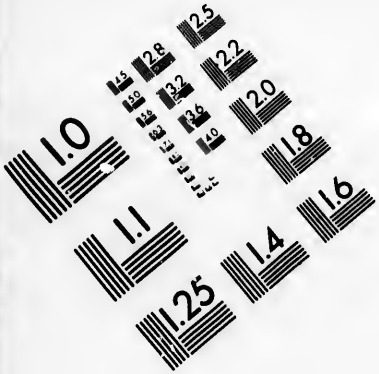

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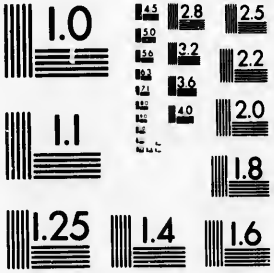

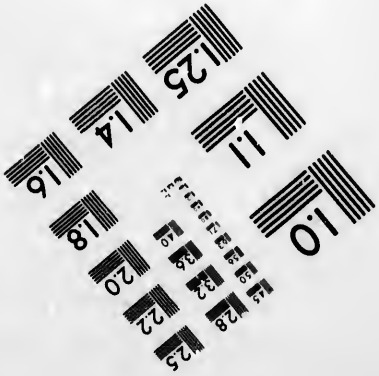

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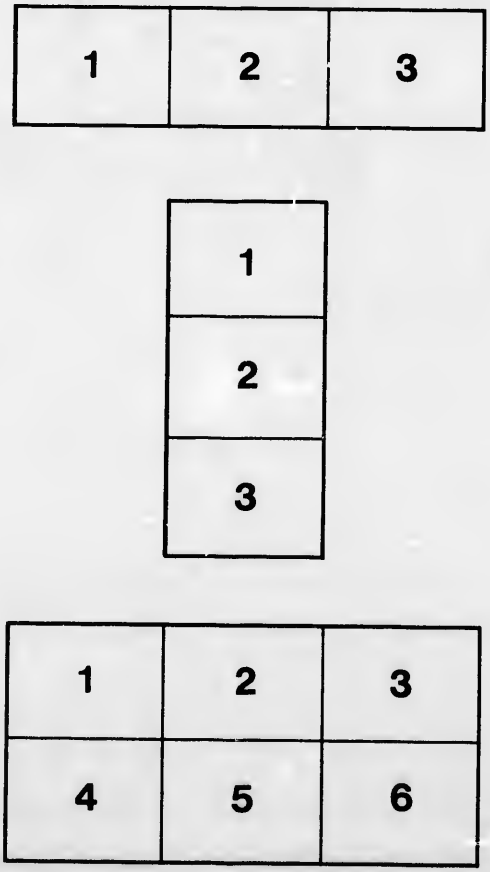



MAIL JOB

CANADIAN PACIFIC PRIMERS

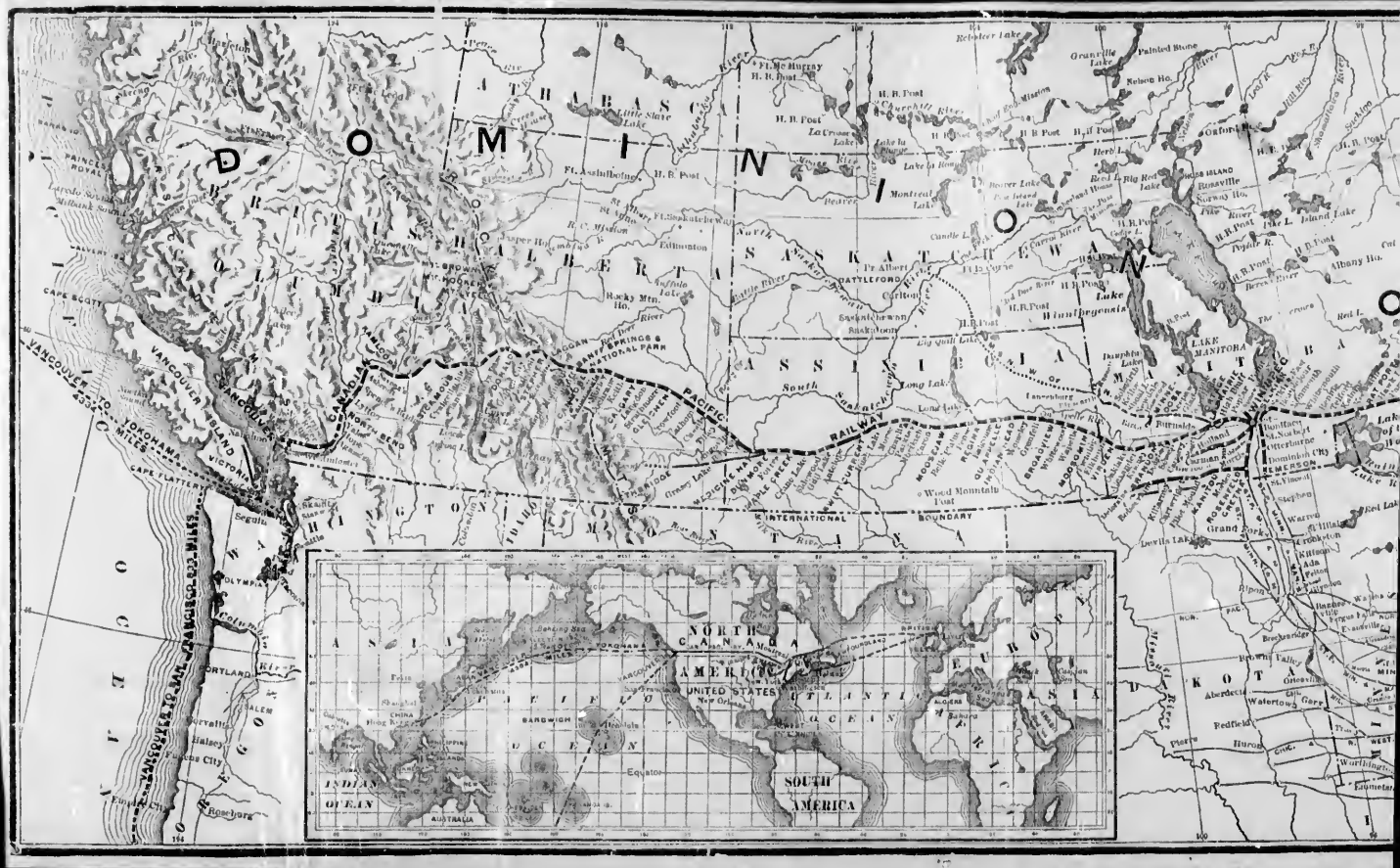
No. 3

SUMMER TOURS

by the

Canadian Pacific Railway

MAIL JOB PRINT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VANCOUVER TO SAN FRANCISCO 833 MILES
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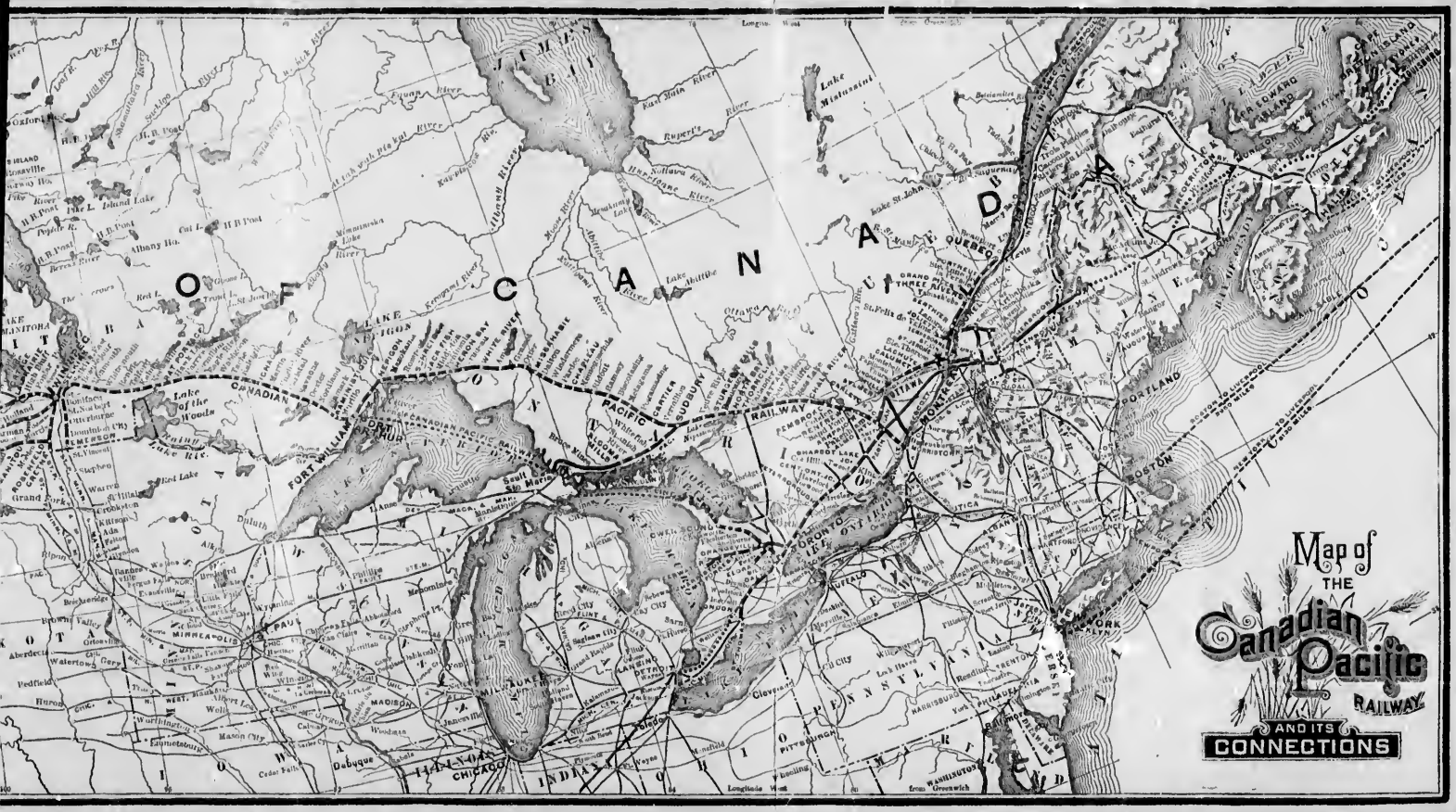
Map of
THE
Canadian Pacific
RAILWAY
AND ITS
CONNECTIONS
CANADIAN PACIFIC RAILWAY
JAMES BAY
Lake Mistassini
Lake St. John
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MONTREAL
OTTAWA
THREE RIVERS
PORTLAND
BOSTON
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
Lake of the Woods
Lake Nipigon
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Lake Champlain
Lake St. Clair
Sault Ste Marie
FORT WILLIAM
PORT ARTHUR
WINNIPEG
ST. PAUL
MINNEAPOLIS
MILWAUKEE
CHICAGO
TORONTO
BUFFALO
DETROIT
Cleveland
Toledo
Pittsburgh
Duluth
Dubuque
Lake Erie
Lake Ontario
Lake Champlain
Lake Superior
Lake Michigan
Lake Huron
Lake St. Clair
Longitude West
from Greenwich

CANADIAN PACIFIC PRIMERS—III.

SUMMER TOURS

BY THE

CANADIAN PACIFIC RAILWAY

"Where every breeze bears health upon its wings."

ISSUED BY PASSENGER DEPARTMENT
CANADIAN PACIFIC RAILWAY
MONTREAL

1887

Canadian Pacific Railway

OFFICIAL STAFF

HEAD OFFICE, - - - MONTREAL, CANADA

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Charles Drinkwater	Secretary	"
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Geo. Olds	General Traffic Manager	"
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W. Sutherland Taylor	Treasurer	"
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E. Tiffin	General Freight Agent, Ontario Division	Toronto.
G. W. Swett	Superintendent Dining, Sleeping and Parlor Cars	Montreal.
E. S. Anderson	General Baggage Agent	"

INDEX

THE GORGE OF THE HOMATHCO RIVER, B.C.

General Information

The Tourist Routes detailed herein cover only a small portion of the attractive places on, or that can be reached by, the Canadian Pacific Railway. Additional routes will be made up and price of tickets given on application to any city ticket office of the Company.

Tourist Tickets entitle the purchaser to all the privileges accorded on regular first-class tickets.

Unless otherwise specified, they are on sale until 15th October, and are available for travel until 31st October of the year in which issued.

They are good for stop-over on application to Conductor or Purser at any intermediate point on the line of the Canadian Pacific Railway or Steamship Line, within their time limit. Portions issued over the lines of other railways or transportation companies are subject to the local stop-over regulations of the lines over which they read.

Transfers between stations are not included in Tourist Tickets, unless specially noted. Transfers are necessary at only a few points, and at most of these tourists would naturally desire to stop over.

Round-trip Tourist Tickets, going one way and returning another, can, in most cases, be reversed, at the time of purchase, for the convenience of tourists.

Tourists will note that many of the steamer lines cease running, or make irregular trips, prior to the close of tourist season, 31st October; and travellers should consult each company's advertisements and govern themselves accordingly, as all Tourist Tickets are sold on condition that they are used while the service is open.

When tourists desire to make any side-trip enumerated herein, they should purchase the ticket for the same at the starting point, as in many instances the benefit of Side Trip rates cannot be obtained at the junction-point where the side-trip diverges from the main tour.

The times of railway and steamship connections given herein cannot be guaranteed, as they are subject to change as the season advances. For fuller details and latest changes a perusal of the current time-table "folder" of the Company is recommended.

