Hotel Brant, Burlington, Ont,-\$2 up per day, special week rates. Reached by electric cur.

TORONTO

Kling Edward Hotel--W. C. Bailey, King street East, 700 rooms, American plan, \$3.50 up per day; European plan, \$4.50 up.

Queen's—McGaw & Winnett, 78-62 Front street, 400 rooms, \$1 to \$4 per day, \$1;,50 up per wk. Rossin House—A. & A. Nelson, Kling and York, sts., 400 rooms, \$2,50 to \$5 per day, \$17,50 up

per week : European plan, \$1.00 and up. Hoquois—Geo. A. Graham, King and York sts., 100 rooms, \$2 to \$2,50 per day, \$12 up per wk.

Walker House—D. Walker, Front and York sts., 200 rooms, \$2 to \$2,50 per day, \$12 up p. wk.

Palmer House—J. C. Palmer, King and York sts., 200 rooms, \$2 to \$2,50 p. day, \$10 up p. wk.

Grand Union-C. A. Campbell, 180 Front 4t. W., 200 rooms, \$ to \$3 p. day, special week rates.

Arlington—F. D. Manche, King and York sts., 100 rooms, \$2.50 up per day, \$10.50 up per wk. Y. W. C. A. (ladies only)—34 Rlm street, special week rates.

ROCHESTER, N.Y.

Power House—Missner & Swenson, 175 rooms, \$3.50 to \$5 per day. European plan, \$1.50 up Whiteonii House—John E. Boldt, 175 rooms, \$2 to \$2.50 per day.

New Osborn-D. A. Vellowlee, 125 rooms, \$2 to \$3 per day, American plan.

Eggleston+C Word, 100 (for men only), \$1,00 upwards, European plan.

PORT HOPE

St. I,awrence—A. W. McClure, 150 rooms, \$2 per day; weekly rates on application. Queen's—A. A. Adams, 36 rooms, \$1.50 to \$2 per day; \$5 to \$7 per week.

COBOURG

Arlington-Mrs. Alexander, 150 rooms, \$2 to \$2.50 per day; \$10 to \$20 per week.

Columbian-D. Smlth, 35 rooms, \$2 per day; \$10 to \$25 per week.

Dunhara—A. O. Beiger, 40 rooms, \$1.50 per day; \$7 to \$10 per week.

Queen's- I, C. Bennett, \$1.50 to \$2; special weekly rates.

BRIGHTON

Central-J. D. Frents, 45 rooms, \$1 to \$1.50 per day; \$3 to \$4 per week.

Proctor -M. J. Alguire, 40 rooms, \$1 to \$1.50 per day: \$3.50 to \$4 per week

Canadian Shipbuilding Company

Limited



STR. "MONTREAL"-RIGH & ONT. NAV. CO.

DESIGNERS AND BUILDERS OF

STEEL SHIPS

OF EVERY TYPE

Head Office :

TORONTO, ONTARIO

Shipyards:

NIAGARA RIVER AND TORONTO

Engine and Boiler Works : TORONTO

ESTIMATES ON APPLICATION

TRENTON

Gilbert-T. H. Blocker, 40 rooms, \$1.50 per day, \$5 per week. Two mile bus drive Summer Resort at Tweive O clock Point-B. H. Bunter, Smithfield, Out.

BELLEVILLE

Anglo-American—D. Coyle, 45 rooms, \$t Io \$1.50 per day; \$7 per week, 4 mile drive Kyle Home—C. Kyle, 35 rooms, \$t to \$1.50 per day; \$5 to \$6 per week, 4 mile drive.

DESERONTO

Deseronto House-Wm. Hatch, 100 rooms, \$1 50 to \$1 per day, \$8 to \$10 per week

PICTON

Tecunisch—A. McDonnell, 78 rooms, \$1 to \$1 50 per day, \$5 per week. Glube—W. H. Vanalastane, 100 rooms, \$1 to \$1 50 per day, \$5 per week, 4/mile drive. Royal—Hepburn & Shorn, 100 rooms, \$1 to \$1.50 per day, \$5 per week. 4/mile drive.

GLENORA

Glen House - C. A. Cornell, 14 rooms, \$1 to \$1.25 per day, \$5 to \$; per week. Glen Island—Hingman Bros., 150 rooms, \$1 to \$1.50 per day, ½-mile by small boats.

