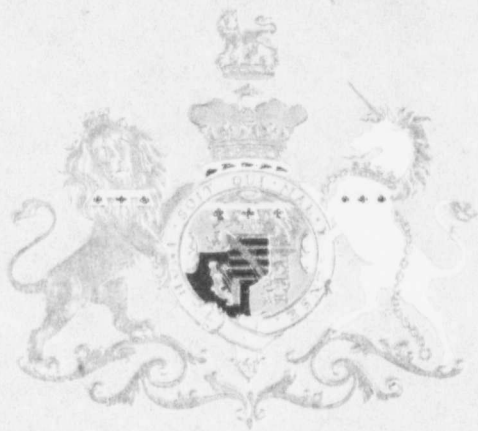




A

Tour of His Royal Highness Prince Arthur of Connaught

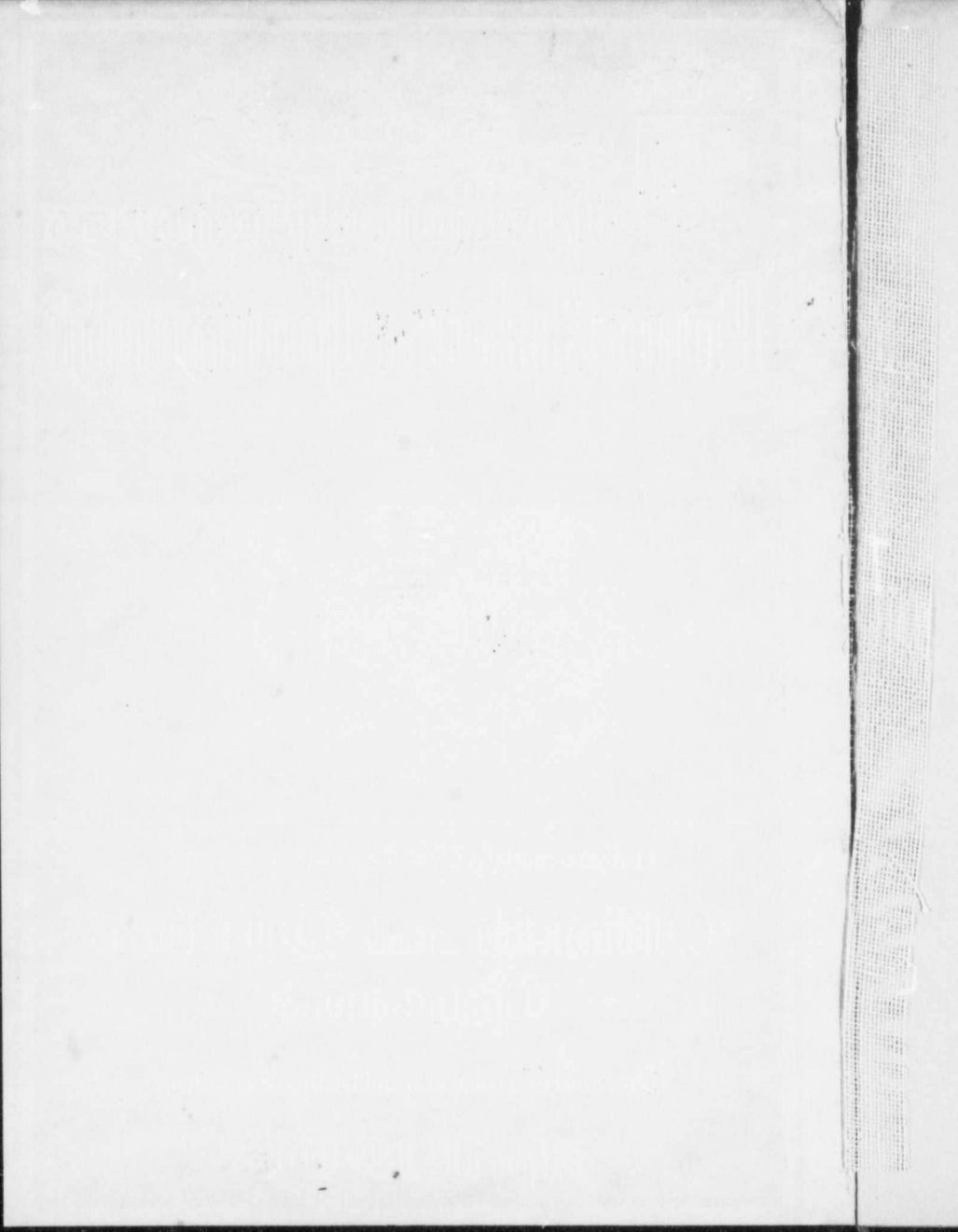


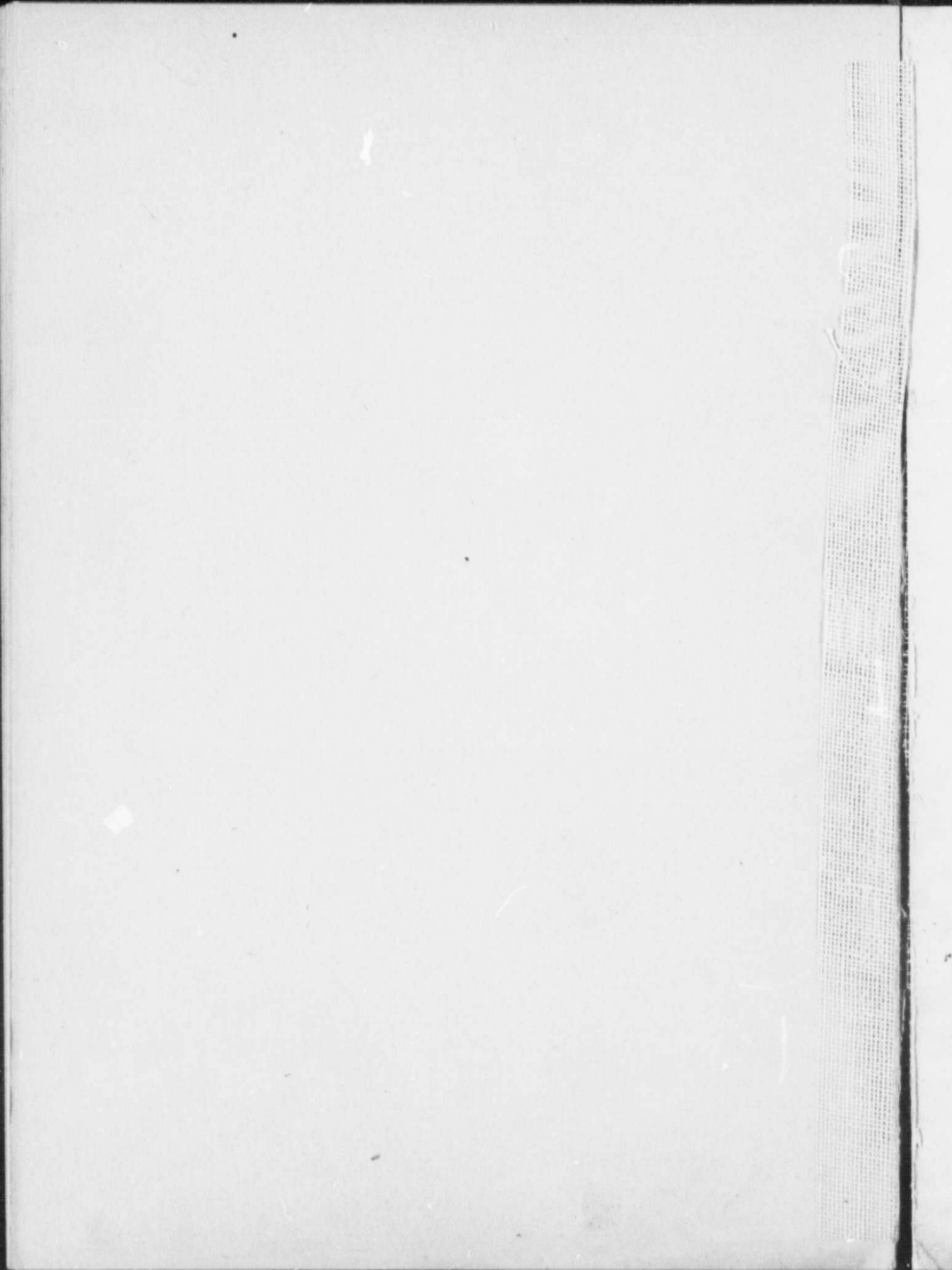
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Through the Provinces of
Ontario and Quebec
Canada

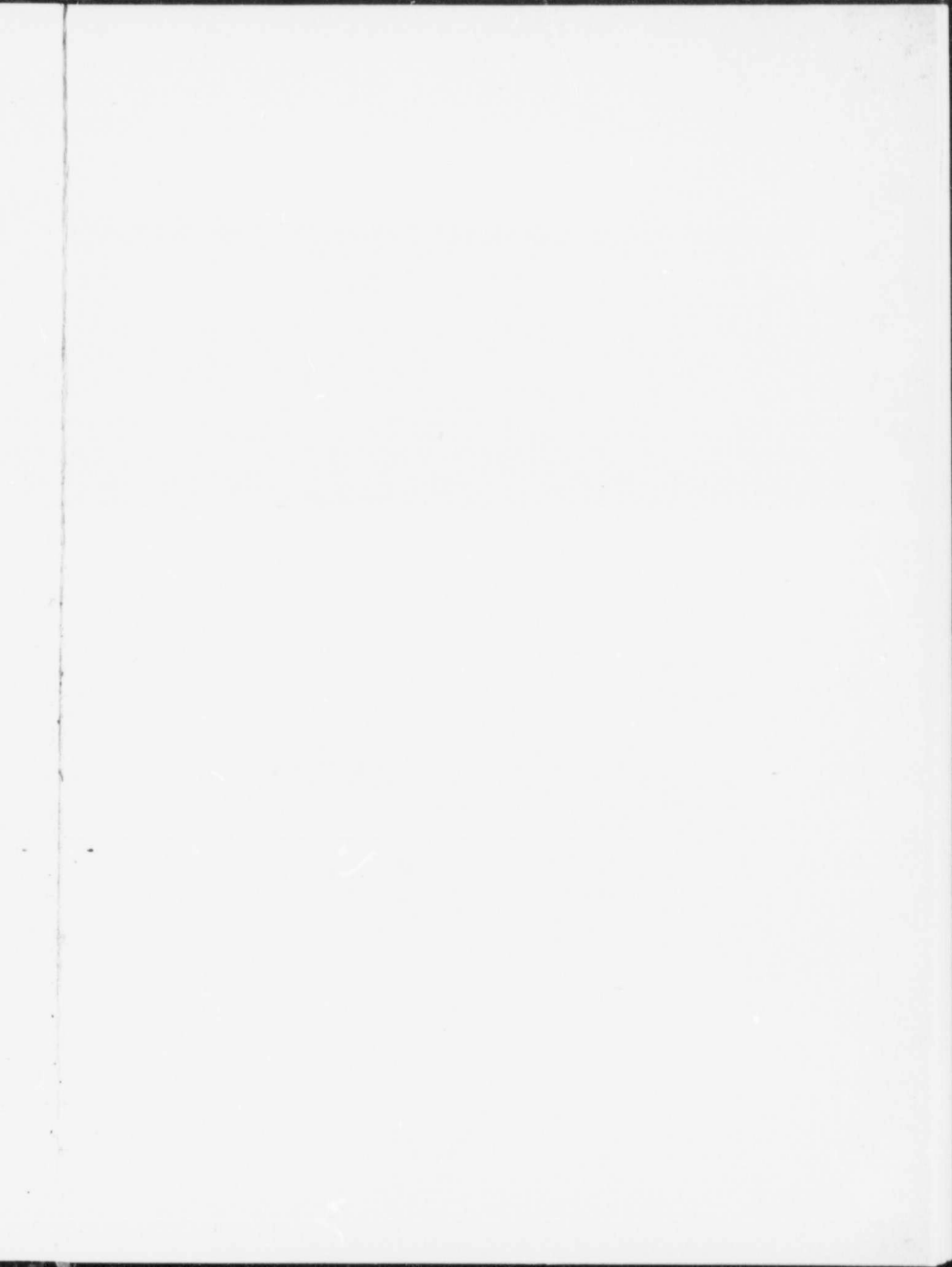
Grand Trunk Railway System

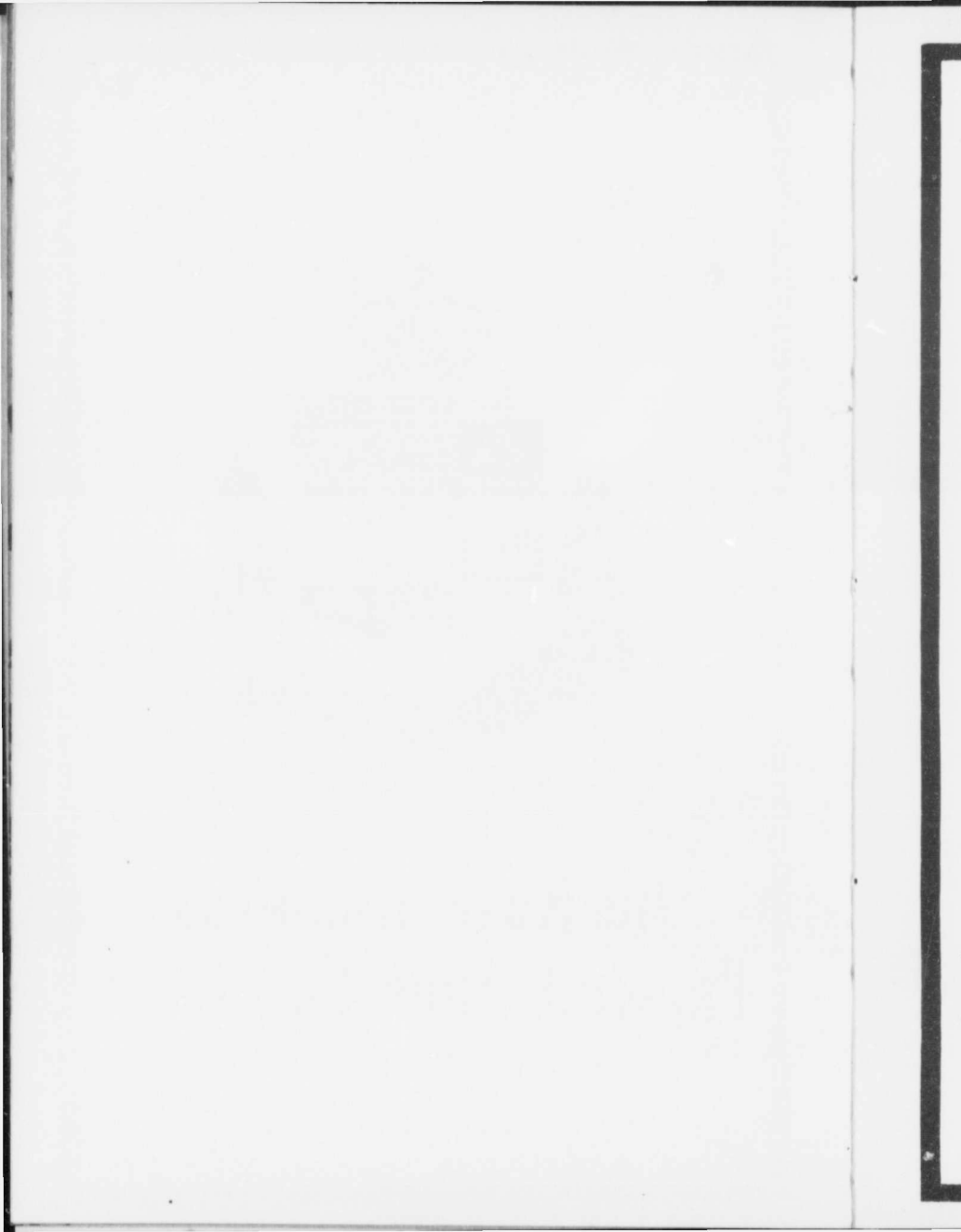
April 1906











THE TOUR THROUGH CANADA



OF

**HIS ROYAL HIGHNESS
PRINCE ARTHUR OF CONNAUGHT**

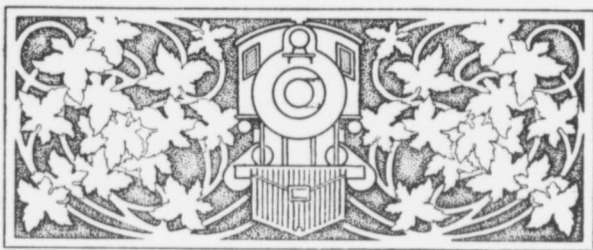
GRAND TRUNK RAILWAY SYSTEM

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INTRODUCTORY



INSEPARABLY associated with the early history of the Dominion and the primal factor in her subsequent progress and development is the Grand Trunk Railway, which is indeed her pioneer railway and stands prominently to the fore among the pioneer railways of America, having been incorporated in 1852, and in the period of years since then has acquired, by lease, amalgamation, and purchase the many constituent companies which now form the present large system of 3,769 miles in Canada, in addition to which it has a mileage in the United States of 1,558 miles, making a total mileage for the present system of 5,327 miles. It is worthy of note to here state that the incorporation of the companies which now comprise the system dates as far back as 1832, when the Champlain & St. Lawrence Railway Company was incorporated for the purpose of providing means of transportation between the Richelieu and St. Lawrence rivers from St. Johns to La Prairie, in the Province of Quebec, following which, a few years later, was the incorporation of the Atlantic & St. Lawrence Railway Company in 1845, and afterwards the incorporation of the present Grand Trunk Company.