Where steamship routes are marked thus †, it indicates that meals and berths are included on steamships, and that no extra charge will be made for them; when marked thus ‡, meals only are included.

Children between the ages of 5 and 12 years will be charged half fare; over 12 years, full fare.

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are forming, be glad to send such an agent to render assistance and give desirable information to applicants. Special First-class Sleeping Cars will be reserved for parties of eighteen or more passengers.

Tourists are advised that in no instance are their tickets transferable, and if they are unable to use the whole or a part of same, they are requested to return the portion unused to the General Passenger Agent of the Canadian Pacific Railway Co., at Montreal, who will refund a reasonable amount therefor.

The route from Niagara Falls to Toronto, where the Canadian Pacific Railway is reached, will, until the close of navigation, be by the New York Central & Hudson River R.R. to Lewiston, thence by Niagara Navigation Company to Toronto; or by the Michigan Central R.R. to Niagara, thence by Niagara Navigation Company (Steamer *Chicora*) to Toronto. **The route from Detroit to St. Thomas,** where Canadian Pacific Railway is reached, is by the Michigan Central R.R.

The **Attention** of tourists is called to the special information preceding the Eastern and Western Tours.

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shewn; but tickets for many of the tours may

be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Department enumerated on pages 2 and 138.

Correspondence is respectfully invited.

LUCIUS TUTTLE,
Passenger Traffic Manager,

D. McNICOLL,
General Pass. Agent,
EASTERN DIV.

MONTREAL, CANADA.

ADVANTAGES OFFERED

BY THE

CANADIAN PACIFIC RAILWAY

TO PROMOTE TRAVEL

Return First Class Tickets, good for periods ranging from 6 days upwards, are sold between stations east of Port Arthur at a reduction of one-sixth from regular rates.

One Thousand Mile Tickets for $25.00, good for one year and available over that portion of the line east of Sudbury Junction, are sold at all principal stations.

Commutation Trip Tickets, good for 10, 30 or 100 trips within three months, and available for passengers travelling singly or in parties, are on sale between cities and their suburban resorts within a radius of about thirty miles at rates varying from one to two cents per mile.

Season Tickets, good for one return trip per day to purchaser only, are on sale between all stations for periods of from one to twelve months, and the extremely low rates at which they are sold are so graded that continuous purchasers from month to month are required to pay very little more than the twelve-months' rate. Special rates are made for students, and an extended age limit is allowed for half tickets, on presentation of a certificate from the principal of the school attended by the applicant.

Saturday Excursion Tickets, good for return till Monday following, are sold during summer months from cities to the country points within a radius of about 60 miles, at a rate of 10 cents more than a single first-class fare. For particulars apply to city ticket offices.

Sportsmen, travelling together in parties of five or more, will be issued return tickets, good for one month, to sporting grounds on the line of the Canadian Pacific Railway, at greatly reduced rates. Arrangements have been made with the Dominion Express Company for very low rates on camp equipments, tents, canvas, etc. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Railway Company.

Fishing and Shooting

The FISHING along the line of the Canadian Pacific is good at almost as many points as there are stations. Particularly should be mentioned the upper Ottawa and its tributary streams, especially those coming in from the northward; and the rivers that flow down from the Laurentian hills into the St. Lawrence, between Montreal and the Saguenay. The hills in the neighborhood of Calumet and the vicinity of Mastigouche, north of St. Felix de Valois, are especially popular with anglers. Havelock, a station in Ontario, near Sharbot lake, is another good centre for fishing. Nepigon, Steel, Jackfish, and other rivers flowing into the northern margin of Lake Superior, have already been mentioned, and are almost inexhaustible in their resources. The county of Grey, in western Ontario, contains many good trouting streams, and anglers can scarcely go amiss in any part of the Muskoka region. Hunting for moose, cariboo and deer is always good on the upper Ottawa, along the railway line north of Georgian bay, and everywhere north of Lake Superior. In the Rocky Mountains both game and fish are abundant near tne line of the railway.

Eastern Tours

I.

To the White Mountains and New England Sea Coast via The Crawford Notch.

To the citizens of Canada the sea coast most easily reached is fortunately that which is more attractive than any other along the eastern border of the American continent, embracing the shores of Massachusetts bay and of New Hampshire and Maine. Between Canada and this coast-line lies the most interesting group of mountains in eastern America, some of the best hotels open to tourist traffic, and a great variety of charming scenery and opportunities for sport and vacation entertainment. It is not surprising to find, therefore, that the Canadian Pacific Railway has been able to lay out no less than 24 distinct routes for pleasure-journeys to the White Mountains and the lakes of western Maine, or to the sea coast beyond, not to mention several routes which pass through the mountains to southern New England or New York; or to Boston, and thence by steamer to the lower Canadian provinces or Newfoundland.

The greater number of these tours start from Montreal, but some have Quebec as their initial point; or, starting at Montreal, they go down the river to Quebec and thence onward.

The route from Montreal is the same in all cases as far as St. Johnsbury, Vt., passing over the South-Eastern Railway to Newport, Vt., and thence by the Passumpsic Railroad to St. Johnsbury; or, in some cases, to Wells River, Vt.

The traveller leaves Montreal in the morning and proceeds directly southward through the populous farming plain of southern Quebec. At historic Chambly the Richelieu river, draining Lake Champlain, is crossed. West Farnham, Sutton and Richford are important stations. Some distance before Newport, Vt., is reached, the road winds through rocky hills, with interesting views of distant summits, when presently Lake Memphremagog appears at the left; and its winding shores are followed by the line through the hills and within sight of the great promontories of Elephantis and Owl's Head, where lively communities of pleasure-seekers will always be found. From Newport a steamer makes a daily circuit of the lake, affording a pleasant side-trip, for which an additional ticket is issued. The scenery of the lake is beautifully broken by islands and hills, and its shores are dotted, not only with farms, but with the summer residences of many wealthy men. Newport has a large and popular hotel in the Memphremagog House, on the shore of the lake, where the train halts for dinner, and the steamboat lands.

From Newport the Passumpsic Railroad runs southward toward Burke mountain, crosses the height of land, and descends the winding little river from which the railroad takes its name. This is a district of lovely foot-hills, over which the Green mountains show their statelier heads. The villages in this part of the state manifest by the neat and well-kept air of their houses and farms the prosperity and refinement of the people. At Lyndonville are the offices of the Passumpsic Company. St. Johnsbury is a large town whose people are noted for their high degree of culture. Here is the manufactory of the celebrated Fairbank's scales. This firm has been a great power in railway building in this part of the state, as well as in other lines of improvement.

Starting from Quebec, the traveller reaches Newport over the Quebec Central Railroad, which leads along the upper valley of the Chaudiere, overlooking its pretty French settlements for a long distance, then crosses into the "Eastern Townships," reaching the metropolis of that English-speaking district at Sherbrooke,—a junction-point where the eastern extension of the Canadian Pacific Railway, now under construction between Montreal and St. John, N.B., crosses the

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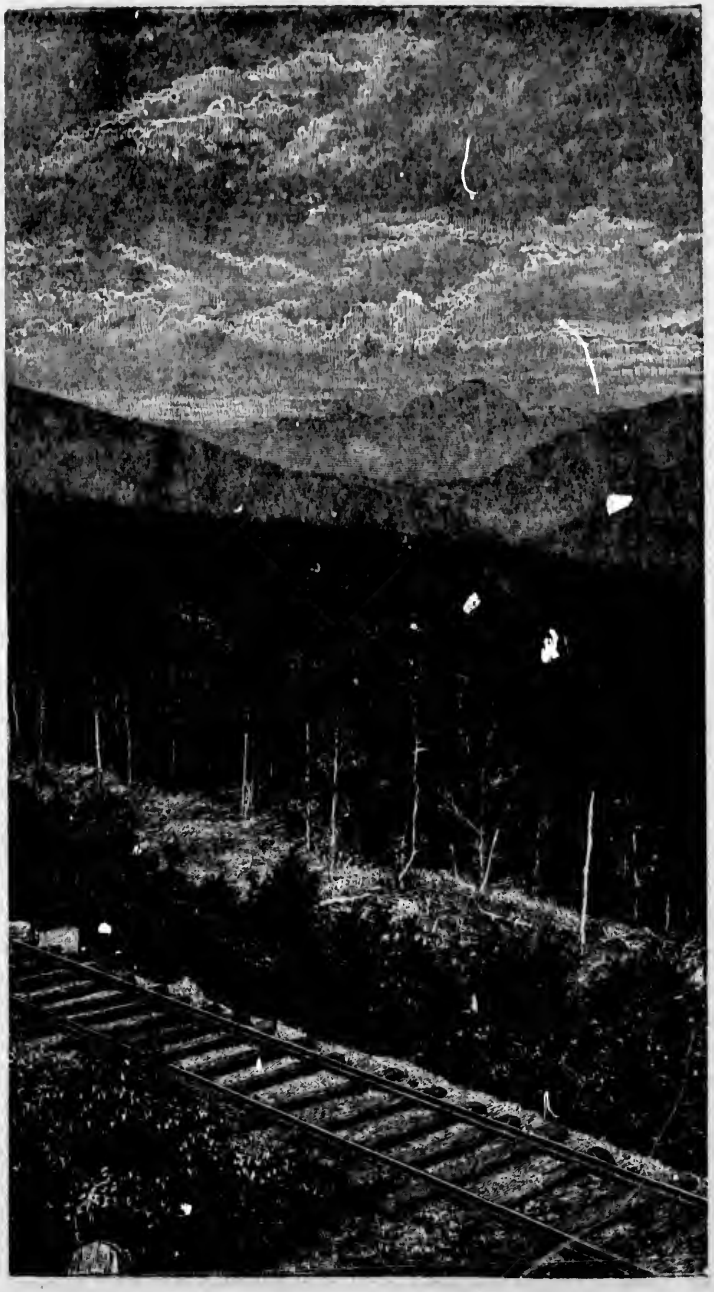


B

A VIEW OF THE WHITE MOUNTAIN RANGE.

Quebec Central and Grand Trunk. Between Sherbrooke and Newport the rocky borders of Lake Massawippi are skirted, whence comes a large product of asbestos and other minerals, and where great quantities of wood pulp are manufactured.

From St. Johnsbury this line runs eastward to the Connecticut valley, which is crossed at Lunenburg near the large village of Lancaster, N. H. The Connecticut valley in this part is bordered by beautiful meadows, whence rocky terraces rise to the background-hills. The White Mountains, indistinctly seen from St. Johnsbury, are now close at hand, filling the whole eastern and southern horizon. Those more immediately in the foreground are Lafayette, and the mountains of the Profile range in the southward; Cherry mountain and the Lancaster range in the east and north; while between Lafayette and Cherry are seen the bare summits of Mount Washington and the Presidential range. After crossing the Connecticut the line turns southward and makes its way through villages (each one of which has hotels and boarding houses for summer residence) to Bethlehem Junction, at the northern gate of the White Mountains. The Ammonoosuc river, coming down from the hills at this point, opens a pathway into the interior of this great group, beyond which a pass is found carrying the railway to North Conway at the southern (eastern) side of the mountains, whence another railway proceeds directly to Portland. Bethlehem Junction and North Conway stations are some forty miles apart, and between, at short intervals, stand lesser stations, each containing one or more great or little hotels; while from each station diverge branch-lines or stage routes leading to cultivated valleys where are villages, hotels and country boarding houses in great abundance, and of an excellence unequalled anywhere else in America. Nowhere this side of the Riviera and the Swiss Alps have tourists' hotels and the system of private accommodation for summer visitors reached such a degree of perfection as characterizes those in the White Mountains and along the adjacent sea-coasts.

From Bethlehem Junction short branch-lines lead to the Maplewood and to Bethlehem. The former is an immense hotel, one of the most modern in the mountains, and surrounded by elegant

cottages. Bethlehem, an older town, with numerous summer hotels and boarding houses, is one of the largest and best known villages in the region, particularly noted for its freedom from hay fever, and for the exquisite landscapes in all directions.

A side-trip to the Profile House may be made from Bethlehem Junction by a railway ten miles in length. This celebrated hotel is situated in a deep cleft between the Franconia and Lafayette ranges at the source of the Merrimac. Near here is that far-famed "Old Man of the Mountain"—a colossal profile jutting from the brow of a tremendous cliff, which gives a name to the whole locality. Six miles below the Profile is The Flume and the Flume hotel, reached by a pleasant stage journey; and a few miles further down, a carriage ride will take the traveller to North Woodstock, whence he can proceed by rail as described on page 25.

The first station east of Bethlehem Junction is the Twin Mountain House, near the Twin mountain on the one side and Cherry mountain on the other, while from a little hill behind the house fine views of Mount Washington can be had. Northward the series of lovely villages surrounding Cherry mountain, Jefferson and Randolph are accessible by stages; a mile eastward is the White Mountain House, one of the oldest hotels in the country; and a few minutes' ride beyond that brings the traveller to Fabyan's, which may be regarded as the centre of the whole district. South and west of Fabyan's stretches an unexplored mountainous wilderness, while northward and eastward rise the supreme heights of the Presidential range. A branch railroad leads from Fabyan's, six miles up the rapid Ammonoosuc and past its pretty falls to the base of Mount Washington, whence the Mount Washington Railroad carries excursionists to the summit of the peak, 6,293 feet above the sea.

The summit of the mountain is occupied by a large hotel, a signal station of the United States Weather Service, a newspaper office, and the stables and offices of the stage company. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded. It is not often during the summer months that clouds enshroud the peak for more than a few hours at a time, so that no one

OLD MAN OF THE MOUNTAIN.