BATH

Ray Villa-T. Edwards, on the heach, 20 rooms, \$1 per day, \$7 per week, 150 yards walk

KINGSTON

British-American—W. Telfer, 123 rooms, \$2 per day, 21d mp, \$10 to \$15 per week. City—J. Wardrolle, 75 rooms, \$1.50 to \$2 per day, \$8 to \$10 per week. Iroquois Hotel—L. Martin, 50 rooms, \$1 50 to \$2.00 per day. Close to wharf. Anglo-American—A. Stevens, 50 rooms, \$1 to \$1.50 per day, \$5 to \$7 per week.

CLAYTON

Hubbard House—Mrs. E. M. Hubbard, 150 rooms, \$2 to \$2 50 per day, \$17.50 to \$21 50 per week Ezaak Walton House—A. J. Charlebois, 200 rooms, \$2 to \$2 50 per day, \$12 to \$15 per week Herald House—N. B. Bertrand, 50 rooms, \$1 50 to \$2 per day, \$6 to \$12 per week

THOUSAND ISLANDS

Frontenac Hotel+C. G. Trussell, Frontenac, N.Y., 400 rooms, \$5 per day, special rates for whole season

Murray Hill—Mirray Isle, A. C. Corbin, 200 100ms, \$3 to \$4 per day, special weekly rates Grand View Park—W. R. Rogers, 100 100ms, \$2 to \$2.50 per day, \$12 to \$17.50 per week Columbian Hotel—I. A. Johnson, Thousand Islands Park, 350 100ms, \$3 to \$4 per day, New Weltestey—H. R. Clace, Thousand Island Park, 100 100ms, \$2 to \$2.50 per day, weekly rates on application

Fine View Hotel—C. C. Pierce, Fine View, 50 rooms, \$2 per day, \$0 to \$14 per week
Hotel Lotus—St. Lawrence Park, N.Y., 100 rooms, \$2 to \$3 per day, \$12 to \$17.50 per week
Edgewood—Mrs. M. A. Briggs, Alexandria Bay, 100 rooms, \$2 50 to \$4 per day.
Westminster Hotel—H. F. Inglehart's Son, Westminster Park, 250 rooms, \$2 to \$4 per day,
\$15 to \$21 per week.

Island View House—R. H. Service, Ruckport, Ont., 50 100108, \$1,50 per day. Grenadier Island Hotel—Jos. Sénécal, Rockport, Ont., 50 100108, \$1,50 per day. ESTABLISHED 1883

FREEMAN'S

MONTREAL'S LEADING
RESTAURANT

Open from 7 a.m. till 12 p.m.