GRAND TRUNK RAILWAY SYSTEM

Being situated in the most thickly settled and productive portions of the Dominion, i. e., the eastern part, with ramifications by its branch lines and feeders into all the well-populated and industrial centers, it occupies an impregnable position for the gathering of traffic. The System as now composed commences at the eastern termini of the main lines at the city of Quebec, on the St. Lawrence River; at Portland, Maine, on the Atlantic Ocean; and at Rouse's Point, on Lake Champlain, and extends from the first-named point along the south shore of the St. Lawrence River to Richmond, in the Province of Quebec, where is formed the junction with the line from Portland, thence running westerly, being joined at St. Lambert by the main line from Rouse's Point, and crossing the St. Lawrence River at Montreal, over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly through the thickly settled country along the north shore of the St. Lawrence River and Lake Ontario to Toronto, the Queen City, being 333 miles distant from Montreal; from thence, with diverging lines to the south and west through the fertile Niagara Peninsula to Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly from Toronto to the ports of Goderich, Kincardine, and Southampton, on Lake Huron, and Wiarton, Owen Sound, Meaford, Collingwood, Penetang, Midland, and Depot Harbor on Georgian Bay, and through the now famous Muskoka Lakes country to North Bay. A glance at the railway map of Canada, and particularly to the Province of Ontario, which is the garden of the Dominion, will show how thoroughly and completely this pioneer railway, by reason of its long years of possession and growth with the settlement and industrial development, has its countless feeders established in positions of advantage for

GRAND TRUNK RAILWAY SYSTEM

gathering the rapidly increasing traffic, including five main lines from east to west, 3,000 miles of the Company's lines in Canada being in this province alone, 650 miles of which is double main track extending from the eastern boundary of the province westerly, via Toronto, Niagara Falls, Hamilton, and London, to Windsor and Sarnia, and is the only double-track railway in Canada. This enviable position, which can only be attained by any transportation company after years of occupation and large expenditures, has given the Company many advantages over its competitors, to whom, at numerous points on its System, it has leased trackage or terminal facilities from which it derives a large revenue.

On account of the operations of the Grand Trunk Railway having, up to the present time, been confined to eastern or central Canada, namely, the Provinces of Ontario and Quebec, does it now occupy its unequalled stronghold in that section of the country; but, of course, conditions could hardly be otherwise in the older portions of the Dominion, when it is borne in mind that for fully thirty years it possessed the territory and provided the only transportation facilities Canada had in the early settlement of the country, thereby having taken a larger and more important part in her development, in the way of transportation, than will ever another company, and this position, indeed, it is destined to maintain, looking to its stupendous project for the construction of the Grand Trunk Pacific Railway, which is the largest railway construction enterprise in its entirety every undertaken in history. The illimitable possibilities in this connection also bid fair to be as boundless in their influence, bringing Europe and Asia in closer communication by many hours than has yet been achieved.

Eastern Canada is rapidly becoming and is destined to be the manufacturer for the entire Dominion, with its

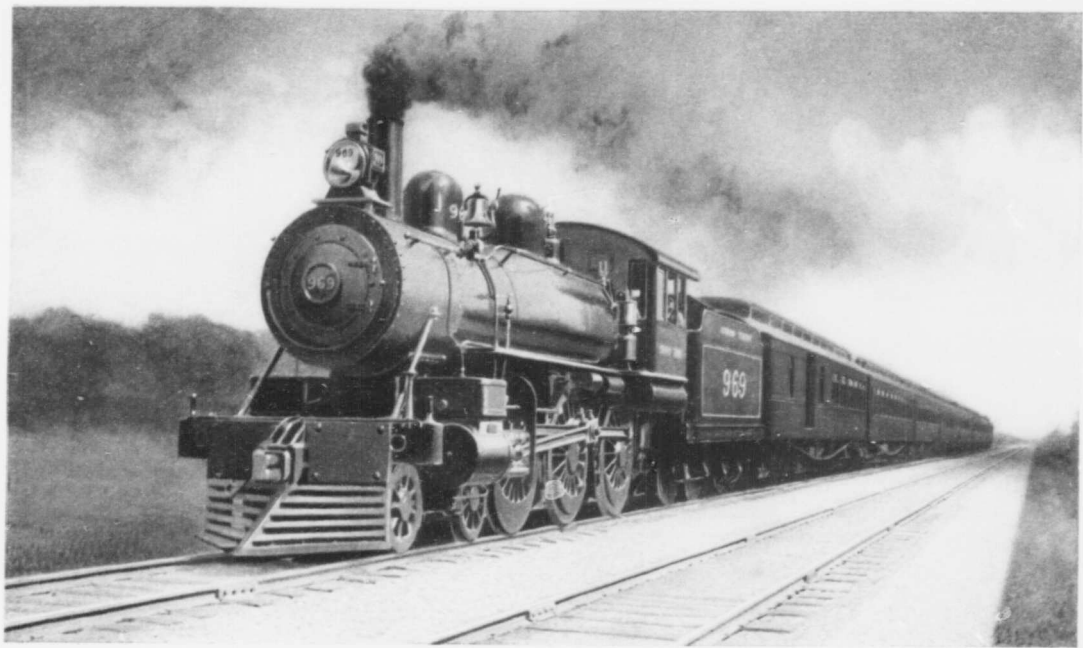
GRAND TRUNK RAILWAY SYSTEM

numerous and extensive water powers, all of which are reached by the lines of the Grand Trunk Railway, and thus will it become the distributor of the manufactured goods, the volume of which must of necessity grow apace with the great development which is taking place in other sections of the country.

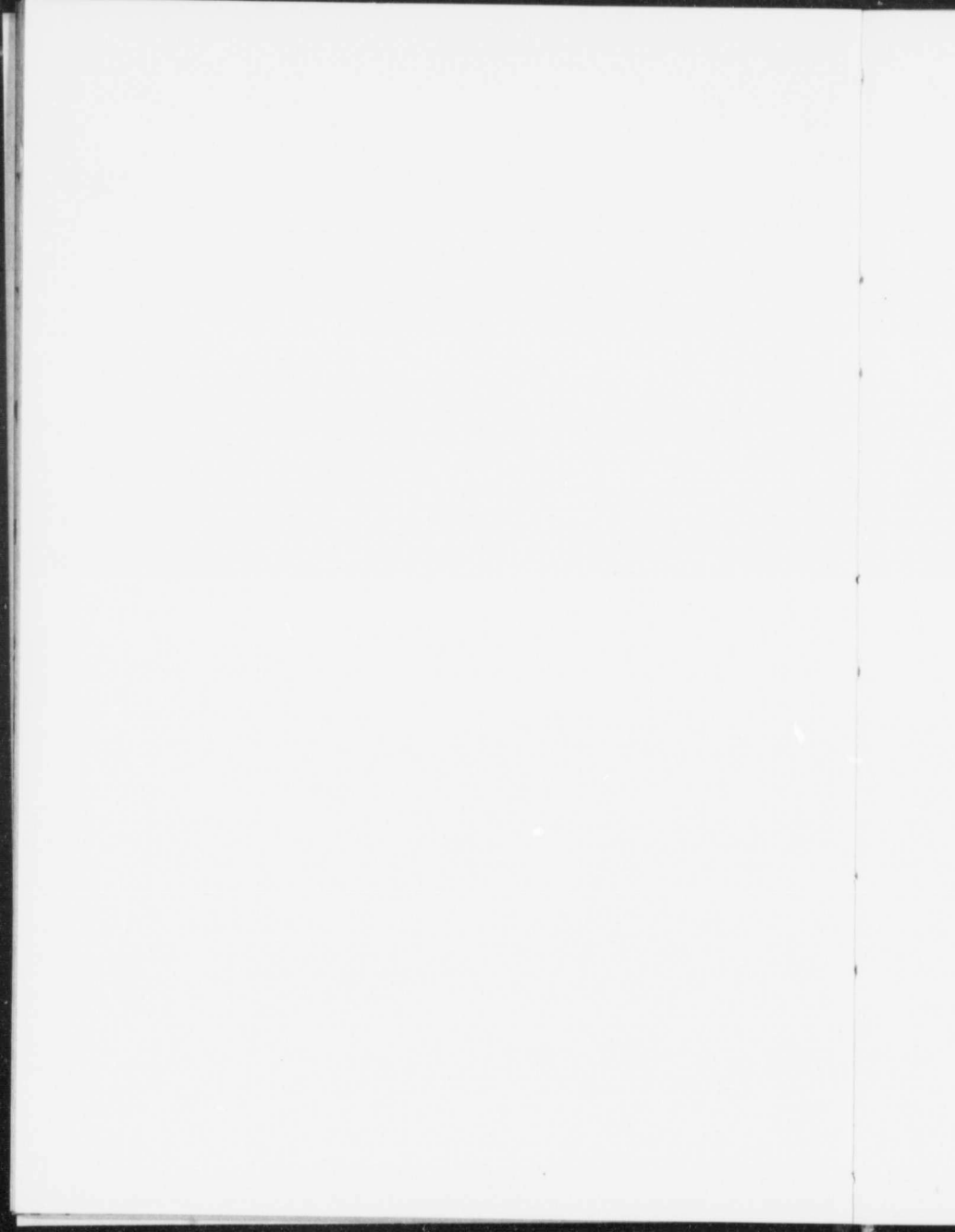
The large and important cities situated on the Company's system in Canada and the United States, namely, Portland (Maine), Quebec, Montreal, Ottawa, Toronto, Niagara Falls, Buffalo, Windsor, Detroit, Toledo, and Chicago, are synonymous with the growth and development of the American Continent.

In the early days, dating from the incorporation of the Company, the Board of Directors was located in Canada, with head offices at Quebec; but English capital having been employed largely in the construction of the Company's lines, after a few years the control of the management was transferred to England, where it has continued to remain, the present Board of Directors being located in London. The Capital Stock of the Company is owned and dealt in almost entirely in England and is not listed on the American Exchanges, the present shareholders numbering upwards of forty thousand.

Being so firmly established in the older provinces, it has seemed to be its natural destiny in the march of progress in the Western Empire in which our subject has played such an integral part, that the Grand Trunk Railway should have become identified with the Government in its project for providing Canada with a National Transcontinental Railway, and in this relation perpetuating her position as the pioneer railway of the Dominion, not alone, as has already been shown, in the older and more settled portions of the country, but in the wider and broader field in connection with the construction of the first railway from the



Standard Passenger Train — Grand Trunk Railway System. The Only Double-Track Railway in Canada



GRAND TRUNK RAILWAY SYSTEM

Atlantic to the Pacific Ocean, wholly within Canadian territory.

Some of the fastest long-distance trains in the world are operated over the Grand Trunk with modern up-to-date equipment, and a special service of limited passenger trains is operated between the Atlantic Ocean and Chicago.

The commercial importance and the financial prospects of the System have been raised to the pinnacle of success, and its freight traffic has increased by such wonderful bounds during the last few years that a perfect system of manifest fast freight trains are operated with the greatest satisfaction to shippers from all points. Numerous new stations have been erected, some of the finest freight sheds in the world have been built at different points where traffic is heaviest, and extensive improvements have been made on the double-track work over the entire System.

In the fall of 1903, the double track was completed between Montreal and Niagara Falls and trains running over the new portion, and the double-track between Hamilton and Chicago was completed last year, making the Grand Trunk the longest double-track railway in the world under one management.

In many respects the improvements just completed solve engineering problems entirely new in Canada and render the line between Montreal and Chicago the equal, if not the superior, of any railroad in North America. This is the estimate of practical men who have watched the work from year to year. Every mile of track is laid with 80-pound rails; gravel ballast makes the roadbed solid; the gradients have been reduced, curves straightened, and in some cases the mileage has been lessened, and everything has been done by the improvements to accelerate speed with the minimum of power.

GRAND TRUNK RAILWAY SYSTEM

The moving of depots, the rebuilding of stations, and the construction of side-track switches, yards, etc., have been undertaken with an enormous outlay; all this work having been accomplished during a time when traffic was heavy, and without interruption.

The line between Montreal and Toronto runs practically parallel to the shores of the St. Lawrence River and Lake Ontario, crossing the valleys at almost right angles, making a series of undulations crossed by heavy ascending and descending grades, of which the maximum was 1%. The new gradient over most of this section has been reduced for eastbound traffic to practically four-tenths of 1%. To accomplish this the old track was lowered 10 to 20 feet at the summits and the fills raised a corresponding amount. Between Port Hope and Newtonville, a distance of eight miles, a new line to the north was chosen, eliminating several reverse curves on a 1% grade and reducing the gradients (west bound) from 1% to 0.5%. A diversion was also made around the Darlington summit, which, although slightly increasing the distance, decreased the maximum of 1% gradient by two-thirds. The grading consisted principally of hard clay with underlying layers of hard pan, and was handled very economically by steam shovels of 2½-yard dipper capacity. Several smaller shovels were used in the light cuttings and in getting out ballast. The shovels working the cuts loaded the material onto flat cars, which were then moved to the fills and unloaded by plows operated by Lidgerwood unloaders. The cuts were sloped and excavated to the proper grade by the shovels, leaving very little trimming to be done by hand. The work, which presented no great difficulty, was accomplished with very slight hindrance to traffic, it being found desirable to maintain one track for main-line trains, the work trains in all cases using separate tracks. This

GRAND TRUNK RAILWAY SYSTEM

work, which has been accomplished at a cost of about \$1,000,000, practically doubles the tonnage that can be hauled by east-bound trains on this division.

Owing to the limited facilities for the handling of export traffic at the Port of Montreal prior to the reconstruction by the Harbor Commissioners of the docks (in course of which a portion has been raised to high-water level) and the absence of proper elevator facilities for delivery of grain to ocean steamers in the harbor, the Grand Trunk Railway had, in order to get a proper outlet for the large volume of its export trade in summer and to take care of such traffic in winter, in the years 1900 and 1901, to increase its elevator capacity at Portland, Maine, by the erection of an additional elevator of 1,500,000 bushels capacity.

Prior to 1898, the Grand Trunk did not handle any grain from lakes Superior and Michigan through its Georgian Bay and St. Clair River ports elevators for export via the port of Montreal, but since that time has done a large and increasing share of that business, to the extent in some seasons of handling over 40% of the entire Canadian Northwest grain shipped by water from the Lake Superior ports, and during the season of navigation in 1903 handled over 6,000,000 bushels of such grain. At Montreal the Company has completed at Windmill Point wharf (by agreement with the Harbor Commissioners) a steel elevator of 1,000,000 bushels capacity of the most improved and modern plan, for the better and efficient handling of this large business.

This new elevator is a steel structure, 238 feet long, and 84 feet wide. It is built entirely of non-combustible material, the structure, bins, bin bottoms, etc., being of steel, roofs of tile, and floors of concrete. The windows have metal frames and are glazed with wire glass. A brick wall surrounds the working story

GRAND TRUNK RAILWAY SYSTEM

of the elevator, and the cupola is covered with galvanized corrugated steel.

The equipment includes ten elevator legs, using 20" x 7" x 7" cups. Five of these legs are used for receiving grain, and all of them may be used for shipping. This gives a total elevating capacity of 100,000 bushels per hour. There are five pairs of power shovels for unloading the cars, a car puller with four drums to pull cars in either direction on either of two tracks, and two steel cleaning machines, each with a capacity of 4,000 bushels per hour.

The building is also equipped with a passenger elevator and a sweeper system.

Grain is weighed in ten hopper scales, each holding 2,000 bushels. Two 36" belt conveyors in the cupola distribute grain longitudinally of the building through the trolley spouts on the distributing floor.

On the side of the elevator next to the Lachine Canal a non-combustible marine tower has been built which contains a marine leg capable of elevating 15,000 bushels of grain per hour.

An extensive belt conveyor system has been erected to deliver the grain from the elevator to the vessels lying in the Windmill Point Basin, through a total of nineteen marine loading spouts. These belt conveyors are all thirty-six-inch concentrated belts, having a shipping capacity of 15,000 bushels per hour each, that is, the elevator can deliver to ships, through its conveyors, 30,000 bushels per hour.

With this new elevator at the Montreal terminus the Company is in a position to handle much more expeditiously and advantageously the export grain from the Canadian Northwest than has been practicable in the past.

As an illustration of the importance of the Canadian Northwest grain trade, the shipments of wheat from Port

GRAND TRUNK RAILWAY SYSTEM

Arthur and Fort William in Canadian vessels, for the season of navigation, 1905, aggregated nearly 30,000,000 bushels, the Grand Trunk carrying in connection with their elevators at Collingwood, Midland, Meaford, Goderich, Point Edward, and Port Huron over 9,500,000 bushels, or 32% of the total. For the preceding year, wheat shipments in Canadian bottoms aggregated over 27,000,000 bushels, of which 10,600,000 passed through the elevators at Grand Trunk ports above mentioned, or 39% of the whole.

The terminal facilities of the Grand Trunk Railway System at Portland, Me., have in recent years been extended and improved and are now among the most important on the line.

The stock yards, the storage yard for cars, engine house, coal chutes, stores building, and repair shops are at East Deering, about a mile from the freight sheds, beyond the railroad bridge across the Back Bay entrance. The stock yards are kept in excellent condition and have room to receive 2,500 head of cattle at one time, and the facilities for handling cattle are unsurpassed. The new storage yard will receive at one time 1,500 loaded cars, which, together with the station yard, gives the Grand Trunk an aggregate of track room for 2,000 loaded cars, practically at the water front in Portland, within twenty minutes sail of the open ocean.

The Company's property embraces a mile of water front in Portland, and the largest steamships can lie safely at the piers in not less than thirty feet of water at low tide. Previous to 1901 there were six great warehouses or sheds, each from 400 to 500 feet in length, with a combined floor space of 470,000 square feet. Spur tracks run alongside each of these sheds. During the season of 1901 another immense pier was constructed with two sheds of greater capacity than any of the old ones.

GRAND TRUNK RAILWAY SYSTEM

Formerly, six steamships could load or discharge at these sheds at the same time. With the additional piers and sheds nine ocean liners can receive or discharge their cargoes at one time. Alongside these great sheds, which are really bonded warehouses, whole trains of cars may be run, and here day and night the work of discharging cars goes on under the eye of Grand Trunk officials and United States inspectors.