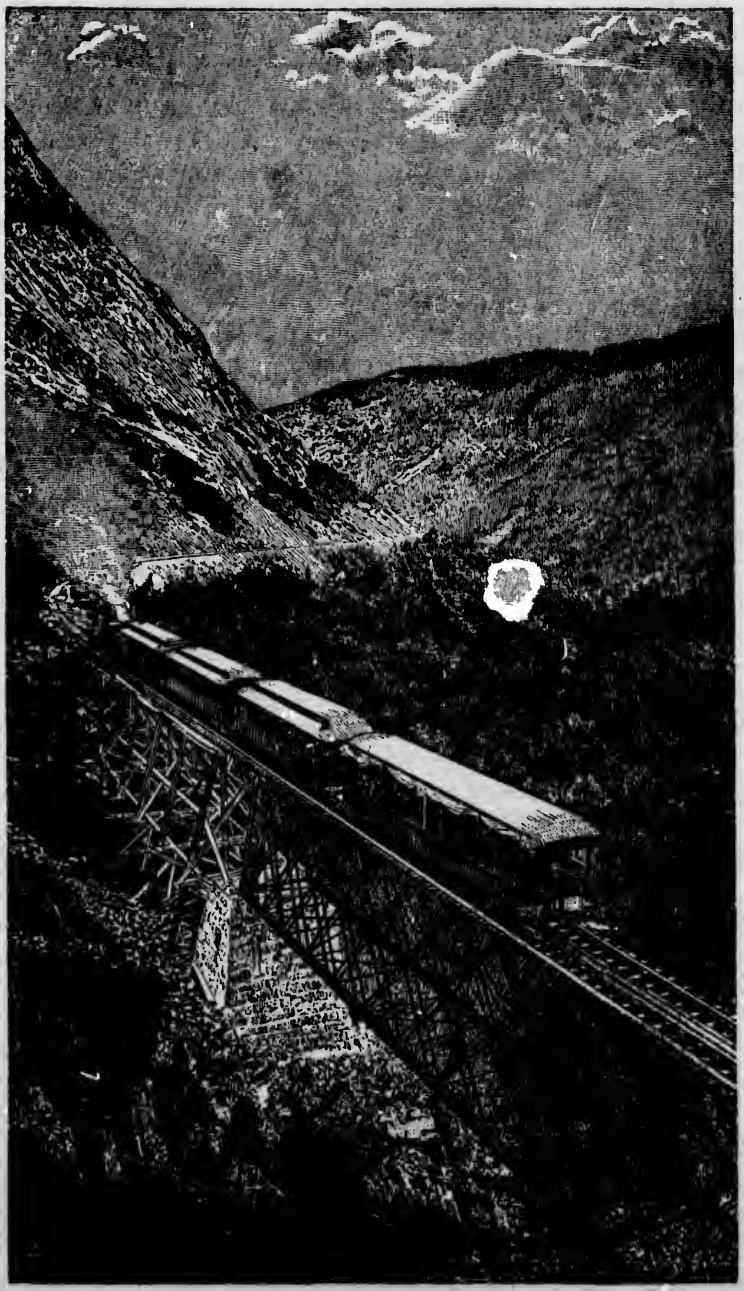
need fear to include an excursion to this loftiest point of outlook in eastern America through fear that his time will be wasted. The inclined railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. It is a narrow-gauge track, laid upon a low trestle work carrying it evenly over the inequalities of the rocks, and the steepest grades amount to scarcely more than one foot of rise in each three of advance. The total length of the line is nearly three miles, and the time of ascent about one and a half hours. A locomotive and one car constitute the train, and they are able to ascend by means of heavy cog-wheels locking into a third rail laid in the middle of the track and furnished with cog-teeth. The locomotive thus climbs a sort of ladder, the side rails merely guiding and supporting its weight. Precautions for safety are so numerous that an accident is simply impossible.

From the top of Mount Washington stages descend two or three times daily to the Glen House at the northern base of the peak, a description of which will be given hereafter.

A narrow pass leading southward from Fabyan's carries the Portland & Ogdensburg Railroad from the Connecticut slope to that of the Atlantic. In the jaws of this pass, one-half mile beyond Fabyan's, stands the Mount Pleasant House, and four miles further we come to the celebrated Crawford House, occupying a secluded nook at the base of Mount Clinton. A little pond just in front of this hotel is the source of the Saco river, which flows thence southward through the White Mountain range and outward to the ocean at Portland.

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

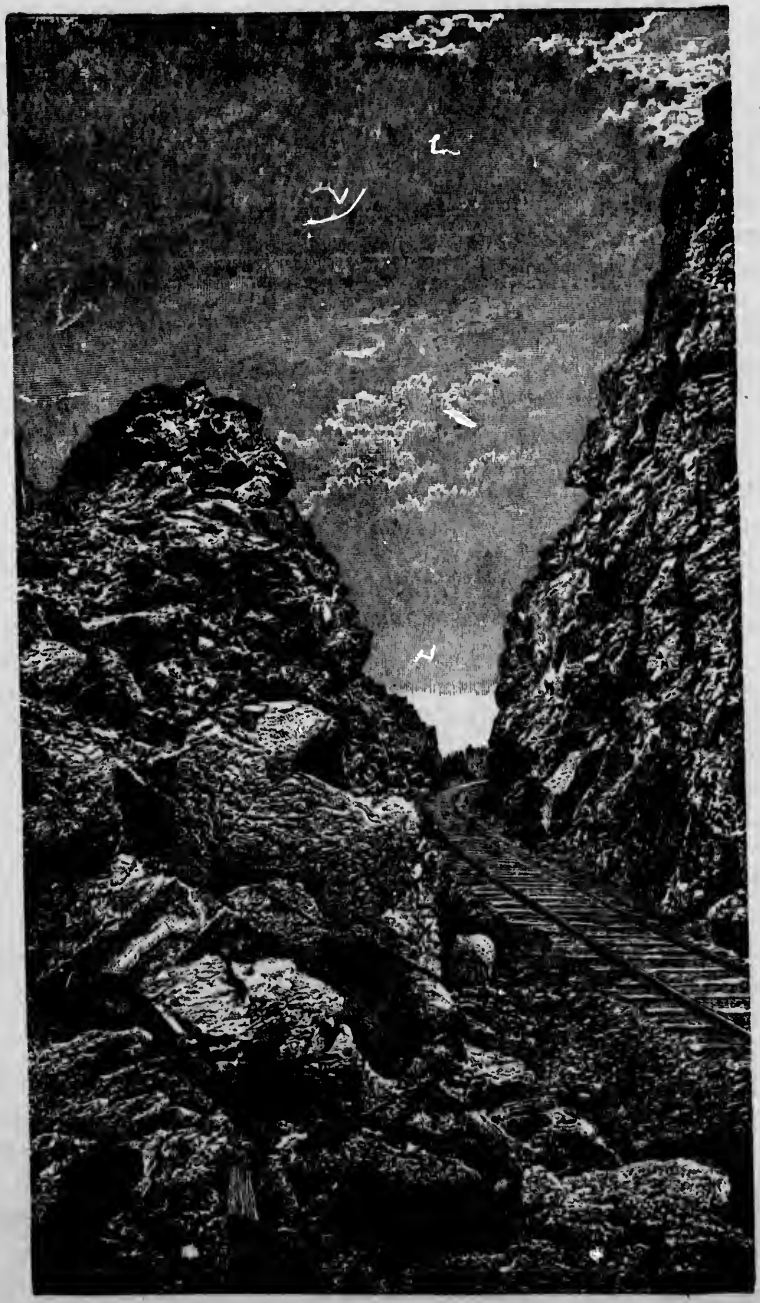
An interesting side-trip to be made from Glen Station, and other resorts on the southern slope of the mountains (or from Fabyan's over the peak of Mount Washington), is to the Glen House, which



APPROACHING THE CRAWFORD NOTCH.

stands between Mount Washington and the Carter mountains, lying immediately east of the Presidential range. The hotel occupies a knoll overlooking the Peabody valley and fronting an amphitheatre formed of the five highest mountains in New England "They are only three or four miles distant, and no hills intervene to cut off the view of their whole vast bulk and altitude. Each is distinct from its neighbors; and all the great gulfs that separate them from one another, and each of the massive buttresses by which the peaks are supported, are in plain view. It is the only point, right at the foot of the mountains, where their unobstructed height and breadth can be gauged; and if in this nearness we lose that tender and idealized beauty which a longer focus gives, we gain an impression of solidity, bulk and majesty." The Glen House is one of the best centres for excursions. From it roads and foot-paths ramify throughout the most lofty and beautiful section of the White mountains and some of the wildest and least visited scenery in New Hampshire is accessible, while, on the other hand, stages and excursion waggons from the Glen House reach a lovely pastoral region northward, several exquisite waterfalls, and the charming old-time valley of Jackson river, along which the main road from the Glen House to Glen Station finds its way through the mountains. Stages from the Glen House meet every important train, and carry passengers, not only to that hotel, but to several other resorts in the Jackson and Peabody valleys. Three times daily stages depart for and arrive from the top of Mount Washington; and that route which includes the trip over the mountain to the Glen House, and by stage to Glen Station, or *vice versa*, as a divergence from the all-rail route through the Crawford notch, is one of the most enjoyable of the whole series.

The Portland & Ogdensburg Railroad proceeds southward from North Conway to another pretty village, Conway Centre, on the banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago lake to Portland, Me. This is a rich farming country, presenting charming landscapes, and many different tours will be found which include it; among them one line of routes leading to Bar Harbor and the Maritime Provinces, and another to the Old Orchard beaches and Boston.



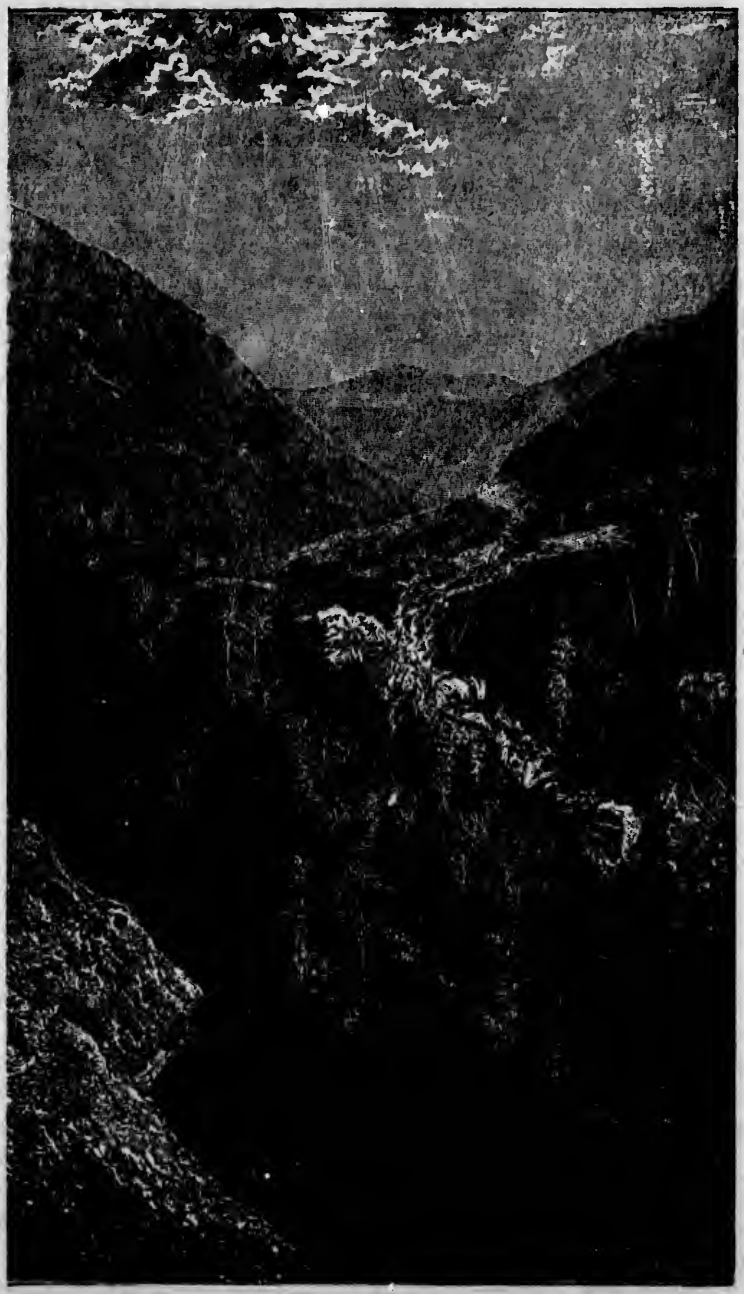
THE "GATE" OF THE CRAWFORD NOTCH.

II.

To Boston via the Montreal & Boston Air Line.

This route is the same as that already described as far as St. Johnsbury. Below St. Johnsbury the crooked Passumpsic is crossed many times before its mouth is reached, a few miles before arriving at Wells River Junction, on Wells river, a tributary of the Connecticut. At Wells River the route crosses the Connecticut and proceeds southward over the hills which divide the tributaries of the Connecticut from those of the Merrimac, descending toward the valley of the latter stream by the gorge of Baker's river, one of the headwaters of the Pemigewasset. Haverhill, Wentworth, Warren and Rumney, all in New Hampshire, are the principal stations. The scenery from these towns is bold and picturesque. The White Mountains, most prominently Moosilauke, are close upon the left, and further on a glorious view of Mount Washington is given across Lake Winipesaukee.