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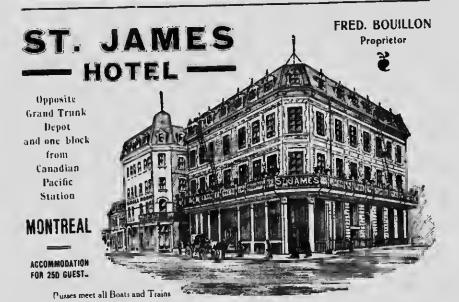
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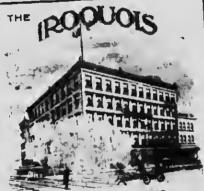
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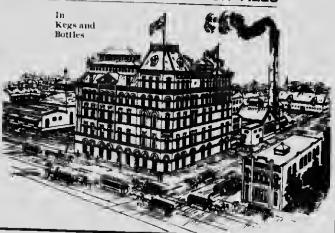
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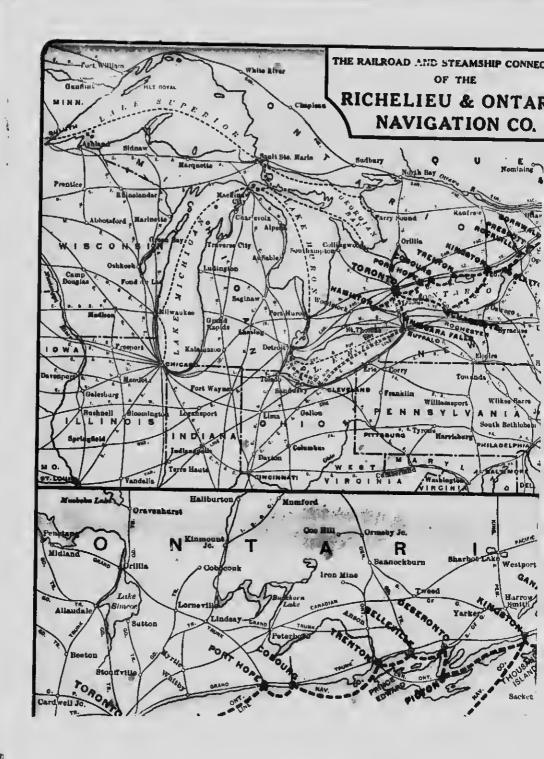
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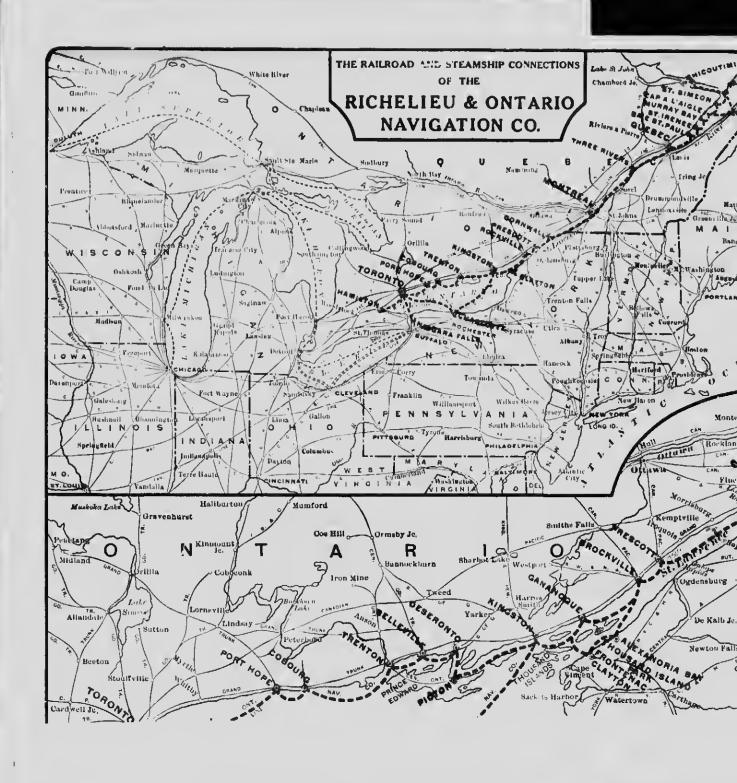
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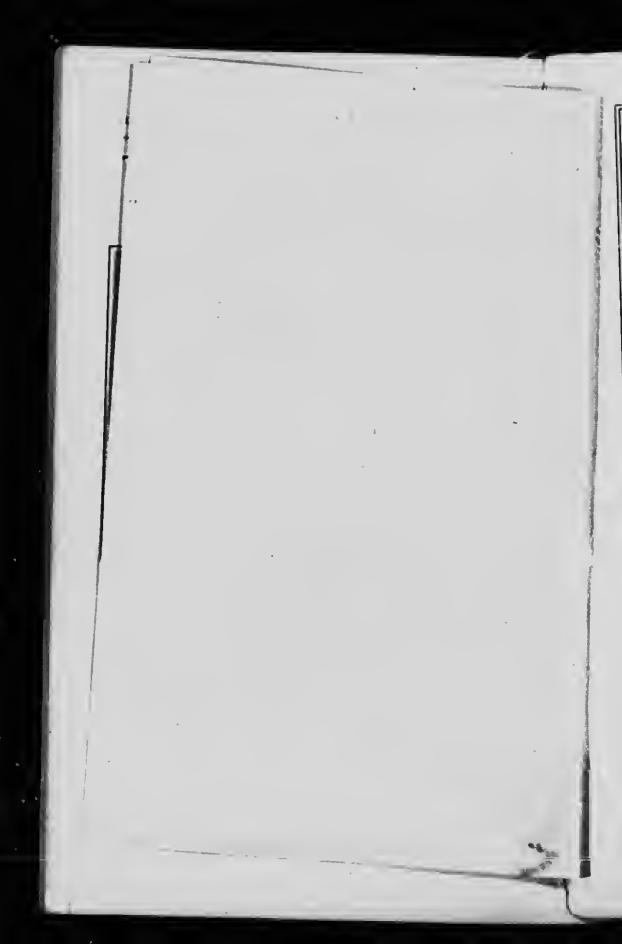
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