In 1875, the Grand Trunk built on Galt Wharf an elevator 101 feet in length, with a total capacity of 150,000 bushels, fitted with modern dock elevators and large steam shovels for loading and unloading the cars and vessels. The grain business of Portland soon outgrew this elevator, and in 1898 another, with a capacity of 1,250,000 bushels, was built, at a cost of \$250,000. This elevator is 221 feet long, 97 feet wide, and 160 feet high. The engine house is 80 by 41 feet, and the smokestack is 161 feet high. Two receiving tracks extend through the house, and there are ten receiving legs with an elevating capacity of 8,000 bushels per leg per hour. This elevator can receive 150 carloads of grain daily. The shipping capacity of this elevator is 30,000 bushels an hour.

A new elevator built during the season of 1901 is the largest on the Atlantic Coast. It has a capacity of 1,500,000 bushels and its general plan is similar to that of the one built in 1898. This elevator is 300 feet long, 101 feet wide, and 175 feet high. The power house is 123 feet by 53 feet. The chimney or smokestack is 177 feet in height. Grain can be run into three vessels at the same time from this monster elevator.

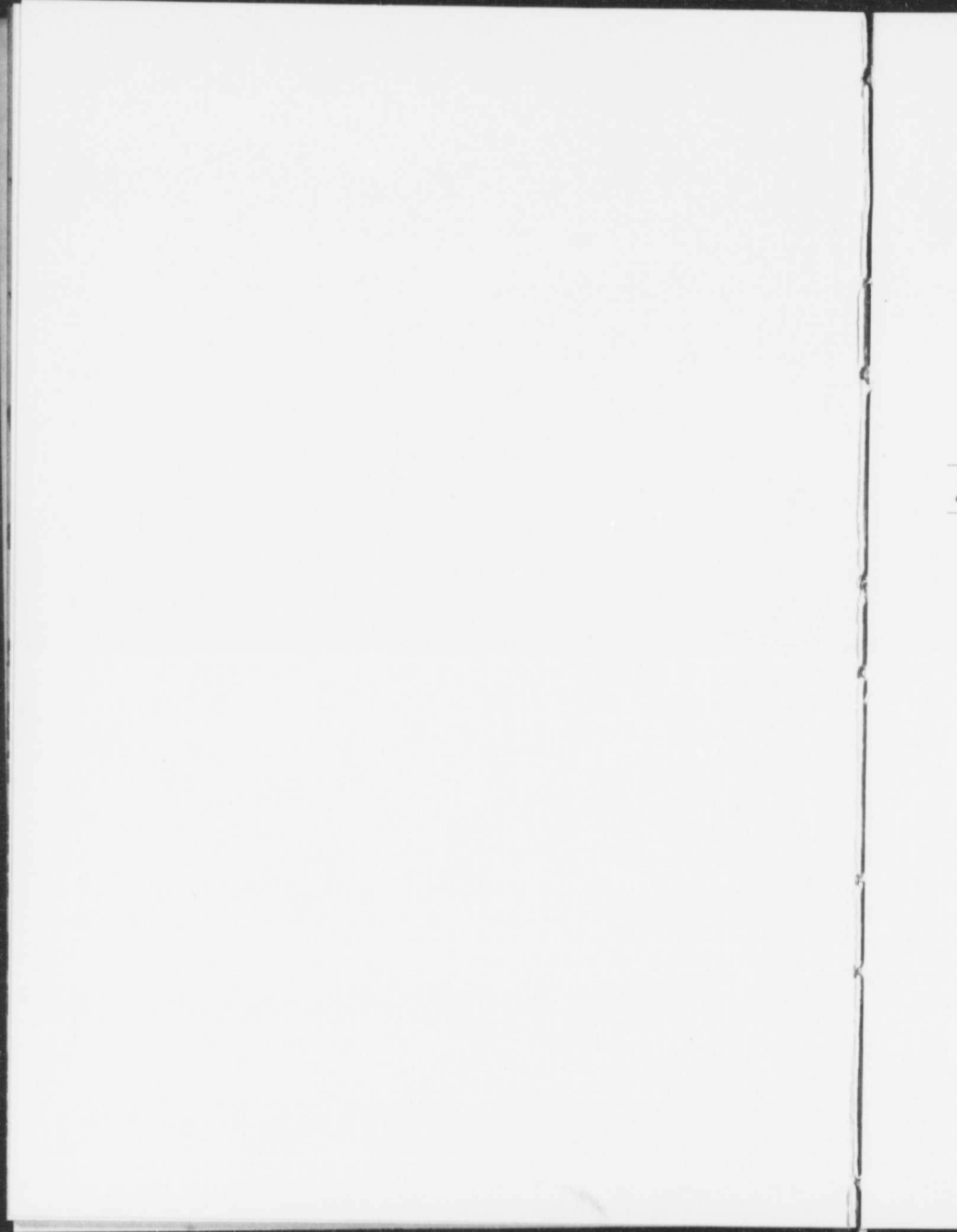
The Grand Trunk have also constructed a new passenger station at this point, which is an ornament to the city and an up-to-date structure in every respect.





Parliament Buildings of the Dominion of Canada, Ottawa, Ontario

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Grand Trunk Railway System

SPECIAL TIME TABLE WITH NOTES BY THE WAY

Through the Provinces of Ontario and Quebec
of the Dominion of Canada

FOR

H. R. H. PRINCE ARTHUR OF CONNAUGHT

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	A. M.	Ottawa to Niagara Falls, Friday, April 20, 1906		FEET
0	11.00	OTTAWA. A writer upon the rise and growth of Ottawa has recently said that the city may be looked on as the child of war and political faction fighting. This is scarcely quite correct. It is true that it may be said the signal for the commencement of the city was sounded when the first stroke of the tools of Colonel By's engineers rang through the air, and to the exigencies of war rather than the arts of peace is the initiation of the Rideau Canal primarily due. The contests in Parliament may have been somewhat of a factious nature, but it must not be forgotten that long before they occurred, Colonel By, Sir John Franklin, Bouchette, and Philemon Wright are all said to have anticipated the day when the nascent city would be the capital of Canada, and prior to the union efforts had been made to obtain the establishment of the seat of government here. Later on it is understood that Lord Sydenham had determined that the national capital should be at Bytown, though the accomplishment of his intention was prevented by his untimely death, and it is obvious that the site of the city is one which seems almost to have been designed by nature for the Capital of the Dominion. It is central, and on a magnificent waterway, and is the key to the great natural commercial route to the Northwest. The construction of the Rideau Canal, and the consequent influx of workmen and others, was the cause of Bytown springing into existence, and the	59,928	222

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>details of that work may fitly be noted at this point. It was designed to supply an interior line of communication, the war of 1812 having brought the exposed condition of the St. Lawrence frontier prominently before the Imperial authorities. As the provincial administration refused to coöperate, the Imperial Government undertook the work, commencing it in 1826. As stated already, the scheme was purely of a military character. The canal is $126\frac{1}{4}$ miles in length between Ottawa and Kingston, with a lockage of $446\frac{1}{2}$ feet. From Ottawa it ascends $282\frac{1}{4}$ feet by 34 locks in 87 miles, to Rideau Lake, then descends 164 feet by 13 locks in the remaining $38\frac{1}{4}$ miles, which carries it into Lake Ontario. Its original cost, which aggregated \$4,038,871, will convey an idea of the imposing nature of the work.</p> <p>In the year 1852, we learn from the record of a traveller, the town had grown into the upper and lower towns, divided by a considerable space. There were three banks, three insurance offices, telegraph office, sixty stores, a grammar school, seven lesser schools, and three newspapers. The town was represented in the legislature. At the time of its incorporation, in 1847, the population was returned at 6,000, while the first public census in 1851 gives 7,000.</p> <p>The perambulatory system which caused the old Parliament of Canada to hold its sittings alternately at Quebec and Montreal was obviously inconvenient, and as no understanding could be arrived at by the political parties of the day as to fixing a place of meeting, in 1857 an address was passed by Parliament asking Queen Victoria to exercise her prerogative and name a place to be the Capital of Canada. In the following year it was announced that Her Majesty had, as already expected, named Ottawa as the future seat of government.</p> <p>The first session of the Parliament of Canada, held in the new capital, opened upon the 8th day of June, 1866. It was during that session that the famous Canadian Federation scheme was adopted. A digression may be pardoned here if reference is made to the buildings themselves. The three blocks are built in the pointed gothic style of architecture, are extremely picturesque, and at the same time present a massive and imposing appearance. The outer facing of the walls is of a local sandstone, while the dressings are grey colored freestone. The Parliament House (or central block) contains the two chambers and the offices of the officials. The front façade is 472 feet long and three stories high, the basement being</p>		



City of Toronto, Ontario — The Queen City of Canada — From Legislative Buildings



Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>entirely above the ground line. The central tower is some 160 feet high, surmounted by a crown and flagstaff. On each side of the central tower the main structure extends right and left. The eastern wing accommodates the Senate and its officials, and the western the "faithful Commons." The Speakers of both houses are provided with handsome residences, where they reside during the session and dispense very lavish hospitality; and the Sergeants-at-Arms of the Senate and Commons are also assigned residuary quarters. The Commons chamber is 82 feet by 45, and the Senate approximately the same. Both chambers are superbly ornamented, and contain some very fine stained glass representing heraldic and emblematic designs. The total cost of the construction of the Parliament buildings, though heavy, has not been extravagant, in view of the beauty of the designs and the magnitude of the work. In 1882 it was found that the increasing business of the country demanded additional accommodations, and steps were taken to have a new departmental building constructed. The site selected was immediately opposite the Houses of Parliament, on Wellington Street. The result of this is seen in the magnificent building, which is a credit alike to architect and builders, known as the Langevin block.</p> <p>Reference must be made to the magnificent Library of Parliament. It is built very largely upon the lines of some of those famous chapter houses which are attached to the noble old cathedrals of which there are so many in the old lands. The building is circular and ninety feet in diameter, the walls being four feet thick. It is planned in the form of a polygon of sixteen sides, each angle of which is supported by a beautiful flying buttress, spanning the roof of the "lean-to," and touching the main wall at the point which is calculated to make it better resist the heavy outward thrust of the vaulted roof. The interior presents to the eye a magnificent dome of forty-two feet, the base of which is an equal distance from the ground floor. The interior of the Library, which is now found utterly inadequate for the demands upon it, is decorated with wooden carvings of a most beautiful character, which alone are worth a visit of inspection. The books are disposed in three galleries. In front of some of the alcoves are placed shields, bearing the arms of the several provinces, and such fragments of the first colors of the 100th, or Royal Canadian Regiment, as remain, find a resting place in the lower gallery.</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>It is universally conceded that there is no finer site on the continent than that selected for the public buildings of Canada. Viewed from every point they look imposing, and, at the same time, graceful. From the river they look, as a traveller has said, "like a pile transported from fairy land." They are surrounded with natural beauties; the bold bluff sloping in a sharp angle to the river, and covered with a thick growth of verdure, is in itself a sight worth travelling a long distance to see. Around it there winds a beautifully secluded walk, known as the "Lover's Walk," a favorite promenade, where lovers of nature, as well as those of the spoony type, are wont to congregate. Those who pass from one end to the other on a summer's day find it difficult to believe that they are on the skirts of a great city, so much in its virgin state does the hillside appear.</p> <p>The foundation stone of the Parliament buildings was laid on September 1st, 1860, by H. R. H. the Prince of Wales, who was then paying his now historic visit to the continent.</p> <p>Practically from this date the city commenced that phenomenal development which has since been witnessed. It may safely be estimated that the actual population of the city at the present day is fully 65,000. Add to these figures those of the several more or less populous suburbs, including Hull, and we find the total population aggregates about 100,000. The enormous expansion of the city has been in an equal ratio. The maps in the City Hall show that as late as 1887 it covered an area of 1,828½ acres. It has very generally extended on all sides since; suburbs have been annexed, and this process is likely to be continued. In any case the latest returns show that the area of the city has increased from the figures just given to 4,000 acres.</p> <p>The Electric Railway system of Ottawa has always been famous. It sprang into existence in an almost perfect condition, and has always been looked upon by experts as a model. It affords us easy access to every quarter of the city and to remote points, such as Rockliffe Park, Victoria Park, in exactly the opposite direction, and other important parks, as well as the exhibition and the different athletic grounds. By it the suburbs, particularly Hull, are placed in convenient communication with the city. The magnificent water power at Ottawa has afforded special facilities for electric development. Ottawa has become the center of what bids fair to be a radiating system of electric railways, which will connect the Cap-</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>ital ere long with all the surrounding towns and villages.</p> <p>It has already been said that commercially Ottawa is fast becoming a center. It is, in fact, a port of entry of very considerable importance. This may be seen from the figures which the Custom House shows as the years have gone on. This is a sign of prosperity which cannot be over-estimated.</p> <p>This review of the rise and progress of Ottawa has necessarily been compressed. A very great deal more might be said, but what has been said is sufficient to show that the Capital has no reason to be ashamed of its development. In less than eighty years she has risen from a wilderness to a city of the first magnitude in the Dominion, ranking fourth in population. When the city was incorporated it adopted as its motto the words "Advance Ottawa." It has to be confessed that she has done so.</p> <p>Although not the largest city in Canada—being still very young—Ottawa is a strikingly handsome and particularly interesting city. It is among the most interesting on this continent of North America. The first point in its favor, it is a Capital, and in this capacity alone it has a marked advantage over other cities, and it is also the only Capital where there is a Court. A Vice-Regal Court if you will, but the leading personage in that Court is the personal representative of His Majesty who rules over our Great British Empire, on whose domains the sun never sets. Many of the customs and courtesies traditional of the old monarchical days, before democracy had asserted its brusqueness to mar their grandeur, still hold sway in the Vice-Regal Court at Ottawa. The halo which surrounds it may be only reflected light from the Court of St. James, but is sufficiently puissant to cast a glamour over the city, and to attract to it numbers of gay social moths and butterflies from all parts of the country.</p> <p>Government House, or—as it is better known—Rideau Hall, nestles among the pine trees and cedars on rising ground on the east side of the wild little Rideau River. Its queer chimneys, its odd corners and low lines of grey walls may be clearly seen from any part of the opposite shore when the trees are leafless in winter, but in summer only the chimneys and flagstaff are distinguishable. In summer time, to really have a good look at Rideau Hall, it is necessary to drive up the shady avenue. On close inspection, Rideau Hall may not prove so impressive as when seen from afar, but because it is the official residence</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	A. M.			FEET
		of the representative of Royalty it is always interesting. It has been considerably added to since it was first purchased by the Government, and the varied styles of architecture which successive Governors General, with a taste for expansion, have added, give to the entire mansion a picturesqueness worthy of study.		
11.40	11.16	EASTMAN'S SPRINGS Leaving the Central station, we see to the right the Rideau Canal and locks from Ottawa River. These	117	225
17.60	11.23	VARS locks overcome a lift of eighty-six feet. Proceeding through the rail-	204	249
22.50	11.30	SOUTH INDIAN way yards, we notice to the left of the train the extensive shops of the Ottawa Division of the Grand Trunk Railway System, and gaining speed soon leave the suburbs of the city behind us, and are out in the open country. At Eastman's Springs is situated a comfortable hotel, which can be seen to the left, where thousands of people annually visit, searching for health in the efficacy of the mineral water that is found here. There are renowned Saline, Sulphur, and Lithia natural springs, whose curative and healthful properties are becoming better known every day. From South Indian the Grand Trunk operate a branch line to Rockland (eighteen miles), situated on the Ottawa River, where the large mills of Messrs. W. C. Edwards & Co. are located. The annual production of lumber here is about 40,000,000 feet.	329	232
30.80	11.40	CASSELMAN This section until quite recent years was the scene of extensive	707	208
38.10	11.48	MOOSE CREEK lumbering operations, now becoming	655	288
44.00	11.55	MAXVILLE transformed into a prosperous	749	335
48.70	P. M.	GREENFIELD agricultural and dairying section.	212	343
	12.02	ALEXANDRIA Note the many log houses erected for the shelter of the families during the preliminary stages of clearing the land and obtaining results from the first crops. The Nation River is crossed at Casselman above the rapids, being navigable in different stretches above and below the fall. The people of this section are mainly those of Scotch descent, whose sons have achieved success in business and professional life in almost every section of America. Near Maxville is the birthplace of Ralph Connor, whose "Man from Glengarry," and other works, have made somewhat familiar to the outside world much of the early history and life of the people of his own county. This is a rich agricultural section and noted for the excellent products of the dairy.	1911	256
62.80	12.21	GLEN ROBERTSON. Branch line to Hawkesbury (twenty-one miles), on the Ottawa River, diverges	458	261



On Lake Joseph — Muskoka Lakes District — "Highlands of Ontario"





Miles from Ottawa	Time	DESCRIPTIVE DATA		Population	Altitude above Sea Level
	P. M.				FEET
		<p>at this point. Population, 5,000. Located here are the mills of the Hawkesbury Lumber Company, with an annual output of 60,000,000 feet. These mills were established almost a century ago, and, owing to the excellent situation and magnificent abundant water power, is one of the best plants on the continent. The Riordan Paper Mills are located at this point, also; the chief product is sulphite pulp, of which this mill has the largest output of any plant in Canada.</p>			
67.40	12.28	STE. JUSTINE	We now cross the boundary dividing the Provinces	350	244
72.20	12.34	ST. POLYCARPE JCT.	of Ontario and Quebec	50	191
74.50	12.38	ST. POLYCARPE	and enter the latter Province. The French-Canadian farms are here noticeable. The soil is excellent, the produce raised being chiefly hay, oats, and dairy products. One feature which will strike the visitor is the peculiar subdivisions of the farms which were originally seignories under the French régime. Through that part of Ontario through which we have already passed the country is of a rolling nature, while in that part of Quebec through which we are now running the country is flat, with little diversity of scene.	405	176
78.40	as 12.45 12.50	COTEAU JUNCTION.	The Ottawa Division of the Grand Trunk Railway System here intersects the main line of this great system. Coteau Landing is seen to the right at the head of the Soulanges Canal and the foot of Lake St. Francis, an expansion of the St. Lawrence River, thirty miles long and five wide.	578	160
		<p>Large grain elevators and freight warehouses of the Grand Trunk Railway System are located here, where the grain and produce of the Western States and Canada, which is carried by the Canada Atlantic Transit Company's fleet of steamships across Lake Superior, Lake Michigan, and Lake Huron to Depot Harbor, is transferred to the Grand Trunk, thence delivered to the Atlantic steamships at Montreal. The rail transportation between Depot Harbor (on Lake Huron) and Coteau Landing is 340 miles. In this way facilities are provided for the furtherance during the season of St. Lawrence navigation (about seven months) of one million tons of grain and other products.</p>			
		<p>Trains of the Grand Trunk are carried over the St. Lawrence River at Coteau Landing by a steel bridge, two miles in length, at the south end of which is located the city of Valleyfield, an important manufacturing point. The plant of the Montreal Cotton Company, being the largest in</p>			