Where Baker's river enters the Pemigewasset is Plymouth, N.H., whence a branch railway extends northward to North Woodstock, whence the Flume and Profile hotels are accessible by stages. At Plymouth the traveller is fairly in the midst of mountains, and presently finds himself close beside Winipesaukee lake, the principal stations upon which are Lake Village, Weir's and Laconia,—large villages, with hotels and pleasure facilities of every sort. Weir's is the landing place for the steamboat lines that traverse Lake Winipesaukee in various directions. After leaving the lake at Laconia, an iron-founding and manufacturing town most prettily situated near the base of Mt. Belknap, the railway proceeds southward through the rich valley of the Winipesaukee river (the outlet for the lake), and soon reaches Concord, the capital of New Hampshire. Thence it follows the Merrimac river past several agricultural centres, until it crosses it at the great factory city of Manchester. After that come in rapid succession the flourishing "cotton" cities and suburban towns of eastern Massachusetts, the principal of which are Nashua and Lowell, until Boston is reached, twelve hours distant, in time, from Montreal.



IN THE HEART OF THE WHITE MOUNTAINS.

From Boston the traveller may proceed to New York most easily by the Fall River Line. Steamer lines also run from Boston to Annapolis, N.S., St. John, N.B., and Portland, Me.

It will be noticed upon reference to the list of tours that in several cases a round trip is provided between Montreal and Boston, which proceeds by the way of St. Johnsbury, Fabyan's and Portland to Boston, and thence back via Plymouth and Wells River, or *vice versa.*

III.

To Mount Desert and the Maine Coast.

Between Canada and the coast these routes are the same as those already described. The steamers between Boston and Portland are large and handsome boats, running both by daylight and by night. The routes by rail between these cities pass close along the coast and traverse a succession of interesting old sea-ports, which were among the earliest settlements on the New England coast, including in rotation eastward, Lynn, Salem, Ipswich, Newburyport, Portsmouth (where the Merrimac is crossed), Kennebunk and Kennebunkport, Biddeford and Saco (at the mouth of the Saco), Old Orchard and Scarboro' beaches. All of these names are surrounded by historical associations dating back to the farthest record, and the places themselves are in the highest degree interesting and picturesque, as well as prosperous. This whole coast is dotted with beaches, river-mouths and watering-place hotels, of which the most famous are Rye beach, the Isles of Shoals, the Wentworth House and Old Orchard. A special side-trip is arranged from Portland to Old Orchard.

From Portland the traveller reaches Mount Desert, St. John, N.B., St. Andrew's, N.B., and the other resorts upon the eastern coast by way of the Maine Central Railroad, or by a steamer which calls at several points upon the Maine coast, and at summer resorts upon lesser islands. Steamers also leave Portland for St. John, N.B., whence the Intercolonial Railway transports the traveller to Point du Chene, the terminus on Northumberland strait, where the ferry to Summerside, on Prince Edward Island, is met.

From St. John one can go by a daily steamer across the bay of Fundy to Annapolis, in Nova Scotia, the site of the earliest French

settlement in "Acadia," and still a most interesting locality. Thence he may proceed to Halifax by rail through that Acadian country immortalized by Longfellow in his poem *Evangeline*.

For most of these tours to the Maine coast and Maritime Provinces a different route in returning is provided.

IV.

To the Lower St. Lawrence Resorts, the Saguenay, Gaspé, Newfoundland and Gulf Ports.

A variety of tours by rail or steamer, or both, reach points on the lower St. Lawrence or on the Gulf coast, or proceed through the gulf of St. Lawrence to interesting points in the Maritime Provinces. A brief general account of the lower river and the southern shore of the gulf of St. Lawrence will therefore be proper.

The starting point for all this traffic is, of course, Quebec. This old city, with a population of about 75,000, occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river (1534), spent a winter at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. A few years later the headland was fortified, and, as the settlement grew, the fortifications were enlarged until Quebec became the stronghold of Canada, remaining so until captured by the English, under Wolfe, in 1759. The commerce of Quebec began with the fur trade, and this remains an important element. Enormous transactions in lumber go on here annually. The whole lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. In the "upper town," on the highlands, the public buildings, churches, best business blocks, hotels and schools are found, and here the English and modern part of the town has outgrown its antecedents. The "lower town," near the water, abounds in irregular, narrow streets and quaint old houses.

"The scenic beauty of Quebec has been the theme of general eulogy. The majestic appearance of Cape Diamond and the fortifications—the cupolas and minarets, like those of an Eastern city, blazing and sparkling in the sun,—the loveliness of the panorama,—

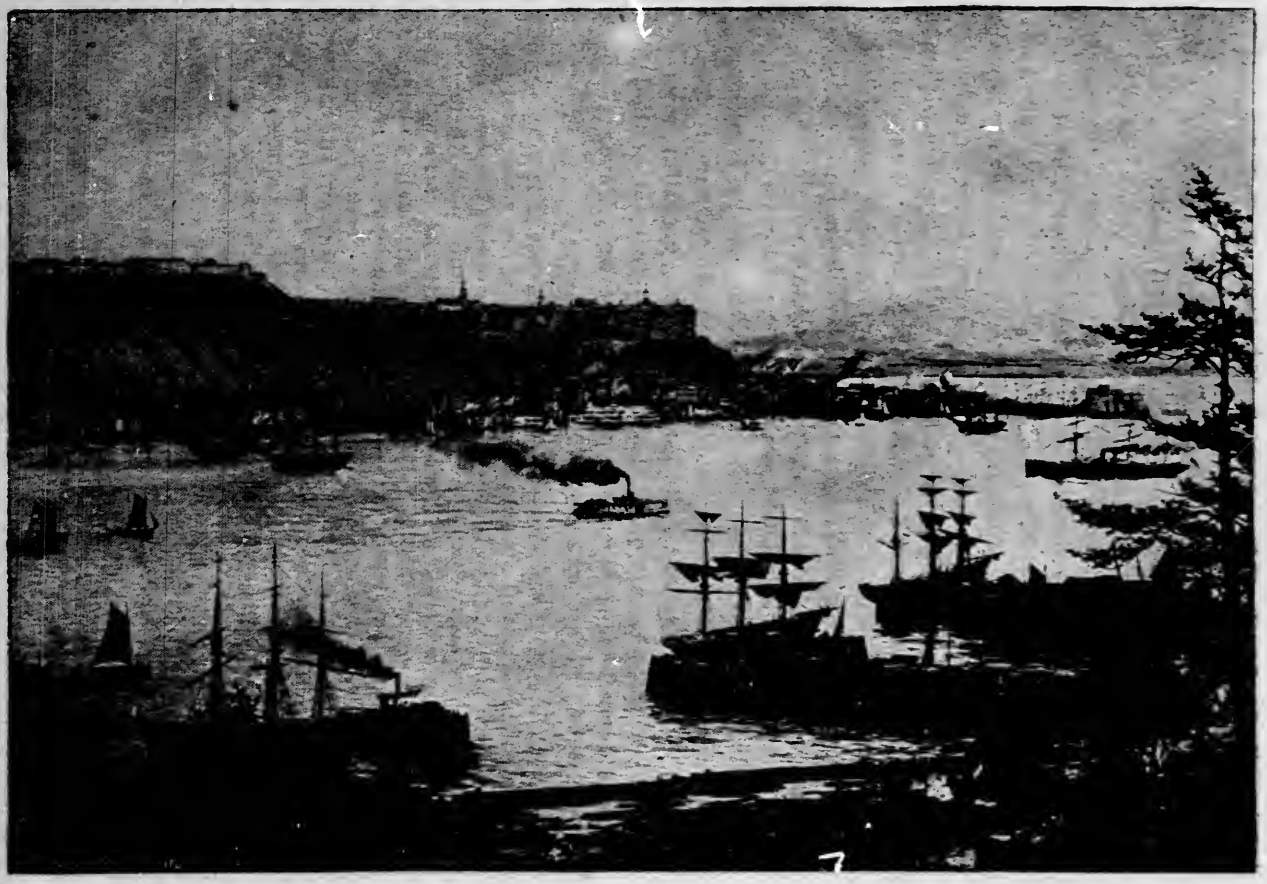
the noble basin, like a sheet of purest silver, in which might ride with safety a hundred sail of the line,—the graceful meandering of the River St. Charles,—the numerous village spires on either side of the St. Lawrence,—the fertile fields dotted with innumerable cottages, the abodes of a rich and moral peasantry,—the distant falls of Montmorenci,—the park-like scenery of Point Levi,—the beauteous Isle d' Orleans,—and more distant still, the frowning Cape Tourmente, and the lofty range of purple mountains of the most picturesque forms which bound the prospect, unite to form a *coup d'œil*, which, without exaggeration, is scarcely to be surpassed in any part of the world."

During the season of navigation the steamers of several lines depart at frequent intervals from Quebec for all the lower ports, so that the more important landings can be reached every day.

Immediately below Quebec the river is divided by the great island of Orleans, the principal channel lying to the southward of it, although the north-shore steamboats pass through the other channel. As the steamer moves down across the basin of Quebec, beautiful views are afforded on all sides, including a fascinating retrospect of the lofty fortress dominating the crowded houses of the town. Bayard Taylor has described this scene in the following language:

"Behind us lay the city, with its tinned roofs glittering in the morning sunshine, and its citadel-rock towering over the river; on the southern shore, Point Levi, picturesquely climbing the steep bank, embowered in dark trees; then the wooded bluffs with their long levels of farm-land behind them, and the scattered cottages of the *habitants*, while northward the shore rose with a gradual, undulating sweep, glittering far inland, with houses, and gardens, and crowding villages, until it reached the dark stormy line of the Laurentian mountains in the north-east . . . . The sky, the air, the color of the landscape, were from Norway; Quebec and the surrounding villages suggested Normandy,—except the tin roofs and spires, which were Russian, rather; while here and there, though rarely, were the marks of English occupancy. The age, the order, the apparent stability and immobility of society, as illustrated by external things, belonged decidedly to Europe. This part of America is but seventy or eighty years older than New England, yet there seems to be a difference of five hundred years."

When the populous shores of the Isle d' Orleans have been passed, the lofty mountains of Cape Rouge and Cape Gribaune, in the rear of



QUEBEC FROM POINT LEVI.

Cape Tourmente, are seen rising so boldly from the river's edge on the northern side as to permit no roadway along their base. These are the great Laurentian hills that close in the landscape presented from the citadel of Quebec. The imposing scenery of that shore is due to the rocky and desolate character of these hills, which admit of no habitation for many miles. The steamer to Saguenay passes close under the cliffs and enters St. Paul's bay, behind Isle aux Coudres, which is notable as maintaining the most primitive style of French life to be found anywhere along these mediæval shores. This bay of St. Paul indents rough and lofty hills, through which two rivers have cut great gorges, admitting the eye deeply into the mountains. It was in this region that the volcanic outbursts of the last century happened, and earthquakes and subterranean rumblings are yet of frequent occurrence. The Isle aux Coudres is a charming remnant of primitive Norman life; Bayard Taylor called it "a beautiful pastoral mosaic in the pale emerald setting of the river."

The north-shore steamers to Cacouna and the Saguenay pass from St. Paul's bay through the narrow and cliff-bordered channel between the island and bold Cape Corbeau; round the huge mass of Cape Eboulements, on whose declivities are villages of French people preserving their ancient customs; and turn into Murray bay, the favorite summer resort of the northern shore. Here is a long beach and fine facilities for boating and bathing closely adjacent to the great hotels. "It is also one of the best fishing centres in the Province of Quebec, and sportsmen meet with success in the waters of the beautiful Murray river or the Gravel and Petit lakes." Besides the tourist hotels at Point à Pique, there is a large French village on Murray river, which is the seat of Charlevoix county. "One must go there [to Murray bay] to enjoy the rugged, the grandeur of nature, the broad horizons. He will not find here the beautiful wheat fields of Kamouraska, the pretty and verdurous shores of Cacouna or Rimouski; . . here is savage and unconquered nature, and view-points yet more majestic than those of the coasts and walls of Bic."

The steamer now stretches out across the river in a diagonal course of 30 miles, and soon comes in sight of the Kamouraska islands, over which is seen the charming village of Kamouraska, on the south

shore. The odd group of islets called The Pilgrims is then passed on the right and a landing made at Riviere du Loup. This is an important port and railway station. An old highway runs thence into New Brunswick, opening a wide extent of farming, lumbering and sporting country. There are hotels and boarding houses for summer visitors here; but the chief point of tourist interest is the Gibraltar-like headland, six miles farther down the coast, called Cacouna, now one of the fashionable watering-places. Hotels and boarding houses there can accommodate thousands of people in summer, invigorating them by cool breezes, and interesting them with the magnificence of the mountain prospects and many novel scenes and amusements along the shore. Stages and conveyances meet all steamers at Riviere du Loup, for Cacouna.

The water of the St. Lawrence is salt at Cacouna, and upward to within 30 miles of Quebec.

Riviere du Loup and Cacouna lie almost directly opposite the mouth of the Saguenay river, to which there is a steamer nearly or quite every day.

The Saguenay is the chief tributary of the lower St. Lawrence, and the outlet of the great Lake St. John. "For the last fifty miles of its course the stream is from one to one-and-a-half miles wide, and is bordered on both sides by lofty precipices of syenite and gneiss, which impinge directly on the shores and are dotted with stunted trees. . . . . The awful majesty of its unbroken mountain shores, the profound depth of its waters, the absence of life through many leagues of distance, have made the Saguenay unique among rivers, and it is yearly visited by thousands of tourists as one of the chief curiosities of the western world."