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.			FEET
		Canada and one of the largest on the continent, is located here. Splendid water power and good shipping facilities make this an ideal industrial location.		
83.89	1.01	RIVER BEAUDETTE After leaving Coteau Junction the train proceeds on	235	167
89.13	1.11	BAINSVILLE the main line through other	75	173
94.47	1.22	LANCASTER small but prosperous villages,	583	163
100.17	1.33	SUMMERSTOWN through the pleasant little village of Summerstown, and	166	182
		eight miles further on the enterprising town of Cornwall is reached.		
108.11	1.50	CORNWALL. Cornwall, Ontario, is one of the largest and most enterprising towns between Montreal and Toronto, and has a population, including its suburbs, of about 10,000. It enjoys a green old age, as Canadian towns go, having been founded in 1784, and settled by discharged soldiers of British regiments, including the King's Royal Rangers of New York (raised by Sir John Johnston), and the 84th Royal Highlanders. Selected as the county seat of the counties of Stormont, Dundas, and Glengarry, and being in a fertile section, it soon became a place of importance, and in its old grammar school some of the leading men of Canada were educated.	6,704	191
		Situated at the foot of the Cornwall Canal, a waterway built to overcome the Long Sault Rapids on the St. Lawrence River, its waterpower was soon utilized to turn the wheels of numerous industrial establishments, until at present it possesses two cotton mills, employing nearly 2,000 people, woolen mills, flour mills, furniture factory, and one large paper mill.		
		A few miles west, at Mille Roches, there is an extensive installation for the production of electric energy. Already 5,000 horse power have been developed, utilized in the lighting of the canal, working the lock gates, and in various industrial concerns. At almost nominal cost the quantity of power can be increased ten times.		
		Few places are so well provided with railway facilities as Cornwall, and, in consequence, it is an excellent site for manufacturing.		
112.96	1.58	MILLE ROCHES Passing Mille Roches, Wales, and	429	225
117.80	2.04	WALES Aultsville, three small stations on the line, we reach Morrisburg,	158	235
124.50	2.14	AULTSVILLE an important town for dairy and	339	247
133.01	2.25	MORRISBURG farm products. Between Aultsville and Morrisburg, about five	1,693	268
139.64	2.33	IROQUOIS miles from Aultsville, on the left	1,097	242
145.18	2.40	CARDINAL can be seen the monument erected	1,378	276
154.25	2.52	PRESCOTT to commemorate the Battle of	3,019	308



A Pretty Vista, Bay Lake - Temagami District - Northern Ontario



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Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.	<p>Chrysler's Farm, which was fought at this spot in 1812. Iroquois is situated at the foot of the Edwardsburg Canal. Between Iroquois and Cardinal there is a drop of over fourteen feet in the River St. Lawrence, which is overcome by the Galops Canal. Very fair water power could be developed at Iroquois, and the town is at present offering inducements to manufacturers to locate there.</p> <p>Prescott is one of the most beautiful towns in the valley of the St. Lawrence. Among its principal objects of interest are old Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in America. At this point there are also large distilleries located and extensive cold storage plants.</p>		FEET
165.97	av. 3.10 lv. 3.15	<p>BROCKVILLE, situated at the eastern end of the famous Thousand Islands of the River St. Lawrence, is a solid prosperous town of nearly 9,000 inhabitants. It is one of the old historic towns of Canada, and has produced many prominent Canadians and men of note. The Buells, Crawfords, Sherwoods, Richards, Jones, and many "United Empire Loyalist" families are closely associated with Brockville, which in 1811 took its name from Sir Isaac Brock. In the war of 1812 Brockville was raided by the United States' soldiery from the neighbouring town of Ogdensburg, in the State of New York. Brockville subsequently joined in the assault and capture of Ogdensburg.</p> <p>Since those days Brockville has steadily and substantially grown, until to-day it is one of the handsomest towns in Ontario, its private residences being very attractive. It is a busy manufacturing town, too, possessing a large carriage factory, an extensive stove and hardware foundry, a large glove factory, a hat factory, a mineral water works, and a number of other lesser industries. Brockville owns its own lighting and water-works plants, and was one of the first Canadian towns to demonstrate the merits of municipal ownership. Brockville is famous for being the centre of the celebrated dairy section which bears its name. When a cheese bears on its head the brand "Brockville," it is a good cheese. There are 225 cheese factories in Brockville section, and last year they made in round numbers 350,000 cheeses. Out of twenty-one million dollars' worth of cheese which Canada supplied to the world, Brockville section contributed three million dollars' worth, a very large proportion for a comparatively small district.</p> <p>Brockville is beautifully situated on the St. Lawrence, and is noted for its water sports. There are two flourishing boating clubs, and many local</p>	8,940	280

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.			FEET
		and national canoe and rowing regattas have been held on the excellent course in front of the town. A short railway runs from Brockville to Westport, a village forty-five miles northwest of the town, on the Rideau River. This road runs through some picturesque lakes, famed for their bass and salmon trout fishing.		
170.17	3-21	LYN	At Thousand Islands Junction connection	355 284
178.63	3-33	MALLORYTOWN	is made with the	220 335
186.85	3-44	LANDSOWNE	Thousand Islands Rail-	226 332
194.28	3-54	THOUSAND ISLANDS JCT.	way and the steamers of the Deseronto Navigation Company, Limited. This forms a gateway from the west, <i>via</i> the Grand Trunk, to the famous island region. Approaching the islands from Gananoque, a large manufacturing centre and where the Gananoque Inn is situated, the tourist meets at once with these famous islands, and they extend to within a few miles of Brockville. Very many fine hotels are also located on the American shore in this neighbourhood. There are many steamers in connection with the business of the Thousand Islands, and various trips are given, which are called "rambles." These trips are made by threading the narrow waters between the many Islands, and are most enjoyable. After leaving Thousand Islands Junction we run past some smaller and less important points until we reach	306
209.14	4-09	RIDEAU. Just after reaching this station we cross the Rideau River, and one of the extensive locks of this chain of waters can be seen from the car windows. The scenery on this river and Rideau Lakes is grand, and the district is fast becoming popular with the ever-increasing brotherhood of tourists who are coming into Canada.		302
213.03	4-23	KINGSTON was a French fort in 1672, and was founded by Frontenac, the celebrated Frenchman. It was also for a great many years one of the headquarters of the British troops in North America. It is now well fortified, although the fortifications are in a somewhat dismantled state. Fort Henry occupies a very commanding position near Kingston, and near this fort is situated a military school of the Dominion. The City of Kingston is the seat of the Provincial government asylum, a magnificent building, and also the Dominion Penitentiary, where the few "bad people" of Canada are safely housed.	17,961	273
		Kingston is known as the "Limestone City" and stands guard at the foot of Lake Ontario, where the channel of the St. Lawrence River		



Grand Trunk Railway Station, Hamilton, Ontario





Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.	<p>begins to define itself. It has a beautiful and commanding situation, and its spacious harbor is fenced in by islands from Lake Ontario storms.</p> <p>Kingston is also another gateway for the Thousand Islands, and during the summer months through sleeping cars are run to this point daily from Buffalo, Niagara Falls, etc., over the Grand Trunk, connecting with the river steamers for the trip through the Thousand Islands and the rapids of the St. Lawrence.</p> <p>Some of the main attractions in Kingston are those which owe their importance to history and tradition, and which have been accumulated since the log walls of Fort Frontenac were first built on the site of the present Tête-de-Pont Barracks in the year 1672. The Royal Military College, Fort Henry, and other military institutions, are always points of special interest to visitors. From a commercial point of view perhaps we might mention first the ship-building interests. This is the point at which, for years past, grain from the Great Lakes has been transhipped to the river barges. Three large elevators bear evidence of Kingston's endeavours to prevent the transhipment from drifting further down the river.</p> <p>Kingston has rail and water facilities which are unequalled, and grain from the Northwest and coal from Charlotte and Oswego, in the State of New York across the international border, are continually coming into the harbor, while the Grand Trunk Railway System keeps the harbor front busy with traffic. A charter was recently granted for a new line of railway to open up marl deposits in the neighbouring townships, which will lead to the establishment of important cement works.</p> <p>As a summer resort, on account of the beauty of its location, where lake and river meet, and in close proximity to the Thousand Islands, the Rideau waters and the Bay of Quinte, Kingston should have few rivals. As a location for commercial industries, its central position, and rail and water facilities, ought to commend it also to everybody.</p>		FEET
220.85	4.38	COLLINS' BAY	106	284
228.39	4.53	ERNESTOWN	150	324
239.25	5.10	NAPANEE	3,143	312
		<p>After passing through Collins Bay and Ernestown, we reach the ancient town of Napanee, twenty-six miles west of Kingston Junction. The name Napanee is derived from the Mississauga word Naw-Paw-Nay, which signifies flour. As breadstuffs are the staple of Napanee's trade, the name is highly appropriate. The town is situated on the Napanee River, whose deep and sombre waters are swayed by a mysterious tide every two hours. The tide represents a</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.			FEET
		variation of sixteen inches in mean level and sometimes attains a fluctuation of thirty inches. The town is seen on the left.		
247.33	5.20	MARYSVILLE Napanee is connected with Deseronto by the Bay of Quinte Railway Company, which also touches	53	335
253.85	5.28	SHANNONVILLE the Grand Trunk at Kingston. At Deseronto there are several manufacturing plants, notably the Rathbun Company's lumber mills, a charcoal plant, iron works, Standard Chemical Company's works, car works, and many others. North of Deseronto is situated two large cement-producing plants, manufacturing cement which is second to none in any part of the world. Immense beds of marl are located on the Bay of Quinte line. The marl is composed of ancient sea shells disintegrated, and the substance is now plastic white marl, somewhat the same as plasterers' putty. These are claimed to be the largest and purest beds known in America. This, with the admixture of clay in proper proportions, is the basis of one of the most celebrated cements in America. Not far from Deseronto is situated two gold-producing plants, known as the Cordova and Delora. The quantity of ore in the Cordova mine seems inexhaustible and produces \$6 to \$7 per ton profit. The Delora mine is not quite so good a mine, but the tailings left are full of arsenic, and it is proposed to establish a large arsenic works. It appears that there are about 5,000 tons of arsenic used in America per annum, and the whole of this could be supplied by these mines. There is scarcely any arsenic in the United States, so therefore great things may be expected in the line of arsenic in the immediate future. At Bath, a small village on the Bay of Quinte, the first steamer which navigated Lake Ontario and the upper part of the River St. Lawrence was built. The first Masonic lodge in Canada was installed just west of Bath. The first brewery established in Upper Canada was built just west of Bath. The Bath Academy was one of the earliest educational establishments in that part of the country.	272	334
260.95	5.43	BELLEVILLE. Few places in Canada can claim as many natural advantages as this beautifully located city. As an educational centre it has been known throughout the northern part of the continent for over half a century, and scores of the men who are now controlling the mercantile, manufacturing, and educational interests of this country look back with a throb of pride and interest to their early	12,000	295



Vineyard in the "Garden of Canada," near Hamilton, Ontario



Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.	<p>days, spent either as scholars in her public schools or as students in her colleges.</p> <p>As a market, it is acknowledged to be the best in Central Ontario, as it is in the centre of one of the richest tracts of fertile and productive dairy, grain, and fruit-growing land in the Province.</p> <p>A glance at its history will take us back to the time of the French domination in this part of North America, a period of nearly three hundred years. It is generally accepted as a historical fact that Samuel de Champlain, in the year 1615, when returning from his unfortunate expedition against the powerful Iroquois tribe of Indians, passed down the Trent River to its mouth, and then followed the Bay to the St. Lawrence. It is also recorded that the great French navigator and colonizer, with his followers, wintered on the very spot where Belleville now stands. This gives the city a special claim to distinction in connection with the charming piece of water along which it is so beautifully located.</p> <p>Belleville has transportation facilities unsurpassed. It is one of the main terminal points of the Northern Division of the Grand Trunk, and has extensive repair shops and round houses here.</p> <p>The Bay of Quinte barley, cheese, and canned goods have an established reputation, and large quantities are annually shipped to the United States and to Europe. There are also mines of iron, gold, galena, lithographic stone, slate, mica and asbestos existing a few miles north of the city, adjacent to the lines of railway. Excellent limestone quarries are conveniently near the eastern and northern suburbs of the city, and the superiority of the stone is so marked that shipments of it are made to all parts of the Dominion. It was used exclusively in the Murray Canal, Soulanges Canal, and Kingston dry dock.</p> <p>There is also under construction at this point what will be one of the largest cement works in Canada, having a capacity of 2,500 barrels per day.</p>		FEET
272.84	6.00	<p>TRENTON. This town is situated at the mouth of the wide and picturesque Trent River, the outlet of Rice Lake, one of the best duck-hunting regions in these parts. It is near the west end of the Bay of Quinte, and is the junction point for the Central Ontario Railway for Picton, etc. North of this town, and in the vicinity of Rice Lake, was the headquarters of the Mississauga Indians, a branch of the Ojibways. At this point one of the largest lumber and planing mills in the country is situated, and, in addition to an ordinary planing business, the company manufactures egg-cases,</p>	4,217	280

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.			FEET
		doors, and other interior house-fittings. The town also possesses a canning factory and evaporating factory, and has an up-to-date cold storage for the handling and winter shipment of apples for export to Great Britain. Trenton will also be the terminus of the Trent Valley Canal, when the latter is complete.		
282.19	6.12	BRIGHTON After leaving Trenton the train passes through a magnificent apple district	1,378	302
289.79	6.23	COLBORNE until it reaches Cobourg. The train	1,017	321
296.44	6.32	GRAFTON also skirts Lake Ontario from Brighton to Toronto, a distance of eighty miles. The first view of the lake is had at this point, and vistas of this mighty inland sea are seen from time to time. The lake is on the left of the train, and is a magnificent body of water, 200 miles long, 60 miles wide, and 600 feet deep.	198	283
304.24	6.47	COBOURG. Eight miles further on is the town of Cobourg, formerly the seat of the Victoria College, which has now been amalgamated with Toronto University. Cobourg now relies for her commercial life upon her manufactures, her trade, her car works, and her breweries. Cobourg is also a fashionable summer resort for wealthy Americans, many of whom make this their headquarters during the heated term of the summer months. Just before reaching Cobourg, on the left of the train, will be noticed some beautiful summer residences of the tourists who make this place their summer haven.	4,239	295
311.05	6.57	PORT HOPE. Seven miles west of Cobourg we arrive at Port Hope, the most important harbor of Lake Ontario, on the Canadian side, between Toronto and Kingston. This town is a very pretty one, and is seen on the right of the train. It is a junction point for the northern division of the Grand Trunk, and a gateway to the Kawartha Lakes region. This point has two large elevators which are used for distributing purposes for grain, and is also an extensive distributing centre for lumber from Northern Ontario consigned to United States points by water. Kawartha Lakes district is a chain of lakes situated in the counties of Victoria and Peterborough, with unlimited attractions for the tourist, sportsman, and followers of Izaak Walton. This chain of lakes has a navigable steamer route of seventy miles, and is part of the waterway of the proposed Trent Valley Canal, which will connect the Georgian Bay with the St. Lawrence River. Passing through the small villages of Newtonville, and Newcastle we reach the important town	4,188	286

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.			FEET
318.69	7.09	NEWTONVILLE of Bowmanville. One of the	159	392
326.65	7.22	NEWCASTLE most interesting features of this	645	295
331.03	7.28	BOWMANVILLE place is the fact that in a small	2,731	261
		town of this size they have seven- teen miles of granolithic pave- ment. Some of the largest of organ fac- tories and rubber works in Canada are also located here.		
334.32	7.33	DARLINGTON Nine miles west of Bowmanville,	50	379
340.31	7.42	OSHAWA JCT. we pass Oshawa, one of the best manufacturing towns for its size in Canada, named after an Indian chief, the word meaning "Over the Water." The surrounding country is a remarkably fertile district, rich in fruit. The largest malleable iron works in Canada are located here (The Ontario Malleable Iron Works), the plant of this concern covering seven acres of ground, and the buildings, if put in a straight line, would occupy a space sixty feet wide by a mile and a half long. Just after leaving Oshawa, a small stream, known as Oshawa Creek, is crossed, and a pretty vista is had on the right of the track.	4,394	333
344.77	7.48	WHITBY JCT. Just beyond Oshawa is Whitby, the site of the Ontario Ladies' College, which is seen on the right before reaching the station. From here a branch of the Grand Trunk runs north past the town of Lindsay (one of the gateways of the Kawartha Lakes) to its terminus at Haliburton. Whitby is used as an extensive distributing point for lumber from Northern Ontario consigned to United States points by water.	2,110	267
350.44	7.59	PICKERING On approaching Pickering, the town	534	287
353.11	8.03	DUNBARTON is seen on the right. This town is	105	280
355.71	8.08	ROSEBANK the home of a Quaker settlement,		280
357.31	8.12	PORT UNION and Pickering College (a Quaker institution) can be seen from the train. Large Quaker gatherings assemble here annually.	14	264
364.76	8.26	SCARBORO JCT. York is the terminal of the	403	545
368.31	8.32	YORK Eastern and Northern Divisions	250	425
373.74	8.45	TORONTO of the Grand Trunk Railway System, and the extensive freight yards are visible from both sides of the train.	262,749	254
		After leaving York, the golf links of the Toronto Golf Club are seen on the right, and it may be said that they are probably the best grounds for this popular game in Canada.		
		Toronto is the diverging point for the far-famed "Highlands of Ontario" district, which may be touched upon here with interest to the reader.		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
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"Highlands of Ontario"

Ontario! The word implies in the Indian language a pleasant prospect of lakes and woodlands, and could not be more appropriate for this beautiful province. It is a land dotted with lakes and rivers—rivers that have their source in the northern forests, and flow until they join the vast inland seas, Superior, Huron, Erie, and Ontario, whose waters are in turn borne by the broad St. Lawrence to the Atlantic Ocean. In natural beauty and variety, Ontario is replete with attractions, and the magnificent playgrounds of the "Highlands of Ontario" are filled during the summer seasons with tens of thousands of people from all over the American continent.

The Grand Trunk Railway System reaches all the principal summer resort districts and fishing and hunting confines in the "Highlands of Ontario," some of which are briefly referred to in this publication. The city of Toronto is the objective point for nearly all of these attractive resorts, which are all reached by the Northern Division of this great railway.

ORILLIA AND COUCHICHING

Two names with a subtle aroma in their very euphony, one a Spanish word and the other of Indian origin, are nearly always coupled in describing one of the most beautiful summer resort districts in the famous "Highlands of Ontario." Orillia *names* the town (eighty-six miles from Toronto), one of the prettiest and most picturesque in all Canada, and Couchiching the lovely lake on whose shores it is built.

Orillia is at the gateway of the Muskoka region, for it is at this point that the landscape characteristic of that district makes its appearance. The town is built on the hillside, overlooking lakes Simcoe and Couchiching. The ground rises from the water's edge in a series of terraces, gradual slopes leading from one to the other, until from the topmost there is a splendid outlook for forty miles over Lake Simcoe.

MUSKOKA LAKES

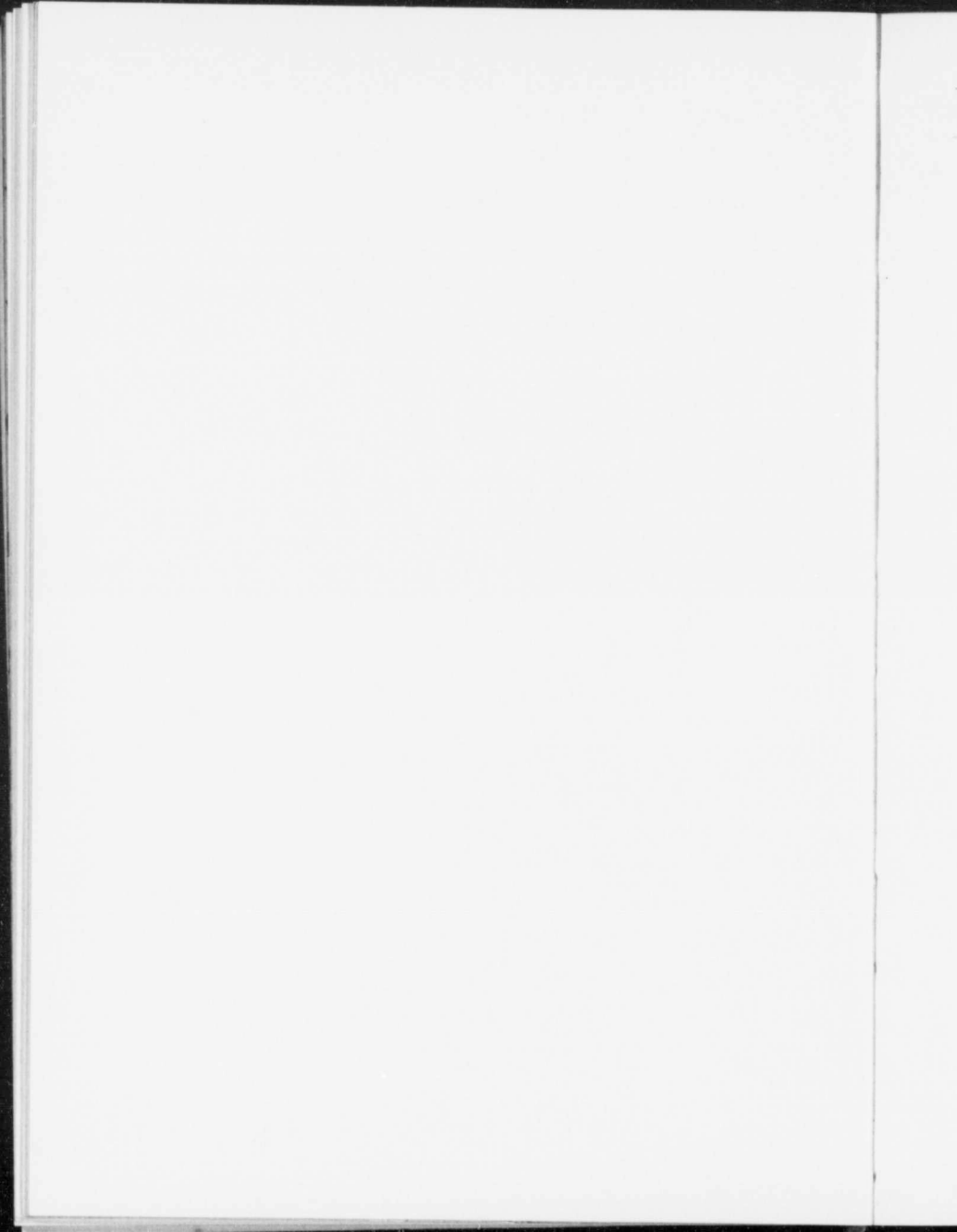
The brain-fagged and tired business man, the enthusiastic gunner, the patient follower of Izaak Walton, or the man who likes a boat or canoe, goes to the Muskoka region. It is an ideal place for a vacation, and it is in just the out-of-the-way sort of spot which the great mass of hurried summer excursionists like.

Old forests, peopled with great patriarchs of the woods, abound in Muskoka. These forests, unlike



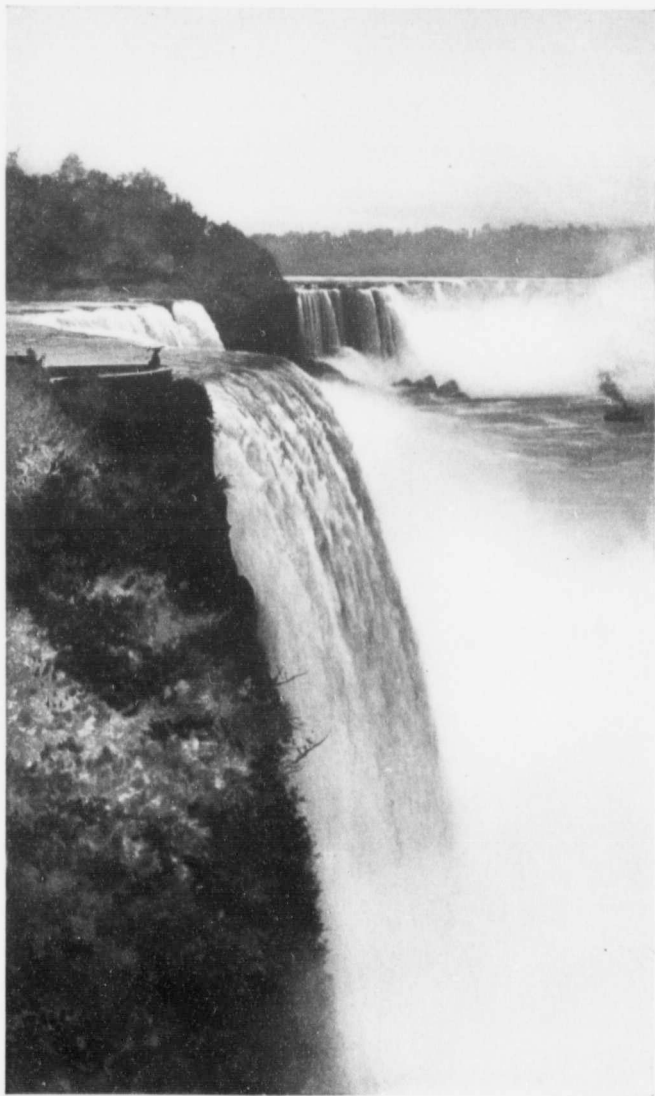
Grand Trunk, Single-Arch, Double-Track Steel Bridge Over the Niagara River





Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>some of the more exploited ones, do contain game, and the game is something more than an occasional chipmunk cheekily sitting on a stone and chattering defiance at the hunter.</p> <p>The lakes abound with fish, and, here and there, a swift-running brook babbles of the trout which lie in quiet little pools along its course.</p> <p>Good boats, and that best of all methods of navigation—a good canoe—can be easily obtained. Health stalks abroad on every vale and knoll; quiet peace, soothing in its calm, reigns everywhere; contentment and happiness are the handmaidens of the visitor.</p> <p>It is far enough north to be cool in the hottest day in summer, and yet is not so far as to be difficult of access. The Grand Trunk Railway runs a special express train during the summer season from Buffalo, Niagara Falls, and Toronto to this region with the quaint name of Muskoka.</p> <p>This vast region lies in the northern part of Ontario, east of the Georgian Bay, and north of Lake Ontario, and the point of embarkation for the trip on the lake is situated 112 miles from Toronto. The total area of the district covers a large tract of that portion of Ontario and some idea of its extent may be had when it is known that some 800 lakes and rivers are imbedded within its boundaries.</p> <p>The bosoms of these sylvan gems are covered with innumerable islands, on which have been built cosy and comfortable cottages, and on the larger islands may be seen handsome and costly residences, the homes of the wealthy. To those in search of purely scenic beauty, there is no other spot in the universe to rival it; while those in search of health will find the purity of air and general surroundings most beneficial. Being at an altitude of 1,000 feet above the sea level, and over 500 feet above the city of Toronto, it is the very spot to invigorate exhausted physical nature.</p> <p style="text-align: center;">LAKE OF BAYS</p> <p>One hundred and forty-six miles north of Toronto, on the line of the Grand Trunk Railway, nestles Huntsville, a pretty town nearly in the centre of what is known as the "Lake of Bays" district. The region in this locality is replete with natural beauty and loveliness, and comprises some of the most beautiful water stretches and picturesque landscapes for which that vast portion of Northern Ontario is becoming so famous with the ever-increasing and fastidious army of tourists who each year are looking for fresh fields to explore.</p>		

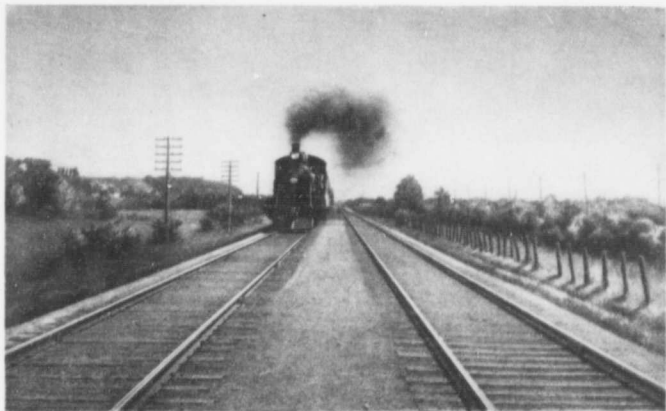
Miles from Ottawa	Time	DESCRIPTIVE DATA	Popu- lation	Altitude above Sea Level
		<p>Here are lakes and winding rivers and islands innumerable; water absolutely soft and without any admixture of minerals, as it percolates through the rocks and soil; for this portion of the country rests upon the primitive granite rock, which geologists repeatedly tell us contains no organic remains; and since the cooling of the earth's crust at that stage contained no soluble minerals there can be none here now in the waters of these lakes and rivers. The scenic grandeur of hill and mountain, the placid beauty of the lakes, the lovely rivers with their pellucid waters flowing through banks of delightfully variegated foliage, are not surpassed in any country.</p> <p>MAGANETAWAN RIVER</p> <p>Burk's Falls is the point of embarkation for the trip up the Maganetawan River. The beauty of Muskoka lies as much in its rivers as in its lakes. The Maganetawan is reached fifty-eight miles north of Muskoka wharf, and opens up another and entirely new region to steamboat navigation, to the tourist and particularly the sportsman, who can get with comparatively little trouble to a district which has hitherto been accessible only to those with ample means and time. The Maganetawan River is just equidistant between the Muskoka Lakes and Lake Nipissing, and drains a surface of about 4,000 square miles. Some idea may, therefore, be gathered of its magnitude and of the possibilities for canoeing opened up by the ramifications of the numerous tributaries and their connected lake enlargements.</p> <p>The very heart-centre for sport, for rod, and gun. Its rivers and lakes can be ascended and descended in canoes, amid the best of sport, while the eye is fascinated by the fresh and unsullied wildness of its forest haunts.</p> <p>LAKE NIPISSING AND THE FRENCH RIVER</p> <p>The unlimited attractions that are combined in the region known as the Lake Nipissing and French River District are fast becoming known to the sportsman, and each year sees an enormous increase of fishermen and hunters making these confines their objective point. The wild and rugged grandeur of its scenery, the health-giving properties of the atmosphere, the primeval wildness of the surroundings, and its splendid fishing and hunting grounds are attracting those who do not care for the gayeties of the modern summer resorts, but prefer the untrodden forests and the pleasures to be derived in outdoor life. North Bay, on the line of the Grand Trunk, 227 miles north of</p>		



General View of Niagara Falls

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>Toronto, is the starting point for this magnificent locality, and the splendid train service operated by this Company makes the district easy of access. Steamer is taken from North Bay for the head of the French River, twenty miles distant, at which point canoes or boats are taken for the trip down the river as far as the tourist or sportsman desires, even to the Georgian Bay. The fishing in this district is without a peer in the northern country, the gamiest of the gamy species of the finny kingdom simply predominating in the waters of this region. Maskinonge, ranging from fifteen to thirty pounds, black bass running up to six pounds, and pickerel tipping the scales at fifteen pounds are numerous, and at any time during the open season a "rattling" fine day's sport can be had. During the hunting season, deer and other large game abound.</p> <p>THE TEMAGAMI REGION</p> <p>The Indians, centuries ago, perhaps, named the wonderful translucent lake that lies up here in New Ontario "Temagami," which comes from the Indian word "Temagamingue," and signifies "place of deep water." Other lakes in the north may be as deep, but they were unable to sound them with the naked eye as they could sound Temagami, whose waters are so crystal clear that one may see bottom where it is very deep.</p> <p>That these little, limpid, wood-girt seas should lie so long, almost at the heart of the continent, unexplored and practically unknown for two hundred years, is due to the fact that until now no railway had pierced that wilderness. Now, however, the pathfinder has passed that way, has opened a steel trail, so that during the fishing and shooting season of 1905, those who were tired of the old worn trails had their first peep into this new sportsman's paradise. They are passing rapidly, these "silent places." The march of Empire has reached the Pacific Ocean. The eastern sportsman, voyager, and explorer having wiped the West out is turning to the North. The white man in this ceaseless search for the earth's endowments is now wiping out the wilderness. A little while and the "forest primeval" shall be no more. In all probability we of this generation will be the last to relate to our grandchildren the stirring stories of the hunt in the wild forests of Canada.</p> <p>Therefore, it behooves you, O mighty hunter, to go forth and capture your caribou or moose while you may. The scenes are shifting. Civilization is shoving the wild things further and further to the north. But you who are lucky enough to</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>live to-day may hurry to these last fastnesses and find here the rarest sport to be had in all North America.</p> <p>Temagami is a great patch cut out of Canada, containing 1,400,000 acres of lakes, rivers, and wilderness. The scenic grandeur of this new territory is almost incomparable. Lake Temagami has a shore line of about eight hundred miles and there are a thousand and one lesser lakes, countless little timbered isles, walled in by the unscarred forest with its cathedral pines through which the low winds sing of health and rest and happiness—the sweet forgetfulness that comes to a tired soul when he steals away for a brief visit with Nature.</p> <p>Temagami, it would seem, holds all that the lover of Nature or the nimrod wants—small-mouthed black bass (<i>Micropterus dolomieu</i>); speckled trout (<i>Salvelinus fontinalis</i>); lake trout (<i>Christivomer namaycush</i>); wall-eyed pike, pike-perch, or dore (<i>Stizostedion vitreum</i>); and common pike (<i>Esox lucius</i>); its altitude above sea level of over 1,000 feet; the health-giving efficacy of its pure air, and its wild animals and birds.</p> <p>This is the "Mecca" for the tired business man, the toiler of busy mart and street, with labor-dimmed eyes and weary brain, and where more perfect rest and tranquillity can be found than even the tired mind longs for or fancy depicts.</p> <p>Reliable Indian guides are obtainable throughout the Temagami, country-wise old woodmen who can lead you to where the wild things live. And they know, too, where the fishing is best. During midsummer the lake trout take to deep water and can be reached only with something like two hundred feet of wire line. But the black bass bite well in July and August, and the waters of the lakes in the Temagami country simply teem with them. They seem to be gamier than fish of the same species in other waters and run up to six pounds.</p> <p>All these fish have a fine flavor because of the low temperature and pure water. All the streams emptying into Lady Evelyn Lake are alive with brook trout. These speckled beauties are as game here as in the Alpine streams of the Rockies.</p> <p style="text-align: center;">THE 30,000 ISLANDS OF THE GEORGIAN BAY</p> <p>This wizened old world of ours, small at best, is being worn smooth and bare by the foot of man. The habitual globe-trotter, in his annual or bi-annual whirl around this shrinking sphere, tires of the scene. The world-old seas, the Old World watering-places, meeting the same men and women</p>		