Bayard Taylor exclaims: "Shores that seemed roughly piled together out of the fragments of chaos overhung us,—great masses of rock, gleaming duskily through their scanty drapery of evergreens, here lifting long irregular walls against the sky, there split into huge fantastic forms by deep lateral gorges, up which we saw the dark-blue crests of loftier mountains in the rear. . . . . The river is a reproduction—truly on a contracted scale—of the fiords of the Norwegian coast. . . . . The dark mountains, the tremendous

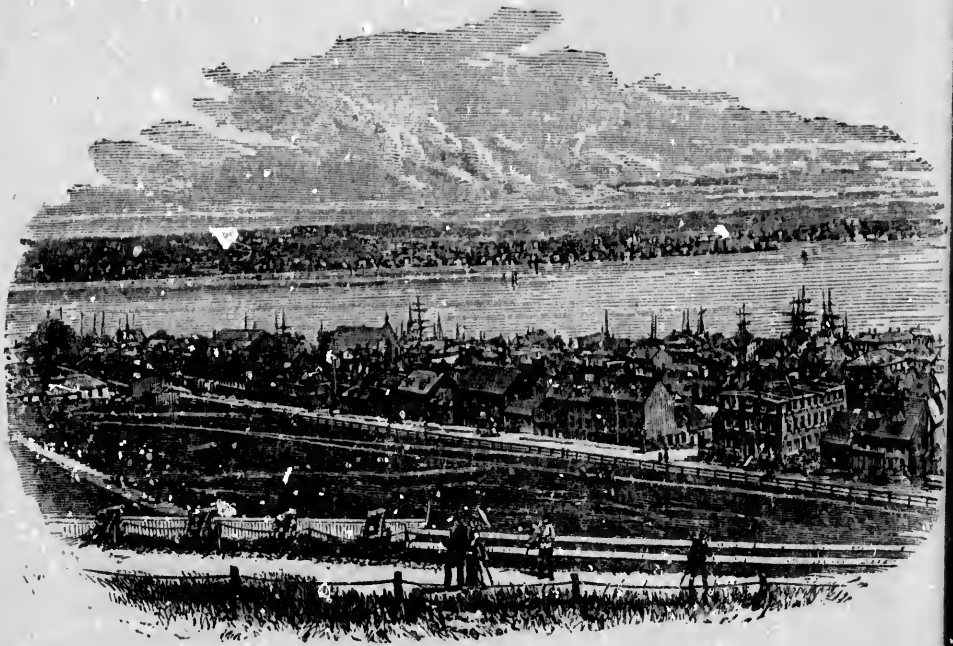
precipices, the fir forests, even the settlements at Ha Ha bay and L'Anse à l'Eau (except that the houses are white instead of red), are as completely Norwegian as they can be."

Tadousac is the port at the mouth of the river, where are hotels and many means of summer enjoyment. Cape Eternity is a terrific crag rising sheer from far beneath the water to 1,800 feet above its surface. It is the masterpiece of the river. Trinity bay, on the eastern shore, a few miles further on, is surrounded by similar walls of rock. Ha Ha bay is a deep indentation or side-canyon on the western shore, where the steamer lands at a group of summer hotels and residences, occupying intervales between rugged mountains; it is an important shipping point as well as pleasure resort. The head of navigation is found at Chicoutimi, an ancient Indian mission and trading post, now a flourishing lumber port and summer resort. In its neighborhood are many places of picturesque interest, and unlimited fishing and hunting at the proper season.

Below Tadousac the north shore of the St. Lawrence is sparsely inhabited, and presents no attractions to the ordinary tourist, though Labrador is often visited by hunters, fishermen and artists, who can reach its most distant landings every few days by means of trading or fishing steamers.

The south shore, however, is well populated, and all its landings are accessible every day, or every two or three days, by coastwise steamers, and by railway or connecting stage lines.

The next point of importance below Cacouna is Trois Pistolès, near which may be seen the romantic islets of Rosade; "a shore cut into deep notches, broken with flats, capes and beaches; a background hewn prodigally from the world's material;" and quaintly pretty villages clustering about a tin-roofed church or two at the foot of some gigantic bluff. St. Cecile du Bic, Bic island and Barnaby island are next passed, bringing the steamer off Rimouski, another important summering place for Canadian and New England people, and surrounded by magnificent scenery and a curious French civilization dating back to the earliest discovery of Canada. These points, however, are not stopping places for regular steamers.



CITY OF HALIFAX, FROM THE BATTERY.

As far as this town the Intercolonial Railway, a part of the route of many of the tours given in this book, follows more or less closely the bank of the river, giving access to all of the shore resorts. Just beyond here this railway turns southward, crosses the narrowest part of Gaspé (as all this peninsular eastern part of Quebec is termed), and follows the Metapedia river down to the bay of Chaleur. This rough and forested country is traversed by cold and swift rivers fed by the mountains of Notre Dame, which form the backbone of the Gaspesian peninsula, and these rivers are noted for their salmon fishing.

The coast seen from the steamer below Rimouski presents a solid front of mountain wall, with bold promontories and lofty peaks, at whose base cling fishing villages wherever a harbor opens. Cape Rosier marks the mouth of the river, and the "land's end of Canada" eastward, rounding which those steamers which stop along the New

Brunswick coast steer directly into the bay of Chaleur, while those headed for Newfoundland, Charlottetown, P.E.I., or Pictou, N.S., strike boldly across the waters of the gulf of St. Lawrence.

As a rule these waters, as well as those of the St. Lawrence river, are so quiet that sea-sickness need not be dreaded.

V.

TOURS TO NEW YORK.

The Canadian Pacific sells single-trip tourist tickets to New York by a large variety of routes from Montreal, Quebec, Ottawa, Toronto and other Canadian points. Routes S 4, 5, 6 and 7 leave Canada at Prescott, a town on the St. Lawrence river opposite the city of Ogdensburg, N.Y., reached by a ferry connecting with all through trains. Ogdensburg is the chief town in northern New York, and to it lead a branch of the Central Vermont Railroad, running eastward into northern Vermont and thence to the sea-coast; the Utica & Black River, and the Rome, Watertown & Ogdensburg railroads, leading southward to the New York Central and its connecting systems. Either of these last-mentioned lines forms a very direct route between eastern Ontario, Ottawa or Montreal, and New York.

Routes S 4, 5, 6, 7 go from Ogdensburg over the Central Vermont Railroad, through the beautifully varied northern part of the Adirondacks, and around the lower end of Lake Champlain, whose shores in that part have been fought over time and again for the last two centuries by French and Indians, English and French, or English and Americans.

Between Ogdensburg and St. Albans, Vt., the most notable point is Chateauguay lake, the source of the river of the same name, which passes through a district of the great "north woods" particularly well known to anglers. Two miles below the station is the celebrated Chateauguay chasm, where the river has cut through soft sandstone a gorge not over thirty feet wide although some two hundred deep. This is one of the most interesting bits of scenery in New York state, and a good hotel has now been built within a few rods of the canyon. At Rouse's Point, on the western shore of the head of Lake

Champlain, is crossed the Delaware & Hudson Railroad, the direct through-line between Montreal and New York.

From St. Albans certain tours take the traveller southward along the shore of Lake Champlain and within sight of the noblest of the Green mountains, to Burlington, the largest city in Vermont and one of the gayest and most enterprising in New England. At Burlington the traveller embarks upon a steamer which carries him across Lake Champlain to old Fort Ticonderoga in New York, where natural beauty and the interest of historic adventure unite to attract attention. A ride of a few miles by rail from Fort Ticonderoga takes him to Baldwin, where he may embark upon another steamer traversing Lake George to Caldwell. From Caldwell the Delaware & Hudson Canal Company's railroad runs through the great watering-place, Saratoga, to Albany, the capital of New York; and from Albany one can go down to New York city, either by rail (New York Central & Hudson River Railroad), or by the splendid steamboats that make the daylight trip down the Hudson river.

Should he not choose to change so often from steamboat to rail-cars and back, as is necessary in order to cross Lakes Champlain and George, the tourist may go directly by rail from Fort Ticonderoga to New York by the way of Saratoga and Albany. It will also be observed that two routes to *Boston* from Canadian cities include Burlington, Fort Ticonderoga, Lake George, Saratoga and Albany, as heretofore given, ending with the direct line by the Boston & Albany Railroad from Albany to Boston.

In another series, tours to New York depart from Montreal and go *via* Newport to St. Johnsbury and Fabyan's; back to St. Johnsbury, and southward *via* Cambridge Junction, Burlington, Fort Ticonderoga, Saratoga and Albany to New York. Routes S 8, 10, 12 adopt a different course, covering points already described, as follows: From Montreal by the way of St. Johnsbury, Fabyan's and Portland (by either rail or steamer) to Boston, and thence by the Fall River Line to New York; or from Montreal *via* Newport, Wells River, Concord and Nashua to Boston, and thence by the Fall River Line to New York.

SPECIAL INFORMATION

IN CONNECTION WITH

EASTERN TOURS

Tickets over the Mount Washington Railway are not available after 15th September, 1887.

Eastern tours via Montreal from Detroit, Niagara Falls, St. Thomas and Toronto, instead of reading "all rail Canadian Pacific Railway to Montreal," can be varied to read *eastbound* by the Richelieu & Ontario Navigation Co. from Toronto to Montreal, or from Kingston to Montreal, and from Ottawa by the Ottawa River Navigation Co. from Ottawa to Montreal, on payment of the following amounts in addition to the rates advertised herein, viz.:

	Return Trips		Single Trips.		
	Via R. & O. Nav. Co. from Toronto or Kingston.	Via Ott. Riv. Nav. Co. from Ottawa.	Via R. & O. Nav. Co. from Toronto.	Via R. & O. Nav. Co. from Kingston.	Via Ott. Riv. Nav. Co. from Ottawa.
From Detroit	2.50	1.50	1.80	1.80	1.00
" Niagara Falls	1.75	0.75	3.35	1.90	1.00
" Toronto	3.00	2.00	3.35	1.90	1.00
" St. Thomas	2.75	1.75	3.35	1.90	1.00

Meals are included on the Richelieu & Ontario Navigation Co.'s Steamers, eastbound, from Toronto and Kingston to Montreal.

Purchasers of Tourist Tickets reading via Quebec to eastern points, who request the privilege at the time of buying their ticket, will be given the option of going from Montreal to Quebec by the Canadian Pacific Railway, or by a steamer of the Richelieu & Ontario Navigation Company, without extra charge.

Eastern Tours

TO THE

LOWER ST. LAWRENCE,

WHITE MOUNTAINS, AND THE SEASIDE

BAR HARBOR (Mount Desert) & RETURN

Route R 1 — Rates as follows:

From Quebec,	$20.50	From Montreal,	$16.50	From Ottawa,	$21.50
" Prescott,	21.50	" Brockville,	22.10	" Toronto,	31.50
" St. Thomas	37.00	" Niag. Falls,	33.75	" Detroit,	39.00

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Portland, Mt. Desert and Machias Steamboat Co ..... " Bar Harbor.

Return same route.

BAR HARBOR (Mount Desert) & RETURN

Route R 2 — Rates as follows:

From Quebec,	$23.00	From Montreal,	$19.00	From Ottawa,	$24.00
" Prescott,	24.00	" Brockville,	24.60	" Toronto,	34.00
" St. Thomas	39.50	" Niag. Falls,	36.25	" Detroit,	41.50

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Maine Central R.R ..... " Bar Harbor.

Return same route.

BETHLEHEM, N.H., AND RETURN

ROUTE R 3 — Rates as follows:

From Quebec,	$14.00	From Montreal,	$10.00	From Ottawa,	$15.00
" Prescott,	15.00	" Brockville,	15.60	" Toronto,	25.00
" St. Thomas	30.50	" Niag. Falls,	27.25	" Detroit,	32.50

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Bethlehem Junction.
Profile & Franconia Notch R.R. ..... " Bethlehem.

Return same route.

BOSTON, MASS., AND RETURN

ROUTE R 4 — Rates as follows:

From Quebec,	$24.00	From Montreal,	$20.00	From Ottawa,	$25.00
" Prescott,	25.00	" Brockville,	25.60	" Toronto,	35.00
" St. Thomas	40.50	" Niag. Falls,	37.25	" Detroit,	42.50

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Boston & Lowell R.R. (White Mt. Div.). " Concord.
Concord R.R. ..... " Nashua.
Boston & Lowell R.R. (Southern Div.).. " Boston.
Boston & Lowell R.R. (Southern Div.).. " Nashua.
Concord R.R. ..... " Concord.
Boston & Lowell R.R. (White Mt. Div.). " Wells River.
Passumpsic R.R ..... " Newport.
South-Eastern Ry ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

BOSTON, MASS., AND RETURN

ROUTE R 5 — Rates as follows:

From Quebec,	$21.20	From Montreal,	$21.20	From Ottawa,	$26.20
" Prescott,	26.20	" Brockville,	26.80	" Toronto,	36.20
" St. Thomas	41.70	" Niag. Falls,	38.45	" Detroit,	43.70

Canadian Pacific Ry ..... to Quebec.
Ferry ..... " Levis.
Quebec Central Ry ..... " Sherbrooke.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R. ..... " Portland.
Boston & Maine R.R. ..... " Boston.
Boston & Lowell R.R. (Southern Div.).. " Nashua.
Concord R.R. ..... " Concord.
Boston & Lowell R.R. (White Mt. Div.). " Wells River.
Passumpsic R.R ..... " Newport.
South-Eastern Ry ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

BOSTON, MASS., AND RETURN

ROUTE R 6 — Rates as follows:

From Quebec,	$21.00	From Montreal,	$17.00	From Ottawa,	$22.00
" Prescott,	22.00	" Brockville,	22.60	" Toronto,	32.00
" St. Thomas	37.50	" Niag. Falls,	34.25	" Detroit,	39.50

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry.....“ Newport.
Passumpsic R.R.....“ St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). “ Fabyan's.
Portland & Ogdensburg R.R.....“ Portland.
Steamer.....“ Boston.
Boston & Lowell R.R. (Southern Div.).. “ Nashua.
Concord R.R.....“ Concord.
Boston & Lowell R.R. (White Mt. Div.). “ Wells River.
Passumpsic R.R.....“ Newport.
South-Eastern Ry.....“ Montreal.
Canadian Pacific Ry.....“ Starting Point.