Flight of the "International Limited" — The Railway Greyhound of Canada — Finest and Fastest Train
in the Dominion — Grand Trunk Railway System



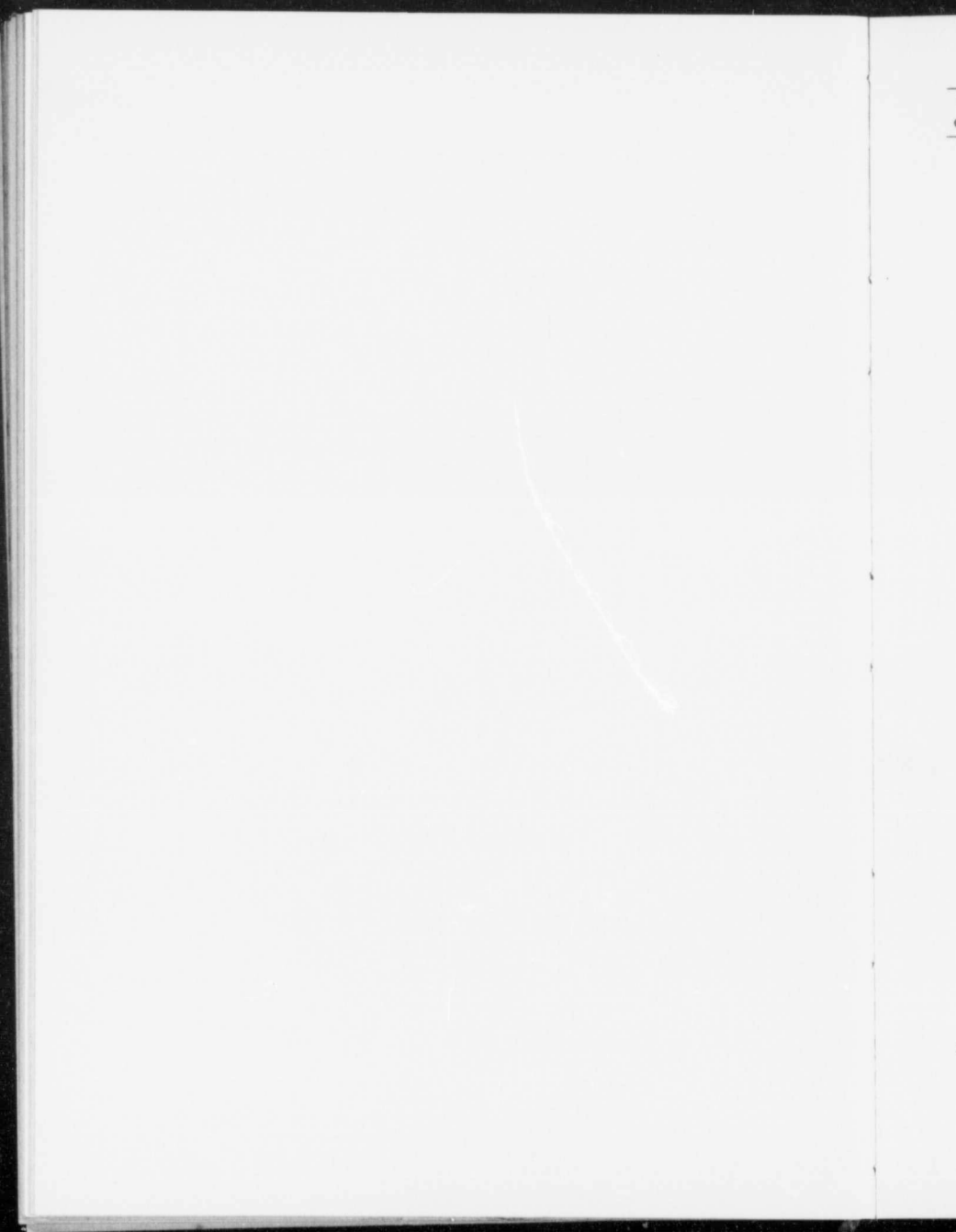
Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>on the way; his eyes are weary of the same old scenes, his ears are ever fretted by the selfsame songs. He has camped on the Continent of Europe until the land is blackened with the ashes of his camp fires. He has travelled until he is ready to exclaim, "There is nothing new under the sun."</p> <p>But he is wrong. The Grand Trunk Railway System has been staking out, and opening up to the world, new Wonderlands in the wilds of Ontario. Each year, new resorts with new hotels are thrown open, and they are always full to the doors, for the globe-trotter is eager for new fields. Those who cannot afford the time and expense of a cross-continent trip, welcome Muskoka, Temagami, and the Thirty Thousand Islands of the Georgian Bay. The busy business man and the tired student find rest and recreation in the forest fastnesses of the North. The lover of out-of-door sports finds here the happiest hunting ground on the continent, and renews his youth by the shores of still water and by the banks of running streams.</p> <p>The great secret of the success and ever-increasing popularity of these Northern resorts lies in the fact that every one who shoots, rests, or recreates here becomes a travelling advertising agent for the North country, and a fast friend to the Grand Trunk Railway System which is opening new worlds to the tourists, the nimrod, and the follower of big game.</p> <p>Another of the most delightful and beautiful trips that may be taken in Canada, and not surpassed in any other country, is through and among the Islands of the Georgian Bay, that great arm of Lake Huron lying west of the Muskoka Lakes, and which is easily accessible from Midland or Penetang, two points on the Grand Trunk Railway System — in which lie an extensive archipelago of more than 30,000 islands, and which bears the name of his late Majesty, King George the Third. In general character they are similar to the Thousand Islands situated in the St. Lawrence River, but, of course, are infinitely more numerous. This magnificent bay has no equal on the American continent. The steady increase of tourists to this locality is alone proof that it has become the most popular resort on the Inland Lakes. It is impossible to describe this wonderful waterway with any degree of satisfaction, as Nature has been so generous in beautifying and adorning it with a lavish hand, and has gifted the region with gorgeous scenic effects, rugged promontories, charming summering places on beautifully wooded islands, intricate channels and narrows,</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>that it is one grand panorama of vistas from beginning to end. Islands of every shape and size, from those of but a lone rock to some hundreds of acres in extent, are beheld on every hand, most changeable in their variegated foliage and moss-covered rocks, peeping out of the blue depths of clear crystal-like water, for the inspection of the beholder.</p> <p>THE "ALGONQUIN NATIONAL PARK" OF ONTARIO</p> <p>A comparatively new and attractive region, little known to the lover of rod and gun and the tourist, has all the summer attractions that appeal to the denizen of the city. While thousands are familiar with the better known resorts in Canada which have developed into such popularity within the last few years, it is known by a comparatively few only that there exists close at hand a preserve as it were—set aside by the Provincial Government of Ontario solely for the delectation of mankind—where true sportsmen are welcomed and where the fishing is not in name only, but where the gamiest of black bass, speckled trout, and salmon trout are found in goodly numbers. Where the lakes and rivers possess a beauty of their own—a wilderness, a surprise. Where the fauna and flora is found in luxuriant profusion, where the forests are heavily timbered and the shores of the lakes beautifully clothed with a raiment of pine and balsam, and where every breath of the pure air gives new life.</p> <p>The "Algonquin National Park" is a region that has already won favor with a large number of travellers who are looking for new fields to explore and for a place where civilization has not yet encroached upon Nature's domains and where man's handiwork is not in evidence. The major portion of visitors to this territory have been from across the international boundary, although a good smattering of Canadians have taken advantage of this magnificent playground. Irrespective of the scenic grandeur of the entire park, the main attraction is the grand fishing that is offered and which is open to all true sportsmen who recognize the carrying out of the regulations laid down by the Crown for the protection and preservation of the fish and game.</p> <p>The situation of the park and contiguous territory might be called the eastern section of the "Highlands of Ontario," and covers an area of 2,000,000 acres of forest and water stretches, there being no less than 1,200 lakes and rivers within its boundaries. This vast extent of virgin</p>		



After a Good Day's Sport, Ste. Anne de Bellevue, Near Montreal



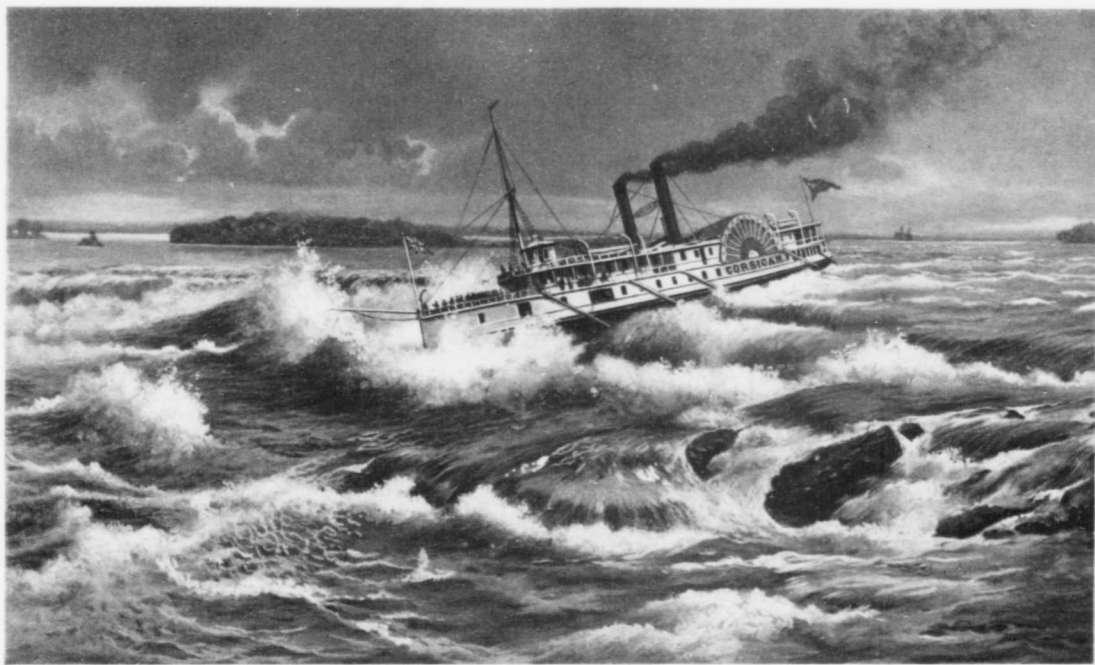


Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.	<p>wilderness has aptly been named "Lakeland," and the Ottawa Division of the Grand Trunk Railway System penetrates its confines for many miles, giving exceptional facilities for reaching the different points of ingress to the many canoe routes and navigable lakes and streams which radiate from the railway line north and south and making the region easy of access from any point of the American continent. Unlike many of the other lake districts in Ontario, the waterways throughout the whole area of the Park are a continuity of lake and stream, many of them being navigable for canoes from one to the other, while others are connected with short and easy portages with good trails blazed through the forest. The country is of a very rugged nature, the lakes are encircled with high shores, beautifully clothed with verdure from the water's edge to the summit of the highest bluffs. The waters of the lakes are deep and translucent, filled with the gamiest of the game species of fish—black bass, three and four pounders, and salmon trout tipping the scales at ten and twelve pounds are plentiful in the waters south of the railway line, while north of the railway bass are not found. The rivulets and streams are alive with the gamiest of speckled trout, the cool waters giving them fighting tendencies which delight the heart of the most ardent angler. Salmon trout are found in the waters north of the railway in the lakes, and excellent fishing is assured in any of these waters. During the months of May and June the trout fishing is at its best, the speckled beauties rise to the fly.</p> <p>Great are the opportunities in this territory for the observation of wild animals, and for those who desire to shoot with a camera the wild life of the woods.</p> <p>There is no other part of the Province of Ontario situated at as great an altitude as this territory. Recent observations taken give the height above sea level as 1,600 feet, while there are many points on the summit of the shores of the lakes reaching over 2,000 feet. This being the highest summer resort located in Eastern Canada. The atmosphere is pure and exhilarating and a few days sojourn under its influence rejuvenates one and invigorates a run-down constitution.</p>		FEET
373.74	10.8.55	TORONTO. Beautifully situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of Church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a	262,749	254

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>good claim to the sub-title of "The City of Churches."</p> <p>The town was founded by Governor Simcoe in 1794, and was given the name of York, by which title it was known until its incorporation as a city in 1834, when it received the name it now bears. At that date it had a population of less than 10,000, but gave promise of rapid growth, which has been fully realized.</p> <p>This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all new comers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and a social point of view.</p> <p>Toronto is the centre of the public system of education for Ontario, and in its successful workings the people take commendable pride. Educational affairs are placed in charge of a department of the Government, presided over by a Minister of the Crown, responsible to the Legislature. The public schools in Toronto are an index of popular sentiment on this paramount question of education. At this writing there are in Toronto forty-eight public schools with 580 rooms accommodating 35,125 pupils; sixteen separate schools with 5,085 pupils; three collegiate institutes with a daily average attendance of 1,094; and one technical school with a daily average attendance of 340, and at night classes of 1,750.</p> <p>The position of the city of Toronto as a commercial centre, especially for a share of the great trade in the Canadian Northwest, makes it of importance, and its foreign trade is valued at over \$40,000,000. The chief articles of export are timber, horses, wool, bacon, grain, clover and grass seeds, and various manufactured articles. Its manufactures include foundry products, stoves, leather, flour, whiskey, and beer, and have a total annual value of about \$50,000,000. The Massey-Harris Agricultural Machinery Works and Gooderham & Worts whiskey distillery are widely known throughout the world. The assessed value of taxable property in Toronto is about \$143,000,000.</p> <p>The burning of the Parliament Buildings at Montreal following the passing of the Rebellion Losses Bill, and the bitterness engendered by the several untoward acts committed at that time led to the temporary removal of the seat of Government to Toronto, in November, 1849, Lord Elgin</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>taking up his residence here. The affairs of the Dominion continued to be administered from Toronto until November, 1851. At this period Toronto had a population of 30,775.</p> <p>It was about this time that the need for railway facilities began to obtrude itself, and the matter was carefully considered by the enterprising men of those days. As a result of these deliberations the first line of railway in Western Ontario was projected in this city in 1851, the first sod being turned on October 15th of that year. It was known as the Ontario, Simcoe & Huron Railway, but was subsequently changed to the Northern, and is now part of the Grand Trunk Railway System. The earliest portion of the line from Toronto to Aurora was opened on the 16th of May, 1853. In 1855, communication was opened from Toronto to Collingwood. On the 27th of October of the same year the Grand Trunk Railway was opened through from Montreal to Toronto. The area within the city limits of Toronto is 17.17 square miles.</p> <p>"The government of the city is vested in a Council consisting of a Mayor, four Controllers, and eighteen Aldermen. The Mayor and Controllers are elected annually from a vote of the entire city. The Aldermen are elected annually, three from each of the six Wards into which the city is divided.</p> <p>"The Board of Control deals with all financial matters, regulates and supervises expenditure, revenue and investment, directs and controls departments, prepares specifications, advertises for tenders, and awards all contracts for works, material, and supplies implements or machinery or any other goods or property required (subject to confirmation by the Council), inspects and reports to the Council upon all municipal works being carried on or in progress within the City, considers and forwards to Council the reports of the various standing and special committees, and controls all matters not designated as belonging or appertaining to any of the standing committees."</p> <p>An event of more than passing moment was the transition from horse cars to electric street cars in 1892, the franchise being granted to the Toronto Railway Company for a period of thirty years. This company carried over 60,000,000 passengers in 1905.</p> <p>In 1891 the cornerstone of the new City Hall was laid. This magnificent structure cost upwards of \$5,000,000, and is acknowledged to be quite the equal of any municipal building on the continent.</p> <p>In October, 1855, the Government offices were</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.	removed to Toronto from Quebec, and the city once more became the capital of Canada, retaining that honor until the summer of 1859. September, 1860, will always be regarded as a red letter month in the history of Toronto, for it was during this month that the Prince of Wales, now King Edward VII., paid his memorable visit to the city. At that time Toronto had a popula- tion of over 44,000. In 1901, the Duke and Duchess of York, now the Prince and Princess of Wales, visited Toronto. On October 10th an elaborate civic reception was given the Royal pair, and on October 11th, His Royal Highness reviewed the militia forces of the Province at Exhibition Park, fully 10,000 troops being on parade. From the City of Toronto the main line over which we proceed on our journey to Hamilton and Niagara Falls runs in a southwesterly di- rection to Hamilton, and skirts the western shore of Lake Ontario for several miles beyond Hamilton. After leaving the Union Station, Toronto, we pass through the extensive railway yards just west of the station, and on past large manufactories seen on the right of the train. On the left is noticed the extensive grounds and buildings of the Cana- dian National Exhibition. This Exhibition is held annually in the early part of September, and is the means of attracting an enormous throng of people from all parts. It is also considered the finest annual exposition on the continent. The Grand Trunk Railway System from Toronto to Niagara Falls runs through one of the most prosperous and delightful bits of the Dominion of Canada; in fact, it is known and recognized as the "Garden of Canada." For miles the country is level or gently undulating, rich and beautiful, and has a back- ground of foothills and mountains which affords shelter to this section. The surrounding country lies in the basin of Lake Ontario and enjoys a cli- mate which really belongs several degrees south. When passing Mimico, from the left of the train is seen several large manufactories, among which are the Ontario Sewer Pipe Company and the To- ronto Fire Brick Company. The Victoria School for boys is also situated here, and at present has about 200 boys attending. At New Toronto the extensive paper works of Ritchie & Ramsay are located, at which plant the finest grades of coated and book papers are manufactured. A few miles further on are passed the rifle ranges that are used		FEET
376.34	9.01	SOUTH PARKDALE		285
378.21	9.03	SWANSEA	100	254
380.16	9.05	MIMICO	405	300
380.93	9.06	NEW TORONTO	209	316
386.61	9.12	PORT CREDIT	486	266



Shooting the Lachine Rapids of the St. Lawrence River near Montreal — One of the Most Exciting Trips in the World