BOSTON, MASS., AND RETURN

ROUTE R 7 — Rates as follows:

From Quebec,	$22.00	From Montreal,	$18.00	From Ottawa,	$23.00
" Prescott,	23.00	" Brockville,	23.60	" Toronto,	33.00
" St. Thomas	38.50	" Niag. Falls,	35.25	" Detroit,	40.50

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry.....“ Newport.
Passumpsic R.R.....“ St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). “ Fabyan's.
Portland & Ogdensburg R.R.....“ Portland.
Boston & Maine R.R.....“ Boston.
Boston & Lowell R.R. (Southern Div.).. “ Nashua.
Concord R.R.....“ Concord.
Boston & Lowell R.R. (White Mt. Div.). “ Wells River.
Passumpsic R.R.....“ Newport.
South-Eastern Ry.....“ Montreal.
Canadian Pacific Ry.....“ Starting Point.

BOSTON, MASS., AND RETURN

ROUTE R 8 — Rates as follows:

From Quebec,	$20.00	From Montreal,	$16.00	From Ottawa,	$21.00
" Prescott,	21.00	" Brockville,	21.60	" Toronto,	31.00
" St. Thomas	36.50	" Niag. Falls,	33.25	" Detroit,	38.50

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry.....“ Newport.
Passumpsic R.R.....“ Wells River.
Boston & Lowell R.R. (White Mt. Div.). “ Concord.
Concord R.R.....“ Nashua.
Boston & Lowell R.R. (Southern Div.).. “ Boston.

Return same route.

BOSTON, MASS., AND RETURN

ROUTE R 9 — Rates as follows:

From Quebec,	$31.75	From Montreal,	$27.75	From Ottawa,	$32.75
" Prescott,	32.75	" Brockville,	33.35	" Toronto,	42.75
" St. Thomas	48.25	" Niag. Falls,	45.00	" Detroit,	50.25

Canadian Pacific Ry	to Montreal.
South-Eastern Ry	" Newport.
Passumpsic R.R.	" St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.).	" Base of Mt. Washington.
Mount Washington Ry	" Summit.
Stage	" Glen House.
Stage	" Glen Station.
Portland & Ogdensburg R.R.	" Portland.
Boston & Maine R.R.	" Boston.
Boston & Lowell R.R. (Southern Div.)	" Nashua.
Concord R.R.	" Concord.
Boston & Lowell R.R. (White Mt. Div.).	" Wells River.
Passumpsic R.R.	" Newport.
South-Eastern Ry	" Montreal.
Canadian Pacific Ry	" Starting Point.

BOSTON, MASS., AND RETURN

ROUTE R 10 — Rates as follows:

From Quebec,	$19.00	From Montreal,	$15.00	From Ottawa,	$20.00
" Prescott,	20.00	" Brockville,	20.60	" Toronto,	30.00
" St. Thomas	35.50	" Niag. Falls,	32.25	" Detroit,	37.50

Canadian Pacific Ry	to Montreal.
South-Eastern Ry	" Newport.
Passumpsic R.R.	" St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.).	" Fabyan's.
Portland & Ogdensburg R.R.	" Portland.
Boston & Maine R.R.	" Boston.

Return same route.

CACOUNA, P.Q., AND RETURN

ROUTE R 11 — Rates as follows:

From Montreal,	$ 8.00	From Ottawa,	$13.00	From Prescott,	$13.00
" Brockville,	13.60	" Toronto,	23.00	" St. Thomas	28.50
" Niag. Falls,	25.25	" Detroit,	30.50		

Canadian Pacific Ry	to Quebec.
Ferry	" Levis.
Intercolonial Ry	" Cacouna.

Return same route.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 12 Rates as follows:

From Ottawa, $38.25 From Prescott, $38.25 From Brockville, $38.85
" Toronto, 48.25 " St. Thomas 53.75 " Niag. Falls, 50.50
" Detroit, 55.75

Canadian Pacific Ry ..... to Montreal.
†Black Diamond S.S. Line..... " Charlottetown.
Return same route.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 13 Rates as follows:

From Montreal, $28.00 From Ottawa, $33.00 From Prescott, $33.00
" Brockville, 33.60 " Toronto, 43.00 " St. Thomas, 48.50
" Niag. Falls, 45.25 " Detroit, 50.50

Canadian Pacific Ry..... to Quebec.
Ferry..... " Levis.
Intercolonial Ry..... " Point du Chene.
P. E. I. Navigation Co..... " Summerside.
P. E. I. Ry..... " Charlottetown.
P. E. I Navigation Co ..... " Pictou.
Intercolonial Ry..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry..... " Starting Point.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 14 Rates as follows:

From Montreal, $25.00 From Ottawa, $30.00 From Prescott, $30.00
" Brockville, 30.60 " Toronto, 40.00 " St. Thomas 45.50
" Niag. Falls, 42.25 " Detroit, 47.50

Canadian Pacific Ry.....to Quebec.
Quebec Steamship Co..... " Charlottetown.
P. E. I. Navigation Co..... " Pictou.
Intercolonial Ry..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry..... " Starting Point.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 15 Rates as follows:

From Montreal, $17.60 From Ottawa, $22.60 From Prescott, $22.60
" Brockville, 23.20 " Toronto, 32.60 " St. Thomas 38.10
" Niag. Falls, 34.85 " Detroit, 40.10

Canadian Pacific Ry.....to Quebec.
Quebec Steamship Co..... " Charlottetown.
Return same route.

† Meals and Berths included.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 16 Rates as follows:

From Montreal, $25.05 From Ottawa, $30.05 From Prescott, $30.05
" Brockville, 30.65 " Toronto, 40.05 " St. Thomas, 45.55
" Niag. Falls 42.30 " Detroit, 47 55

Canadian Pacific Ry.....to Quebec.
Ferry..... " Levis.
Intercolonial Ry. Co..... " Point du Chene.
Prince Edward Island Navigation Co.... " Summerside.
Prince Edward Island Ry ..... " Charlottetown.

Return same route.

CRAWFORD HOUSE, N.H., AND RETURN

ROUTE R 17 Rates as follows:

From Quebec, $14.10 From Montreal, $10.10 From Ottawa, $15.10
" Prescott, 15.10 " Brockville, 15.70 " Toronto, 25.10
" St. Thomas 30.60 " Niag. Falls, 27.35 " Detroit, 32.60

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R..... " Crawford House.

Return same route.

DALHOUSIE, N.B., AND RETURN

ROUTE R 18 Rates as follows:

From Montreal, $14.75 From Ottawa, $19.75 From Prescott, $19.75
" Brockville, 20.35 " Toronto, 29.75 " St. Thomas 35.25
" Niag. Falls, 32.00 " Detroit, 37.25

Canadian Pacific Ry.....to Quebec.
Ferry..... " Levis.
Intercolonial Ry ..... " Dalhousie.

Return same route.

FABYAN'S, N.H., AND RETURN

ROUTE R 19 Rates as follows:

From Quebec, $13.05 From Montreal, $13.05 From Ottawa, $18.05
" Prescott, 18.05 " Brockville, 18.65 " Toronto, 28.05
" St. Thomas 33.55 " Niag. Falls, 30.30 " Detroit, 35.55

Canadian Pacific Ry .....to Quebec.
Ferry ..... " Levis.
Quebec Central R.R..... " Sherbrooke.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Fabyan's.
Boston & Lowell R.R. (White Mt. Div.) " St. Johnsbury.
Passumpsic R.R ..... " Newport.
South-Eastern Ry..... " Montreal
Canadian Pacific Ry..... " Starting Point.

FABYAN'S, N. H., AND RETURN

ROUTE R 20 Rates as follows:

From Quebec,	$13.50	From Montreal,	$ 9.50	From Ottawa,	$14.50
" Prescott,	14.50	" Brockville,	15.10	" Toronto,	24.50
" St. Thomas	30.00	" Niag. Falls,	26.75	" Detroit,	32.00

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Fabyan's.

Return same route.

GASPE, QUE., AND RETURN

ROUTE R 21 Rates as follows:

From Montreal,	$17.00	From Ottawa,	$22.00	From Prescott,	$22.00
" Brockville,	22.60	" Toronto,	32.00	" St. Thomas	37.50
" Niag. Falls,	34.25	" Detroit,	39.50		

Canadian Pacific Ry.....to Quebec.
Quebec Steamship Co..... " Gaspe.

Return same route.

GASPE, QUE., AND RETURN

ROUTE R 22 Rates as follows:

From Montreal,	$20.75	From Ottawa,	$25.75	From Prescott,	$25.75
" Brockville,	26.35	" Toronto,	35.75	" St. Thomas	41.25
" Niag. Falls,	38.00	" Detroit,	43.25		

Canadian Pacific Ry.....to Quebec.
Ferry..... " Levis.
Intercolonial Ry..... " Dalhousie
Steamer "Admiral"..... " Gaspe.

Return same route.

GLEN HOUSE, N.H., AND RETURN

ROUTE R 23 Rates as follows:

From Quebec,	$19.50	From Montreal,	$15.50	From Ottawa,	$20.50
" Prescott,	20.50	" Brockville,	21.10	" Toronto,	30.50
" St. Thomas	36.00	" Niag. Falls,	32.75	" Detroit,	38.00

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Fabyan's.
Portland & Ogdensburg R. R..... " Glen Station.
Stage..... " Glen House.

Return same route.

HA HA BAY AND CHICOUTIMI, P.Q., & RETURN

ROUTE R 24 — Rates as follows:

From Montreal,	$12.00	From Ottawa,	$17.00	From Prescott,	$17.00
" Brockville,	17.60	" Toronto,	27.00	" St. Thomas	32.50
" Niag. Falls,	29.25	" Detroit,	34.50		

Canadian Pacific Ry.....to Quebec.
Richelieu & Ontario Navigation Co..... " Ha Ha Bay and Chicoutimi
Return same route.

HA HA BAY AND CHICOUTIMI, P.Q., & RETURN

ROUTE R 25 — Rates as follows:

From Montreal,	$13.00	From Ottawa,	$18.00	From Prescott,	$18.00
" Brockville,	18.60	" Toronto,	28.00	" St. Thomas	33.50
" Niag. Falls,	30.25	" Detroit,	35.50		

Canadian Pacific Ry .....to Quebec.
Ferry ..... " Levis.
Intercolonial Ry..... " Riv. du Loup.
Richelieu & Ontario Navigation Co. .... " Ha Ha Bay and Chicoutimi
Return same route.

HA HA BAY AND CHICOUTIMI, P.Q., & RETURN

ROUTE R 26 — Rates same as for Route R 25

Canadian Pacific Ry.....to Quebec.
Richelieu & Ontario Navigation Co..... " Ha Ha Bay and Chicoutimi
Richelieu & Ontario Navigation Co..... " Riv. du Loup.
Intercolonial Ry..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry..... " Starting Point.

HA HA BAY AND CHICOUTIMI, P.Q., & RETURN

ROUTE R 27 — Rates same as for Route R 25

Canadian Pacific Ry.....to Quebec.
Ferry ..... " Levis.
Intercolonial Ry ..... " Riv. du Loup.
Richelieu & Ontario Navigation Co..... " Ha Ha Bay and Chicoutimi
Richelieu & Ontario Navigation Co. ....." Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 28 — Rates as follows:

From Quebec,	$29.50	From Montreal,	$29.50	From Ottawa,	$34.50
" Prescott,	34.50	" Brockville,	35.10	" Toronto,	44.50
" St. Thomas	50.00	" Niag. Falls,	46.75	" Detroit,	52.00

Canadian Pacific Ry.....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " Wells River.
Boston & Lowell R.R. (White Mt. Div.). " Concord.
Concord R.R..... " Nashua.
Boston & Lowell R.R. (Southern Div.).. " Boston.
International S.S. Co..... " St. John.
Intercolonial Ry..... " Halifax.
Intercolonial Ry ..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 29 — Rates as follows:

From Quebec,	$27.50	From Montreal,	$27.50	From Ottawa,	$32.50
" Prescott,	32.50	" Brockville,	33.10	" Toronto,	42.50
" St. Thomas	48.00	" Niag. Falls,	44.75	" Detroit,	50.00

Canadian Pacific Ry .....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " Wells River.
Boston & Lowell R.R. (White Mt. Div.). " Concord.
Concord R.R..... " Nashua.
Boston & Lowell R.R. (Southern Div.).. " Boston.
International S.S. Co ..... " Annapolis.
Windsor & Annapolis Railway..... " Halifax.
Intercolonial Ry..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 30 — Rates as follows:

From Quebec,	$27.70	From Montreal,	$27.70	From Ottawa,	$32.70
" Prescott,	32.70	" Brockville.	33.30	" Toronto,	42.70
" St. Thomas	48.20	" Niag. Falls,	44.95	" Detroit,	50.20

Canadian Pacific Ry .....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R..... " Portland.
International S.S. Co..... " St. John.
Nova Scotia S.S. Co..... " Annapolis.
Windsor & Annapolis Ry..... " Halifax.
Intercolonial Ry ..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 31 — Rates as follows:

From Montreal,	$35.50	From Ottawa,	$40.50	From Prescott,	$40.50
" Brockville,	41.10	" Toronto,	50.50	" St. Thomas	56.00
" Niag. Falls,	52.75	" Detroit,	58.00		

Canadian Pacific Ry ..... to Montreal.
†Black Diamond Line ..... " Pictou.
Intercolonial Ry ..... " Halifax.
Intercolonial Ry ..... " Levis.
Ferry ..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 32 — Rates as follows:

From Montreal,	$28.15	From Ottawa,	$33.15	From Prescott,	$33.15
" Brockville,	33.75	" Toronto,	43.15	" St. Thomas,	48.65
" Niag. Falls,	45.40	" Detroit,	50.65		

Canadian Pacific Ry ..... to Quebec.
Ferry ..... " Levis.
Intercolonial Ry ..... " St. John.
Nova Scotia S.S. Co ..... " Annapolis.
Windsor & Annapolis Ry ..... " Halifax.
Intercolonial Ry ..... " Levis.
Ferry ..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

HALIFAX, N.S., AND RETURN

ROUTE R 33 — Rates as follows:

From Montreal,	$26.00	From Ottawa,	$31.00	From Prescott,	$31.00
" Brockville,	31.60	" Toronto,	41.00	" St. Thomas	46.50
" Niag. Falls,	43.25	" Detroit,	48.50		

Canadian Pacific Ry ..... to Quebec.
Quebec Steamship Co. ..... " Pictou.
Intercolonial Ry ..... " Halifax.
Intercolonial Ry ..... " Levis.
Ferry ..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

† Meals and Berths included.