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Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.			FEET
		by the several militia battalions of Toronto for rifle practice. Fourteen miles from Toronto we come to the picturesque summer resort of Lorne Park. This point has become in the last few years one of the popular suburban residential places, and many of Toronto's prominent business men make their summer homes here.		
389.63	9-17	CLARKSON'S		
394.88	9-24	OAKVILLE	14	322
399.12	9-30	BRONTE	1,643	329
405.52	9-37	BURLINGTON JCT.	300	344
408.35	9-40	WATERDOWN	1,119	328
		some sixty odd. Oakville was incorporated a town in 1857, and took its name from the mighty spreading oaks which were in evidence throughout the locality. One can now see evidence of the perseverance and refined manner of the early settlers from the comfortable homes with their neat surroundings that are everywhere in view.	622	341
		In this portion of Ontario acres of peaches are grown in the open air; where the finished crops are gathered out of doors and sold by the ton; where plums and peaches are shipped by the thousands of baskets, and where pears and apples are the staple crops. In this connection it will be of interest to give a few statistics. In the year 1900 there were in the Province of Ontario 339,411 acres planted in orchards and gardens. There were 6,578,048 matured apple trees, which produced that year 36,993,017 bushels of good fruit. This was an average of 5.68 bushels per tree. In addition to this there were 3,430,670 young apple trees under fifteen years of age. It is almost impossible to give the reader any idea of the prosperity of the country in these parts, and it is necessary to take the train at Toronto or Hamilton and visit the different points in this section of the Grand Trunk during the height of the fruit season to gain any idea of the fruitfulness of the district. From the time the first strawberries appear in June until the apples are shipped, the transportation companies are kept busy carrying to the larger cities and towns the products of these farms. Exhibitions of fruit from these districts have been awarded the highest form of medals and diplomas at the World's Fair, Chicago, in 1893; Paris Exposition, 1900; Glasgow, 1901; Pan-American, Buffalo, 1901.		
412.45	9-50 iv. 9-55	HAMILTON. Hamilton, at the present time, is attracting an ever-increasing amount of attention from Canadian and United States manufacturers,	59,543	253

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		<p>as being an ideal site from every standpoint for location of large industrial concerns. This is due to the many advantages which the city possesses, as a city, where industries may be operated under favorable and economic conditions, and the record of the last few years shows remarkable increase in the different branches of trade, and still it is a remarkably clean city, most of the factories being operated by electric power. It is situated upon a plane that rises gradually from the shores of Hamilton Bay, a magnificent land-locked harbor at the western end of Lake Ontario. About the first authentic record of Hamilton was from one of the early settlers, and is under the date of 1778. The life of these early pioneers was one that was full of hardship and never-ending toil, that taxed to the utmost the patience and the energy of the U. E. Loyalist stock from which they sprung, and the same may be said of the sturdy sons of England, Ireland, and Scotland, who left their native land to make for themselves homes in a new and comparatively unknown land. The city is situated forty-two miles west of the Falls of Niagara, and forms a picturesque panorama, when seen from the escarpment, from the summit of which a magnificent view is to be had. The city lies immediately below, the squares in the center being as distinct as those of a chess board, and the foliage of the majestic maples, with which so many of the streets are lined, making an enchanting and restful picture. In standing there looking from west to east, one is struck very forcibly with the surprising beauty of the scenery in the vicinity of Hamilton. Looking towards Burlington Bay and Lake Ontario, the city is immediately below you, bounded on the east by the Delta and on the west by Beasley's Hollow. In this area, in length over five miles and width two miles, lies the charming city, with its wide, regularly laid out, and well-paved streets, its fine residences and public buildings and its wealth of beautiful shade trees. To the north of the clear waters of the bay are the green banks of Oaklands, with the blue heights of Flamboro Head for a background. To the west a bird's-eye view of the surrounding country is obtained. Looking up through the Dundas Valley you see the town of that name nestling in the green vale and forest-covered heights. Turning your eyes towards the east you look over the bay to the blue and placid waters of Lake Ontario, while separating lake and bay is Burlington Beach, Hamilton's favorite summer resort, which, as one writer recently and very aptly put it, "Lies glistening and gleaming in the sunlight, like a ribbon</p>		



City of Montreal — the Metropolitan City of Canada — From Mount Royal



Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>of burnished gold." It is a little over five miles in length, and stretches across the east end of the bay from shore to shore. It has a varied width of about 300 feet, and is intersected only by the Hamilton Canal, which affords an entrance for the largest lake-going vessels. Over this canal the Grand Trunk Railway has erected a new swing bridge, which is one of the largest, if not the largest, single span swing bridge in the world, being nearly 400 feet in length and weighing more than 100,000 tons, just double the weight of the one it superseded.</p> <p>The Hamilton Radial and Electric Railway uses an electric swing bridge, which also accommodates vehicles and foot passengers. To the north end of the beach you turn into the pretty village of Burlington, which is also a favorite resort for the citizens of Hamilton during the heated months of summer. Allowing your eye to wander towards the east there is straight before you a panoramic view seldom equalled, and certainly not surpassed by any other view on the American continent. Fields of green and gold, like tessellated pavement, broken here and there by stretches of woodland, and in the distance the blue waters of Lake Ontario form a symmetrical frame for so beautiful a picture.</p> <p>With its advantages for navigation and railroad facilities the commercial interests of Hamilton are well taken care of. The main line of the Grand Trunk Railway and the Northern Division cross at this point, the main line running from Niagara Falls to Detroit, Port Huron, and Chicago, and the N. W. branch running from Hamilton to Allandale and the Georgian Bay district. The population of Hamilton at the present time is about 60,000 and the city has a taxable assessment of about \$32,000,000. Hamilton may be said to have had its birth in the war of 1812, when Burlington Heights became the centre of military operations. It is a wealthy and tirelessly energetic city, and its manufacturing institutions are out of all proportion to its size, it being recognized to-day as <i>the</i> manufacturing city of the Province and the hub of the iron industry in Ontario. During later years there has been a great influx of United States capital seeking investment in Canadian industries, and Hamilton has been such an attractive spot for the above mentioned capital that there is now more United States money invested in manufacturing concerns here than there is in all of the other cities of the Province combined. Hamilton is also a Cathedral City, having two dioceses, the Anglican bishopric</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>of Niagara and the Roman Catholic bishopric of Hamilton. It is a city of handsome churches and schools, public buildings, and stately private residences.</p> <p>Leaving Hamilton for the East you pass through the manufacturing annex, where are situated some of the largest manufacturing institutions in Canada, notably the Canadian Westinghouse Co. on your right, and the International Harvester Co. on your left, also another group of about fifteen factories upon your left. This district was added to the city only two years ago, and in a few years it will become a busy hive of industrial progress. A little further east you pass into the fruit-growing districts of the Niagara Peninsula, familiarly known as the "Garden of Canada." At the time that the fruit trees are in bloom, or when the fruit is ripening, it is one of the most beautiful sights to be seen upon this continent.</p> <p>The Park system is very complete, Dundurn Castle and Park being the principal and most beautiful public resort in the city. The ruins of the stone breastwork, built in the troublesome times of 1812 by Mr. Beasley, may still be seen in the western part overlooking the bay, recalling the time when the United States troops undertook to annex Canada, but were held back and repulsed at Stoney Creek. There are nine parks more or less developed. They cover an extent of about ninety-six acres, as follows: Dundurn, thirty-two acres; Victoria, twenty-two acres; Harvey, eight acres; Hamilton, four acres; Woodland, sixteen acres; North End, twelve acres; Wellington, Buelah and Gore parks.</p> <p>Hamilton, within the last nine years has solved a problem which has been of great interest and importance to manufacturers, viz.: the transmission of electricity over a great distance and at a high voltage for power purposes. When the questions of utilizing the waters of DeCew Falls, coming over the Niagara escarpment at a point about thirty-five miles southeast of Hamilton, was first mooted, it was considered to a great extent chimerical. However, this has now passed the experimental stage and has been evolved from a dream to a reality. About that time local capitalists interested themselves in the formation of a company for the generation of electrical energy to be transmitted to the City of Hamilton. Many prejudices had to be overcome and many seemingly insurmountable obstacles had to be brushed aside. When it is taken into consideration that at that time, neither in Europe nor America, had electricity been transmitted at a higher pressure</p>		



General Offices, Grand Trunk Railway System, Montreal



Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.			FEET
		<p>than 10,000 volts, and that this company found that it was absolutely necessary for the pressure to be at least 20,000 volts or over, so that the cost of conducting the same would be within the financial limit set, to allow the Cataract Power Company to undertake the development of the enterprise, some of the difficulties can be imagined.</p> <p>After many experiments the work has been successful and Hamilton is illuminated. The most of her factories and her entire electrical railway system, both street and radial, amounting to about sixty-five miles of road, are operated by this silent but potent power, which has placed Hamilton in the position of being the electrical centre of Canada.</p>		
418.81	10.04	STONEY CREEK		
424.11	10.10	WINONA	437	274
428.95	10.15	GRIMSBY	127	285
430.60	10.17	GRIMSBY PARK	1,000	287
433.11	10.21	BEAMSVILLE		302
438.91	10.27	JORDAN	832	297
		<p>The first station east of Hamilton is Stoney Creek with a population of 500 people, and it has an historic reminder in the Stoney Creek battle ground. Winona, five miles further on, is a small and quiet place, with attractions in lake shore resorts. Another five miles and we reach Grimsby, with its Grimsby and Victoria Parks and fine fruit farms. The town has a population of about 1,000 and has several industries growing out of its fruit productions, such as canning and evaporating works, basket factories, etc. Beamsville is a town of 900 people, well known for its extensive stone quarries, much of the stone for the St. Clair tunnel under the St. Clair River and the new masonry of the Victoria Jubilee Bridge having been supplied from this place. Jordan, six miles further east, is a small town of about 200 inhabitants, and offers the attraction of twenty miles of lake beach.</p>	119	309
444.54	10.34	ST. CATHARINES. St. Catharines, situated on the Welland Canal, about three miles from its Lake Ontario outlet, is in the centre of the Niagara fruit belt and an important shipping point. This is the trade centre of the inexhaustibly fertile Niagara region, and is supplied with unlimited water power by means of the canal, and has become an important commercial city. St. Catharines has important shipyards, mills, and machine works, handsome public buildings, and one of the best collegiate institutes in the Province. It is also a very popular health resort, much visited by Southerners. The waters of its mineral springs rank high among the medicinal waters of the world. The Welland Canal mentioned in this paragraph connects the waters of Lake Erie and Ontario and is a work of tremendous importance, giving, as it does, an out-	9,946	347

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	P. M.	<p>let to the sea for the vast trade of the Great Lakes. The canal is twenty-seven miles in length from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. The difference in level between the lakes is about 327 feet, which is overcome by a system of twenty-five lift locks. This part of the country is literally one great peach orchard, and is known far and wide as "The Garden of Canada." It is estimated that there are something like 400,000 peach trees in the Niagara District, which produce annually over a million baskets of this delicious fruit. The peach harvest begins about the end of July and continues until the middle of October. The peaches are shipped all over Canada. In this favored region flourish also apples, pears, plums, cherries, and all kinds of small fruits, melons, quinces, grapes, walnuts, chestnuts, and even figs.</p>		FEET
446.61	10.37	<p>MERRITTON. A few miles from St. Catharines and we arrive at Merritton. In this neighborhood is the battlefield of Beaver Dams, which Canadians regard with pardonable pride. During the war of 1812, when the Americans were in possession of Forts George and Niagara, and the British troops had fallen back on Burlington (now Hamilton), the British General advised the Canadian volunteers to disband and return to their homes as he was contemplating the possibility of abandoning all that section of the Province to the foe and retiring to Kingston. In this crisis, being thrown entirely upon their own resources, the Canadians proved themselves equal to the emergency. The incident is described as follows:</p> <p>Merritt's militia regiment of light horse, with some other militiamen and volunteers, established themselves at a building known as "De Cew's Stone House," converting it into a little fortress, whence they harrassed the Americans, driving off their foraging parties and intercepting their supplies with such success and impunity as only an intimate knowledge of the country could have given them. Colonel Boerstler was sent from Niagara with two field pieces and 600 men to break up this little stronghold and one or two other outposts of the British, who, since the decisive battle of Stoney Creek, were moving back towards Fort George, and he might have succeeded but for the patriotic spirit and bravery of a woman. Laura Secord, the young wife of James Secord, a militiaman lying wounded at Queens-town, saw the American troops moving from Niagara, and, learning their destination, set out at night and walked twenty miles through the woods</p>	1,710	389

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
	P. M.	<p>to warn the little band at the stone house of Boerstler's approach. At any time it would have been a difficult journey, but in war time, with the risk of meeting some savage Indian or other lawless marauder in the lonely woods, only a woman of singular energy and courage would have undertaken it. Mrs. Secord, however, accomplished it in safety, and when Colonel Boerstler arrived at Beaver Dams, at 6 o'clock in the morning, he found his march impeded by a small number of militiamen and a party of Indians, led by their chief, young Brant. This number, altogether about 200, seemed trebled when seen through the thick foliage of the trees, from among which they poured volley after volley from their muskets on the surprised and bewildered Americans, every volley accompanied by the fierce yells of the Indians. While Boerstler was still uncertain whether to advance or retreat, Ensign Fitzgibbon, with forty soldiers, the only British troops in the neighbourhood, arrived at the spot and took in the situation at once. With admirable courage and coolness, he tied a white handkerchief on a musket, and, holding it up, advanced alone, calling on the enemy to lay down their arms and surrender, upon which Colonel Boerstler, believing the whole British army was in front, surrendered his force of 600 infantry, fifty cavalry, two field guns, and a stand of colors to the young ensign and his 240 men.</p>		FEET
455.96	at 11.00	<p>NIAGARA FALLS, ONT. Of all the pleasure resorts on the American Continent probably none receive annually so many visitors as the famous cataract, where the waters of Lake Erie come tumbling in one grand plunge over a precipice 164 feet in height, in their mad rush towards the ocean, by way of Lake Ontario and the St. Lawrence River. While there are water-falls of greater height, the immense volume of water, and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historical traditions associated with the entire neighbourhood render a visit to Niagara an event long to be remembered.</p> <p>To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens,</p>	7,000	573

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says:</p> <p>"At length we alighted; and then for the first time I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing with two English officers, who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—great Heaven, on what a fall of bright-green water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thought of eternal rest or happiness; nothing of gloom or terror. Niagara was at once stamped upon my heart an image of beauty; to remain there, changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voices spoke out from the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the clinging rainbows make! . . . To wander to and fro all day, and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighbouring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take</p>		



Old Victoria Tubular Bridge Across the St. Lawrence River, Montreal. Opened for Traffic by H. R. H. the Prince of Wales in the Year 1860. Reconstructed 1898



Victoria Jubilee Bridge Across the St. Lawrence River, Montreal. Built on the Same Piers as the Old Victoria Tubular Bridge. Opened for Traffic 1898

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
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its awful plunge ; to linger in the shadow of the solemn rocks three miles below ; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap ; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell upon it ; to look upon it every day, and wake up in the night and hear its ceaseless voice ; this was enough. I think in every quiet season now, still do these waters roll and leap and roar and tumble, all day long, still are the rainbows spanning them a hundred feet below. Still when the sun is on them do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid ; which has haunted this place with the same dead solemnity since darkness brooded on the deep and that first flood before the deluge—light—came rushing on creation at the word of God."

Retracing our way from Niagara Falls, we cover the same ground between this point and Coteau Junction, where we continue on the main line of the Grand Trunk Railway to St. Henri, now a part of the City of Montreal, and the journey from thence to the Maritime Provinces will be over the rails of the Canadian Government Railways (Intercolonial Division).

**The Time Table between Niagara Falls and
Coteau Junction is as follows:**

Niagara Falls to Toronto, Saturday, April 21st

Niagara Falls, Ont.,	Ly.	2.00 P. M.
Merrittton,	"	2.17 "
St. Catharines,	"	2.21 "
Jordan,	"	2.29 "
Beamsville,	"	2.37 "
Grimsby Park,	"	2.40 "
Grimsby,	"	2.43 "
Windsor,	"	2.49 "
Stoney Creek,	"	2.56 "
HAMILTON,	Ar.	3.05 "
HAMILTON,	Ly.	3.05 "
Waterdown,	"	3.12 "
Burlington Jct.,	"	3.16 "
Bronte,	"	3.24 "
Oakville,	"	3.32 "
Clarkson's,	"	3.39 "
Port Credit,	"	3.45 "
New Toronto,	"	3.53 "
Mimico,	"	3.54 "
Swenson,	"	3.57 "
South Parkdale,	"	3.59 "
Bathurst Street,	"	6.02 "
TORONTO,	Ar.	6.05 P. M.