MOUNT WASHINGTON (SUMMIT OF) AND RETURN

ROUTE R 34 — Rates as follows:

From Quebec, $24.75 From Montreal, $20.75 From Ottawa, $25.75
" Prescott, 25.75 " Brockville, 26.35 " Toronto, 35.75
" St.Thomas 41.25 " Niag. Falls, 38.00 " Detroit, 43.25

Canadian Pacific Ry.... .....to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Base of Mt. Washington.
Mount Washington Ry..... " Summit.
Stage ..... " Glen House.
Stage ..... " Glen Station.
Portland & Ogdensburg R.R..... " Fabyan's.
Boston & Lowell R.R. (White Mt. Div.). " St. Johnsbury.
Passumpsic R.R ..... " Newport.
South-Eastern Ry..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

MURRAY BAY, P.Q., AND RETURN

ROUTE R 35 — Rates as follows:

From Montreal, $ 8.00 From Ottawa, $13.00 From Prescott, $13.00
" Brockville, 13.60 " Toronto, 23.00 " St.Thomas 28.50
" Niag. Falls, 25.25 " Detroit, 30.50

Canadian Pacific Ry.....to Quebec.
Richelieu & Ontario Navigation Co..... " Murray Bay.

Return same route.

NEWPORT, VT., AND RETURN

ROUTE R 36 — Rates as follows:

From Quebec, $ 9.50 From Montreal, $ 9.50 From Ottawa, $14.50
" Prescott, 14.50 " Brockville, 15.10 " Toronto, 24.50
" St.Thomas 30.00 " Niag. Falls, 26.75 " Detroit, 32.00

Canadian Pacific Ry ....to Quebec.
Ferry..... " Levis.
Quebec Central Ry..... " Sherbrooke.
Passumpsic R.R ..... " Newport.
South-Eastern Ry ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

NEWPORT, VT., AND RETURN

ROUTE R 37 — Rates as follows:

From Montreal, $ 5.00 From Ottawa, $10.00 From Prescott, $10.00
" Brockville, 10.60 " Toronto, 20.00 " St.Thomas 25.50
" Niag. Falls, 22.25 " Detroit, 27.50

Canadian Pacific Ry .....to Montreal.
South-Eastern Ry..... " Newport.

Return same route.

NORTH CONWAY, N.H., AND RETURN

ROUTE R 38 — Rates as follows:

From Quebec,	$14.50	From Montreal,	$10.50	From Ottawa,	$15.50
" Prescott,	15.50	" Brockville,	16.10	" Toronto,	25.50
" St. Thomas	31.00	" Niag. Falls,	27.75	" Detroit,	33.00

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Fabyan's.
Portland & Ogdensburg R.R. ..... " North Conway.
Return same route.

OLD ORCHARD BEACH, ME., AND RETURN

ROUTE R 39 — Rates as follows:

From Quebec,	$15.00	From Montreal,	$11.00	From Ottawa,	$16.00
" Prescott,	16.00	" Brockville,	16.60	" Toronto,	26.00
" St. Thomas	31.50	" Niag. Falls,	28.25	" Detroit,	33.50

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Boston & Maine R.R ..... " Old Orchard Beach.
Return same route.

OLD ORCHARD BEACH, ME., AND RETURN

ROUTE R 40 — Rates as follows:

From Quebec,	$16.15	From Montreal,	$16.15	From Ottawa,	$21.15
" Prescott,	21.15	" Brockville,	21.75	" Toronto,	31.15
" St. Thomas	36.65	" Niag. Falls,	33.40	" Detroit,	38.65

Canadian Pacific Ry ..... to Quebec.
Ferry ..... " Levis.
Quebec Central ..... " Sherbrooke.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Boston & Maine R.R ..... " Old Orchard Beach.
Boston & Maine R.R ..... " Portland.
Portland & Ogdensburg R.R ..... " Fabyan's.
Boston & Lowell R.R. (White Mt. Div.). " St. Johnsbury.
Passumpsic R.R. ..... " Newport.
South-Eastern Ry ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

PERCE, QUE., AND RETURN

ROUTE R 41 Rates as follows:

From Montreal, $17.75 From Ottawa, $22.75 From Prescott, $22.75
" Brockville, 23.35 " Toronto, 32.75 " St.Thomas 38.25
" Niag. Falls, 35.00 " Detroit, 40.25

Canadian Pacific Ry .....to Quebec.
Quebec Steamship Co..... " Perce.
Return same route.

PICTOU, N.S., AND RETURN

ROUTE R 42 Rates as follows:

From Montreal, $23.40 From Ottawa, $28.40 From Prescott, $28.40
" Brockville, 29.00 " Toronto, 38.40 " St.Thomas 43.90
" Niag. Falls, 40.65 " Detroit, 45.90

Canadian Pacific Ry .....to Quebec.
Quebec Steamship Co..... " Pictou.
Intercolonial Ry..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

PICTOU, N.S., AND RETURN

ROUTE R 43 Rates as follows:

From Montreal, $17.60 From Ottawa, $22.60 From Prescott, $22.60
" Brockville, 23.20 " Toronto, 32.60 " St.Thomas 38.10
" Niag. Falls, 34.85 " Detroit, 40.10

Canadian Pacific Ry .....to Quebec.
Quebec Steamship Co..... " Pictou.
Return same route.

PICTOU, N.S., AND RETURN

ROUTE R 44 Rates as follows:

From Montreal, $34.15 From Ottawa, $39.15 From Prescott, $39.15
" Brockville, 39.75 " Toronto, 49.15 " St.Thomas 54.65
" Niag. Falls, 51.40 " Detroit, 56.65

Canadian Pacific Ry .....to Montreal.
†Black Diamond S.S. Line ..... " Pictou.
Return same route.

† Meals and Berths included.

PICTOU, N.S., AND RETURN

ROUTE R 45 — Rates as follows:

From Montreal,	$21.50	From Ottawa,	$26.50	From Prescott,	$26.50
" Brockville,	27.10	" Toronto,	36.50	" St. Thomas	42.00
" Niag. Falls,	38.75	" Detroit,	44.00		

Canadian Pacific Ry ..... to Quebec.
Ferry ..... " Levis.
Intercolonial Ry ..... " Pictou.
Return same route.

PORTLAND, ME., AND RETURN

ROUTE R 46 — Rates as follows:

From Quebec,	$14.50	From Montreal,	$10.50	From Ottawa,	$15.50
" Prescott,	15.50	" Brockville,	16.10	" Toronto,	25.50
" St. Thomas	31.00	" Niag. Falls,	27.75	" Detroit,	33.00

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Return same route.

PROFILE HOUSE, N.H., AND RETURN

ROUTE R 47 — Rates as follows:

From Quebec,	$15.60	From Montreal,	$15.60	From Ottawa,	$20.60
" Prescott,	20.60	" Brockville,	21.20	" Toronto,	30.60
" St. Thomas	36.10	" Niag. Falls,	32.85	" Detroit,	38.10

Canadian Pacific Ry ..... to Quebec.
Ferry ..... " Levis.
Quebec Central Ry ..... " Sherbrooke.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Bethlehem Junction.
Profile House & Franconia Notch R.R. .. " Profile House.
Profile House & Franconia Notch R.R. .. " Bethlehem Junction.
Boston & Lowell R.R. (White Mt. Div.). " St. Johnsbury.
Passumpsic R.R ..... " Newport.
South-Eastern Ry ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

PROFILE HOUSE, N.H., AND RETURN

ROUTE R 48 — Rates as follows:

From Quebec,	$16.00	From Montreal,	$12.00	From Ottawa,	$17.00
" Prescott,	17.00	" Brockville,	17.60	" Toronto,	27.00
" St.Thomas	32.50	" Niag. Falls,	29.25	" Detroit,	34.50

Canadian Pacific Ry..... ....to Montreal.
South-Eastern Ry .... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Bethlehem Junction.
Profile & Franconia Notch R.R..... " Profile House.
Return same route.

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 49 — Rates as follows:

From Montreal,	$ 8.00	From Ottawa,	$13.00	From Prescott,	$13.00
" Brockville,	13.60	" Toronto,	23.00	" St.Thomas	28.50
" Niag. Falls,	25.25	" Detroit,	30.50		

Canadian Pacific Ry.... .....to Quebec.
Ferry..... ..... " Levis.
Intercolonial Ry..... .... " Riviere du Loup.
Return same route.

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 50 — Rates same as for Route R 49

Canadian Pacific Ry..... .....to Quebec.
Richelieu & Ontario Navigation Co. .... " Riviere du Loup.
Return same route.

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 51 — Rates as follows:

From Montreal,	$ 8.50	From Ottawa,	$13.50	From Prescott,	$13.50
" Brockville,	14.10	" Toronto,	23.50	" St.Thomas	29.00
" Niag. Falls,	25.75	" Detroit,	31.00		

Canadian Pacific Ry.....to Quebec.
Ferry..... ..... " Levis.
Intercolonial Ry. ..... " Riviere du Loup.
Richelieu & Ontario Navigation Co..... " Quebec.
Canadian Pacific Ry..... " Starting Point.

ST. JOHNS, NEWFOUNDLAND, AND RETURN

ROUTE R 52 Rates as follows :

From Ottawa, $55.00 From Prescott, $55.00 From Brockville, $55.60
" Toronto, 65.00 " St.Thomas 70.50 " Niag. Falls, 67.25
" Detroit, 72.50

Canadian Pacific Ry .....to Montreal.
†Black Diamond S.S. Line ..... " St. Johns, Nfld.
Return same route.

ST. JOHN, N.B., AND RETURN

ROUTE R 53 Rates as follows :

From Quebec, $25.50 From Montreal, $25.50 From Ottawa, $30.50
" Prescott, 30.50 " Brockville, 31.10 " Toronto, 40.50
" St.Thomas 46.00 " Niag. Falls, 42.75 " Detroit, 48.00

Canadian Pacific Ry .....to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R ..... " Portland.
Maine Central R.R. ..... " Vanceboro'.
New Brunswick Ry..... " St. John.
Intercolonial Ry ..... " Levis.
Ferry..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

ST. JOHN, N.B., AND RETURN

ROUTE R 54 Rates as follows :

From Quebec, $24.50 From Montreal, $24.50 From Ottawa, $29.50
" Prescott, 29.50 " Brockville, 30.10 " Toronto, 39.50
" St.Thomas 45.00 " Niag. Falls, 41.75 " Detroit, 47.00

Canadian Pacific Ry .....to Quebec.
Ferry ..... " Levis.
Intercolonial Ry..... " St. John.
International S.S. Co..... " Boston.
Boston & Lowell R.R. (Southern Div.).. " Nashua.
Concord Ry..... " Concord.
Boston & Lowell R.R. (White Mt. Div.) " Wells River.
Passumpsic R.R. ..... " Newport.
South-Eastern Ry..... " Montreal.
Canadian Pacific Ry..... " Starting Point.

† Meals and Berths included.

ST. JOHN, N.B., AND RETURN

ROUTE R 55 — Rates as follows:

From Montreal,	$26.15	From Ottawa,	$31.15	From Prescott,	$31.15
" Brockville,	31.75	" Toronto,	41.15	" St. Thomas	46.65
" Niag. Falls,	43.40	" Detroit,	48.65		

Canadian Pacific Ry.....to Quebec.
Quebec Steamship Co.....“ Summerside.
P. E. I. Navigation Co.....“ Point du Chene.
Intercolonial Ry.....“ St. John.
Intercolonial Ry.....“ Levis.
Ferry.....“ Quebec.
Canadian Pacific Ry.....“ Starting Point.

ST. JOHN, N.B., AND RETURN

ROUTE R 56 — Rates as follows:

From Montreal,	$20.75	From Ottawa,	$25.75	From Prescott,	$25.75
" Brockville,	26.35	" Toronto,	35.75	" St. Thomas	41.25
" Niag. Falls,	38.00	" Detroit,	43.25		

Canadian Pacific Ry.....to Quebec.
Ferry.....“ Levis.
Intercolonial Ry.....“ St. John.

Return same route.

SUMMERSIDE, P.E.I., AND RETURN

ROUTE R 57 — Rates as follows:

From Montreal,	$17.60	From Ottawa,	$22.60	From Prescott,	$22.60
" Brockville,	23.20	" Toronto,	32.60	" St. Thomas	38.10
" Niag. Falls,	34.85	" Detroit,	40.10		

Canadian Pacific Ry.....to Quebec.
Quebec S.S. Co.....“ Summerside.

Return same route.