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level	M fr On
	A. M.			FEET	
		Toronto to St. Henri, Friday, April 27th			851
		TORONTO, Lv. 2.30 A. M.			
		York, " 2.45 "			
		Scarboro Jct., " 2.50 "			
		Port Union, " 3.00 "			
		Rosebank, " 3.02 "			
		Dunbarion, " 3.06 "			
		Pickering, " 3.09 "			
		Whitby Jct., " 3.19 "			
		OSHAWA JCT., " 3.24 "			
		Darlington, " 3.33 "			
		Bowmanville, " 3.39 "			
		Newcastle, " 3.45 "			
		Newtonville, " 3.57 "			
		FORT ROPE JCT., " 4.09 "			
		COBOURG, " 4.21 "			
		Grafton, " 4.33 "			
		Colborne, " 4.43 "			
		Brighton, " 4.54 "			
		Trenton, " 5.10 "			
		Belleville, " 5.35 "			
		Shannonville, " 5.46 "			
		Marysville, " 5.55 "			
		Napanee (Deseronto Jct.), " 6.07 "			
		Ernestown, " 6.22 "			
		Collins' Bay, " 6.32 "			
		Kingston Jct., " 6.46 "			
		Rideau, " 6.54 "			
		Findley, " 7.08 "			
		THOUSAND ISLANDS			
		JCT., " 7.18 "			
		Lansdowne, " 7.29 "			
		Mallorytown, " 7.40 "			
		Lyn, " 7.52 "			
		BROCKVILLE , Ar. 8.00 "			
		BROCKVILLE , Lv. 8.05 "			
		Maitland, " 8.13 "			
		PRESCOTT, " 8.21 "			
		Cardinal, " 8.33 "			851
		Iroquois, " 8.40 "			851
		Morrisburg, " 8.51 "			851
		Aultsville, " 9.07 "			851
		Wales, " 9.19 "			851
		Mille Roches, " 9.29 "			851
		Cornwall Jct., " 9.36 "			851
		CORNWALL, " 9.44 "			851
		Summerstown, " 9.58 "			851
		Lancaster, " 10.06 "			861
		Bainville, " 10.14 "			861
		River Beaudette, " 10.22 "			861
		COTEAU JCT., " 10.30 "			861

At Coteau Junction we continue on the main line of the Grand Trunk to St. Henri on the outskirts of the city of Montreal. The continuance of the line seen on the right goes south, crossing the St. Lawrence River and making connection with the railways in the United States running to Boston and New York.

842.18	10.43	CEDARS	Vaudreuil is a picturesque point, the summer home of many of Montreal's	344	161	861
847.93	10.50	VAUDREUIL	prosperous business men. To the left may be seen an old windmill, and the ruins of an ancient fort built in 1787 by an early French settler as a protection against the attacks of the hostile Iroquois and Mohawks. The village is situated on an arm of the Ottawa River, the one-time water war-path of the fierce and fearless fighting men of the St. Lawrence Valley.	385	85	

Almost in view of Vaudreuil is the entrance to the Soulanges Canal, constructed to overcome the rapids that lead down to Lake St. Francis, having a drop of eighty-two feet in eleven miles.

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	A. M.			FEET
851.63	10.55	<p>STE. ANNE DE BELLEVUE. Leaving Vaudreuil we cross the western arm of the Ottawa which forks here, forming the Isle Perrot. When crossing the eastern arm, in sight of Ste. Anne's, we get a good view to the left of the Lake of Two Mountains, a part of the great waterway between Ottawa and Montreal.</p> <p>Ste. Anne de Bellevue is to the right of the train, and if you know just where to look you may see the old house in which the poet, Tom Moore, lived just one hundred years ago, and where he is supposed to have written his "Canadian Boat Song." This tranquil town was the scene of many stirring events in the early days of the French settlers. It was the headquarters of the voyageurs of the early régime.</p> <p>Above Ste. Anne's are some fine summer homes and a little way down stream are the famous fishing grounds where maskinonge have been caught weighing as much as sixty pounds. Black bass abound in these waters as well as other fish found in the northern streams.</p>	1,343	122
853.16	10.58	<p>Leaving St. Anne's, near Beaconsfield, to the left may be seen the splendid summer home of Sir George Drummond. As we sweep on down toward the foot of the Royal Mountain, we get flash views of Lake St. Louis, where many interesting races are held, notably the contest for the Sewanhaka Cup, a trophy won by Canada a few years ago from the Sewanhaka Corinthian Yacht Club of New York, and which they lost last year to one of the clubs from the United States.</p>		114
854.78	11.00	BAIE D'URFE		105
856.70	11.03	BEAUREPAIRE		104
857.70	11.05	BEACONSFIELD		107
859.02	11.08	POINT CLAIRE		96
859.02	11.08	LAKESIDE		89
859.60	11.09	VALOISVILLE		89
860.18	11.10	STRATHMORE		89
862.06	11.13	DORVAL		87
863.11	11.15	<p>DIXIE</p> <p>the Sewanhaka</p>		99
864.36	11.17	<p>At Dixie, on the right, are the splendid golf grounds of the Royal Montreal Golf Club and their charming club house.</p> <p>LACHINE was so named by La Salle, who fancied he saw in the St. Lawrence the road to the Orient, to China, hence the name <i>La Chine</i>.</p> <p>The old home of La Salle still stands at Lachine, and a word of the history of the town may be of interest to the tourist in passing.</p> <p>Leaving the little village which he had founded at the Sault, La Salle and his voyageurs threaded the Thousand Islands, founded Kingston, and pushed on to the west by the Great Lakes. How he lost his life in the wilds of the Southwest you have heard, but the people of Lachine never knew. One dark, rainy night the little settlement lay down to sleep as usual, but was rudely awakened</p>	5,561	131

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
	A. M.	<p>by the wild yells of the Iroquois, the flashes of flaming torches, and the last terror-born cry of the helpless inhabitants as they went the way of the pioneer of that period.</p> <p>The next day dawned upon utter desolation, not a settler survived, and only the stone houses remained to mark the spot where Lachine had stood.</p> <p>Years have passed—centuries—and the old stone house still stands, and since, La Salle's right to a place in history is being questioned.</p> <p>The town of Lachine lies a little over two miles above the rapids and at the point where the Lachine Canal, running from there to Montreal, has its intake. This canal has five locks which overcome the forty-five feet drop caused by the rapids and allows boats of fourteen feet draught a navigable route.</p> <p>The Lachine Rapids are the most exciting and, to the inexperienced, the most perilous of all the rapids of the St. Lawrence. These rapids were navigated by a steamer for the first time in the year 1841, and since that time thousands of tourists from all parts of the world have experienced the thrill that is caused when the steamer reaches the midst of the turbulent waters. At first the boat travels at great speed through, comparatively speaking, smooth water until it rushes in between walls of jagged rocks that seem to threaten the destruction of the vessel if it should swerve to right or left. In the hands of trained pilots the boat is steered safely through and we once more breathe freely after the excitement of this wonderful trip. After we emerge from the rapids we notice to the right a picturesque town nestling on the shore of the St. Lawrence, with a line of high piers for protection from the spring floods. This interesting place is Laprairie. The town was born in the year 1668, and is now one of the favorite summering places for many of Montreal's citizens. It can boast of being the first place in British North America to have railway communication, for in 1836 a railroad was built from this point to St. Johns, a distance of eighteen miles. It was first operated as a horse-car line, then by steam, but was eventually discarded and the rails taken up in later years.</p>		FEET
865.23	11.18	CONVENT	100	115
865.70	11.19	DOMINION	300	89
866.30	11.20	ROCKFIELD	128	86
867.27	11.22	MONTREAL WEST	352	68
870.68	11.30	ST. HENRI	15,000	61
		<p>From Lachine to Montreal by rail on the Grand Trunk many signs can be seen of the industrial activity that surrounds this great metropolitan city of Canada. Large plants are seen on every hand, the most imposing being the works of the Dominion Bridge</p>		

Miles from Ottawa	Time	DESCRIPTIVE DATA	Population	Altitude above Sea Level
		Company, situated at Dominion, and the Canada Car Company's plant, a little further on.		FEET
872.18		<p>MONTREAL, the commercial metropolis of the Dominion of Canada, is situated on the south shore of the island bearing the same name and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians situated near the foot of the mountain. He landed a short distance below the city, at a point still known by the Indian name of "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief, "Donnacona," he was so struck by the magnificent outlook, that he named it in honor of his master, the "Royal Mount." Champlain also visited the site in 1611, but the village with its inhabitants had been swept away, probably by some hostile tribe. The first settlement by Europeans was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall, with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of these buildings are still standing, a walk through the two or three streets still retaining these primitive buildings and narrow paths strongly reminds one of the quaint old towns of Rouen, Caen, and others in Normandy. The growth of the city has been exceedingly rapid, and the view, as seen from Mount Royal, is majestic, and for beauty almost unrivaled.</p> <p>The river frontage is almost six miles in length, extending from the Victoria Jubilee Bridge to the village of Maisonneuve.</p> <p>Montreal is the chief port of entry for the Dominion of Canada and is open for seven months in the year for ocean navigation. It is at the foot of the great St. Lawrence River and the system of canal navigation to the west. This system of waterways have their outlet at Montreal and afford a continuous route from the Straits of Belle Isle to Port Arthur at the head of Lake Superior, a distance of 2,260 miles. It is owing to these facts, and it being a great railroad centre, that its volume of trade is so large, and which amounts to over \$125,000,000 annually. About nine-tenths of the tonnage of sea-going vessels entering the harbor of Montreal are British. The chief exports are timber,</p>	350,000	48

Miles from Ottawa	Time	DESCRIPTIVE DATA	Popula- tion	Altitude above Sea Level
		<p>grain, flour, cattle, phosphates, apples, butter, and cheese. The imports include iron, glass, tea, wine, groceries, and numerous manufactured articles and dry goods. The manufactures of the city are carried on in about 2,000 establishments with an invested capital of from \$60,000,000 to \$70,000,000, and embrace boots and shoes, clothes, sugar, tobacco, beer, machinery, rubber, sacks, tools, silk, cotton, etc. The Bank of Montreal, with headquarters in this city, claims to have the largest capital and reserve (\$18,000,000) of any bank on the Western Hemisphere and to be the fifth largest monetary institution in the British Empire.</p> <p>Among the several events which mark the epochs in the city's prosperity are the opening of the Lachine Canal in 1825; the incorporation of the Champlain & St. Lawrence Railway from Laprairie to St. John's in 1832; the formation of the Grand Trunk Railway in 1852; the construction of the Victoria Tubular Bridge by the Grand Trunk Railway in 1859, and the establishment of the Allan Line of ocean steamers in 1856. The population of Montreal in 1800 was 10,000 souls, while to-day it is over 350,000.</p> <p>At the time of the completion of the Victoria Tubular Bridge, in 1860, it was considered the eighth wonder of the world, and was the admiration of not only the promoters of the railway company but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old bridge had become inefficient to meet the demands of the Grand Trunk Railway System, and the management concluded that it must be replaced with a structure that would meet all needs. Accordingly, a new open-work steel bridge, with double tracks, carriage-ways, and foot-walks for pedestrians, now rests on the piers which held the Old Victoria Bridge for so many years.</p>		



Grand Trunk Railway System

General Offices: Montreal, Canada

GRAND TRUNK RAILWAY,	3,943 miles
GRAND TRUNK WESTERN RAILWAY,	336 "
DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY,	189 "
TOLEDO, SAGINAW & MUSKEGON RAILWAY,	116 "
CINCINNATI, SAGINAW & MACKINAW R. R.,	53 "
Total,	4,637 miles

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C. H. MCLEOD, Superintendent Time Service,	Montreal, Que.
M. S. BLAIKLOCK, Superintendent Eastern Division,	Montreal, Que.
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Purchasing

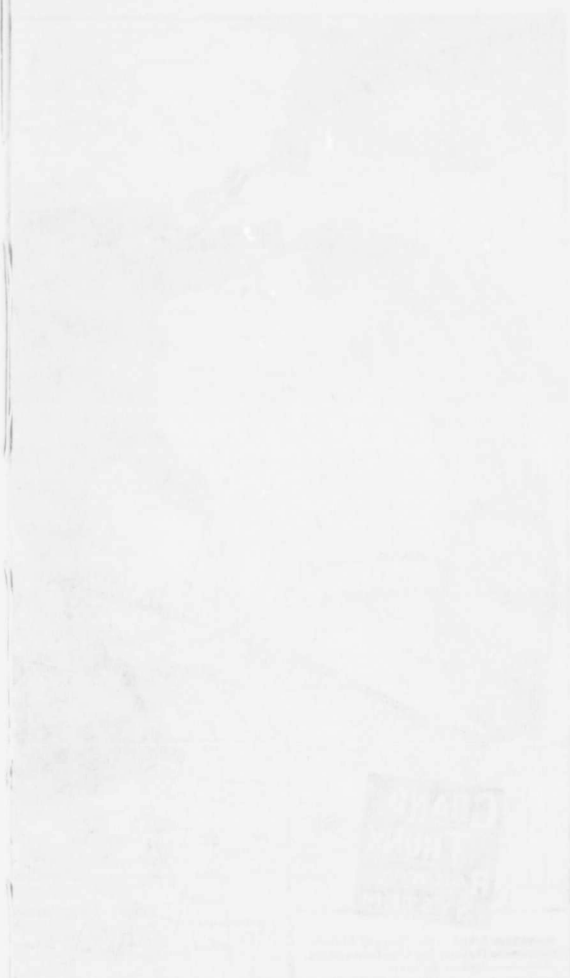
A. BUTZE, General Purchasing Agent, . . .	Montreal, Que.
W. G. BURRELL, Stationery Agent, . . .	Montreal, Que.
J. W. KNEESHAW, Assistant Stationery Agent, . . .	Detroit, Mich.

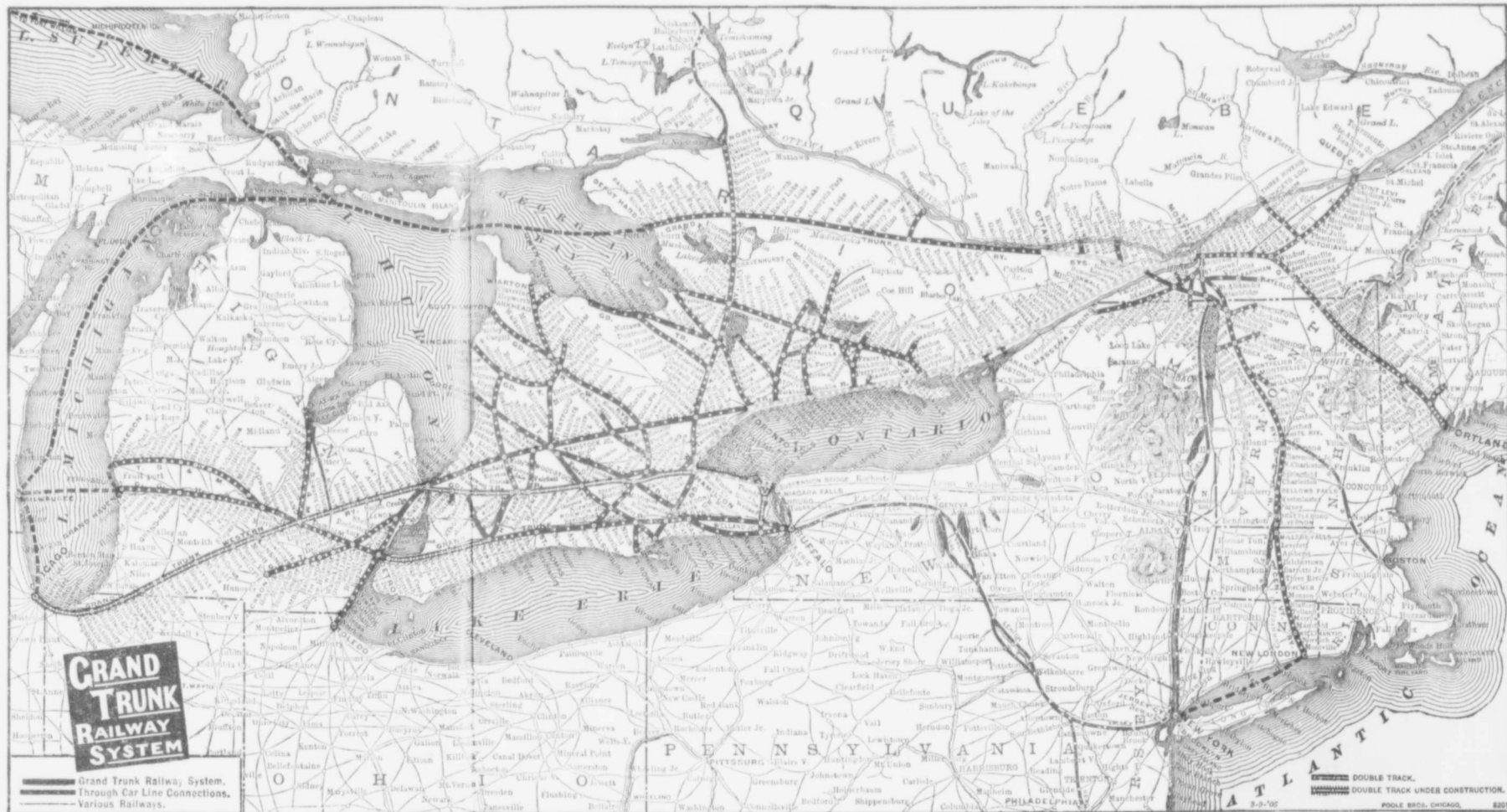
Traffic

Freight	
JNO. W. LOUD, Freight Traffic Manager, . . .	Montreal, Que.
JOHN PULLEN, Assistant Freight Traffic Manager, . . .	Montreal, Que.
J. E. DALRYMPLE, General Freight Agent, . . .	Montreal, Que.
C. A. HAYES, Assistant General Freight Agent, . . .	Chicago, Ill.
A. E. ROSEVEAR, Freight Claim Agent, . . .	Montreal, Que.
A. F. READ, Foreign Freight Agent, . . .	Montreal, Que.
F. R. PORTER, Assistant Foreign Freight Agent, . . .	Toronto, Ont.

Passenger

W. E. DAVIS, Passenger Traffic Manager, . . .	Montreal, Que.
G. T. BELL, General Passenger and Ticket Agent, . . .	Montreal, Que.
GEO. W. VAUX, Ass't Gen'l Passenger and Ticket Ag't, .	Chicago, Ill.
H. G. ELLIOTT, Ass't Gen'l Passenger and Ticket Ag't, .	Montreal, Que.
W. P. HINTON, General Agent Passenger Department, .	Ottawa, Ont.
J. E. QUICK, General Baggage Agent, . . .	Toronto, Ont.
H. R. CHARLTON, Advertising Agent, . . .	Montreal, Que.
JOHN WATSON, Superintendent Dining Cars, . . .	Toronto, Ont.





LINE OVER WHICH H. R. PRINCE ARTHUR OF CONNAUGHT TRAVELLED OVER THE GRAND TRUNK RAILWAY SYSTEM.