SYDNEY, CAPE BRETON, AND RETURN

ROUTE R 58 — Rates as follows:

From Montreal,	$29.60	From Ottawa,	$34.60	From Prescott,	$34.60
" Brockville,	35.20	" Toronto,	44.60	" St. Thomas	50.10
" Niag. Falls,	46.85	" Detroit,	52.10		

Canadian Pacific Ry.....to Quebec.
Ferry.....“ Levis.
Intercolonial Ry.....“ New Glasgow.
Eastern Extension Ry.....“ Mulgrave.
Bras D'Or's Steamers.....“ Sydney.

Return same route.

TADOUSAC, P.Q., AND RETURN

ROUTE R 59 Rates as follows:

From Montreal, $10.50 From Ottawa, $15.50 From Prescott, $15.50
" Brockville, 16.10 " Toronto, 25.50 " St. Thomas 31.00
" Niag. Falls, 27.75 " Detroit, 33.00

Canadian Pacific Ry ....to Quebec.
Ferry ....!.. " Levis.
Intercolonial Ry ..... " Riviere du Loup.
Richelieu & Ontario Navigation Co..... " Tadousac.
Return same route.

TADOUSAC, P.Q., AND RETURN

ROUTE R 60 Rates as follows:

From Montreal, $ 9.00 From Ottawa, $14.00 From Prescott, $14.00
" Brockville, 14.60 " Toronto, 24.00 " St. Thomas 29.50
" Niag. Falls, 26.25 " Detroit, 31.50

Canadian Pacific Ry ..... to Quebec.
Richelieu & Ontario Navigation Co..... " Tadousac.
Return same route.

EASTERN TOURS

SINGLE TRIPS

To BOSTON and NEW YORK

BOSTON, MASS.

ROUTE S 1 — Rates as follows:

From Quebec,	$11.00	From Montreal,	$ 9.00	From Ottawa,	$11.50
" Prescott,	11.50	" Brockville,	11.50	" Toronto,	15.60
" St.Thomas	18.10	" Niag. Falls,	17.10	" Detroit,	20.25

Canadian Pacific Ry	to Montreal.
South-Eastern Ry	" Newport.
Passumpsic R.R.	" St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.).	" Fabyan's.
Portland & Ogdensburg R.R.	" Portland.
Steamer	" Boston.

BOSTON, MASS.

ROUTE S 2 — Rates as follows:

From Quebec,	$23.10	From Montreal,	$21.10	From Ottawa,	$23.60
" Prescott,	23.60	" Brockville,	23.60	" Toronto,	27.75
" St.Thomas	30.20	" Niag. Falls,	29.20	" Detroit,	32.30

Canadian Pacific Ry	to Montreal.
South-Eastern Ry	" Newport.
Passumpsic R.R	" St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.).	" Fayban's.
Boston & Lowell R.R	" St. Johnsbury.
St. Johnsbury & Lake Champlain R.R.	" Cambridge Junction.
Burlington & Lamoille R.R	" Burlington.
Steamer	" Ticonderoga.
Delaware & Hudson Canal Co	" Baldwin.
Lake George Steamer	" Caldwell.
Delaware & Hudson Canal Co.	" Saratoga and Albany.
Boston & Albany R.R.	" Boston.

BOSTON, MASS.

ROUTE S 3 — Rates as follows:

From Quebec,	$21.10	From Montreal,	$19.10	From Ottawa,	$21.60
" Prescott,	21.60	" Brockville,	21.60	" Toronto,	25.75
" St.Thomas	28.20	" Niag. Falls,	27.20	" Detroit,	30.30

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry ..... " Newport.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Boston & Lowell R.R. ..... " St. Johnsbury.
St. Johnsbury & Lake Champlain R.R.. " Cambridge Junction.
Burlington & Lamoille R.R. ..... " Burlington.
Steamer ..... " Ticonderoga.
Delaware & Hudson Canal Co. ..... " Saratoga and Albany.
Boston & Albany R.R ..... " Boston.

NEW YORK

ROUTE S 4 — Rates as follows:

From Ottawa,	$15.35	From Toronto,	$17.95	From St.Thomas,	$20.35
" Niag.Fls.,	19.40	" Detroit,	22.45		

Canadian Pacific Ry ..... to Prescott.
Ferry ..... " Ogdensburg.
Central Vermont R.R ..... " Burlington.
Steamer ..... " Fort Ticonderoga.
Delaware & Hudson Canal Co. ..... " Baldwin.
Lake George Steamer ..... " Caldwell.
Delaware & Hudson Canal Co. ..... " Saratoga and Albany.
New York Central & Hudson River R.R. " New York.

NEW YORK

ROUTE S 5 — Rates as follows:

From Ottawa,	$14.35	From Toronto,	$16.95	From St. Thomas,	$19.35
" Niag.Fls.,	18.40	" Detroit,	21.45		

Canadian Pacific Ry ..... to Prescott.
Ferry ..... " Ogdensburg.
Central Vermont R.R. ..... " Burlington.
Steamer ..... " Fort Ticonderoga.
Delaware & Hudson Canal Co. ..... " Baldwin.
Lake George Steamer ..... " Caldwell.
Delaware & Hudson Canal Co. ..... " Saratoga and Albany.
Day Line Steamers ..... " New York.

NEW YORK

ROUTE S 6 Rates as follows:

From Ottawa, $13.35 From Toronto, $15.95 From St. Thomas, $18.35
" Niag.Fls., 17.40 " Detroit, 20.45

Canadian Pacific Ry ..... to Prescott.
Ferry ..... " Ogdensburg.
Central Vermont R.R. ..... " Burlington.
Steamer ..... " Fort Ticonderoga.
Delaware & Hudson Canal Co. ..... " Saratoga and Albany.
New York Central & Hudson River R.R. " New York.

NEW YORK

ROUTE S 7 Rates as follows:

From Ottawa, $12.35 From Toronto, $14.95 From St. Thomas, $17.35
" Niag.Fls., 16.40 " Detroit, 19.45

Canadian Pacific Ry ..... to Prescott.
Ferry ..... " Ogdensburg.
Central Vermont R.R. ..... " Burlington.
Steamer ..... " Fort Ticonderoga.
Delaware & Hudson Canal Co. ..... " Saratoga and Albany.
Day Line Steamers ..... " New York.

NEW YORK

ROUTE S 8 Rates as follows:

From Quebec, $16.00 From Montreal, $14.00 From Ottawa, $16.50
" Prescott, 16.50 " Brockville, 16.50 " Toronto, 20.65
" St.Thomas 23.10 " Niag. Falls, 22.10 " Detroit, 25.20

Canadian Pacific Ry. ..... to Montreal.
South-Eastern Ry. ..... " Newport.
Passumpsic R.R. ..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Portland & Ogdensburg R.R. ..... " Portland.
Boston & Maine R.R. ..... " Boston.
Old Colony R.R ..... " Fall River.
Fall River Line ..... " New York.

NEW YORK

ROUTE S 9 — Rates as follows:

From Quebec,	$18.75	From Montreal,	$16.75	From Ottawa,	$19.25
" Prescott,	19.25	" Brockville,	19.25	" Toronto,	23.40
" St.Thomas	25.85	" Niag. Falls,	24.85	" Detroit,	27.95

Canadian Pacific Ry..... to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.) " Fabyan's.
Boston & Lowell R.R. ..... " St. Johnsbury.
St. Johnsbury & Lake Champlain R.R.. " Cambridge Junction.
Burlington & Lamoille R.R..... " Burlington.
Steamer..... " Ticonderoga.
Delaware & Hudson Canal Co..... " Saratoga and Albany.
Day Line Steamers..... " New York.

NEW YORK

ROUTE S 10 — Rates as follows:

From Quebec,	$14.00	From Montreal,	$12.00	From Ottawa,	$14.50
" Prescott,	14.50	" Brockville,	14.50	" Toronto,	18.65
" St.Thomas	21.10	" Niag. Falls,	20.10	" Detroit,	23.20

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " Wells River.
Boston & Lowell R.R. (White Mt. Div.). " Concord.
Concord R.R..... " Nashua.
Boston & Lowell R.R. (Southern Div.).. " Boston.
Old Colony R.R ..... " Fall River.
Fall River Line..... " New York.

NEW YORK

ROUTE S 11 — Rates as follows:

From Quebec,	$20.75	From Montreal,	$18.75	From Ottawa,	$21.25
" Prescott,	21.25	" Brockville,	21.25	" Toronto,	25.40
" St.Thomas	27.85	" Niag. Falls,	26.85	" Detroit,	29.95

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's.
Boston & Lowell R.R..... " St. Johnsbury.
St. Johnsbury & Lake Champlain R.R.. " Cambridge Junction.
Burlington & Lamoille R.R..... " Burlington.
Steamer..... " Ticonderoga.
Delaware & Hudson Canal Co..... " Baldwin.
Lake George Steamer..... " Caldwell.
Delaware & Hudson Canal Co..... " Saratoga and Albany.
Day Line Steamers ..... " New York.

NEW YORK

ROUTE S 12 Rates as follows:

From Quebec,	$15.00	From Montreal,	$13.00	From Ottawa,	$15.50
" Prescott,	15.50	" Brockville,	15.50	" Toronto,	19.65
" St.Thomas	22.10	" Niag. Falls,	21.10	" Detroit,	24.20

Canadian Pacific Ry ..... to Montreal.
South-Eastern Ry..... " Newport.
Passumpsic R.R..... " St. Johnsbury.
Boston & Lowell R.R. (White Mt. Div.). " Fabyan's
Portland & Ogdensburg R.R..... " Portland.
Steamer ..... " Boston.
Old Colony R.R..... " Fall River.
Fall River Line..... " New York.

SIDE TRIPS

TO BE USED IN CONNECTION WITH

EASTERN TOURS

ENUMERATED HEREIN

BETHLEHEM JC. TO PROFILE HOUSE AND RETURN

ROUTE ST 1 — Rate **$3.00**

Profile & Franconia Notch R.R. .....to Profile House.
Return same route.

FABYAN'S TO SUMMIT MT. WASHINGTON & RETURN

ROUTE ST 2 — Rate **$6.00**

Boston & Lowell R.R. (White Mt. Div.).to Base of Mt. Washington.
Mount Washington Ry ..... " Summit.
Return same route.

FABYAN'S TO SUMMIT MT. WASHINGTON & RETURN

ROUTE ST 3 — Rate **$11.25**

Boston & Lowell R.R. (White Mt. Div.).to Base of Mt. Washington.
Mount Washington Ry ..... " Summit.
Stage..... " Glen House.
Stage ..... " Glen Station.
Portland & Ogdensburg R.R.. ..... " Fabyan's.

NEWPORT, VT., TO MAGOG AND RETURN

ROUTE ST 4 — Rate **$1.00**

Steamer "Lady of the Lake".....to Magog.
Return same route.

PORTLAND TO OLD ORCHARD BEACH AND RETURN

ROUTE ST 5 Rate **50 Cents**

Boston & Maine R.R. ..... to Old Orchard Beach.

Return same route.

QUEBEC TO HA HA BAY, CHICOUTIMI, AND RETURN

ROUTE ST 6 Rate **$9.50**

Richelieu & Ontario Navigation Co. .... to Ha Ha Bay, etc.
Richelieu & Ontario Navigation Co. .... " Riviere du Loup.
Intercolonial Ry ..... " Levis.
Ferry ..... " Quebec.

QUEBEC TO HA HA BAY, CHICOUTIMI, AND RETURN

ROUTE ST 7 Rate **$8.00**

Richelieu & Ontario Navigation Co. .... to Ha Ha Bay, etc.

Return same route.

RAILWAY AND STEAMSHIP CONNECTIONS

EASTERN TOURS

(SUBJECT TO CHANGE)

FROM MONTREAL:

South-Eastern Railway

For White Mountains, Portland and Boston, dep. 9.00 a.m., 7.45 p.m. week days

Black Diamond Steamship Line

For Gulf Ports, dep. early morning of June 23rd, July 2nd, and about every ten days thereafter

FROM QUEBEC:

Intercolonial Railway (from Levis)

For Cacouna and Maritime Provinces, dep. 8.00 a.m., 2.15 p.m. week days

Quebec Central Railway (from Levis)

For Boston and White Mountains.....dep. 2.45 p.m. week days

Quebec Steamship Company

For Gulf Ports, dep. 2.00 p.m..... { June 14th & 28th, July 12th & 26th, Aug. 9th & 23rd, Sept. 6th & 20th

Richelieu & Ontario Navigation Company

For Saguenay River, etc.....dep. 7.30 a.m. Tues., Wed., Fri. & Sat.

FROM OGDENSBURG:

Central Vermont Railroad

For Lake Champlain, etc.....dep. 6.00 a.m. & 1.20 p.m. week days

FROM BOSTON:

Portland Steam Packet Company

For Portland from India Wharf.....dep. 7.00 p.m. week days

International Steamship Company

For Portland and St. John.....dep. 8.30 a.m. Mon., Wed. & Fri.

For Annapolis.....dep. 8.00 a.m. Mon. & Thurs.

Fall River Line

For New York .....dep. 6.00 p.m. week days; Sundays 7.00 p.m.

FROM PORTLAND:

International Steamship Company

For St. John from R. R. Wharf. .....dep. 5.00 p.m. Mon., Wed. & Fri.

Portland Steam Packet Company

For Boston, from Franklin Wharf .....dep. 7.00 p.m. week days

FROM POINT DU CHENE:

P.E.I. Nav. Co. for Prince Edward Island .....dep. 11.35 a.m. week days

FROM ST. JOHN, N.B.:

Annapolis Steamship Company for Annapolis.....dep. 7.00 a.m. Wed. & Fri.

FROM DALHOUSIE:

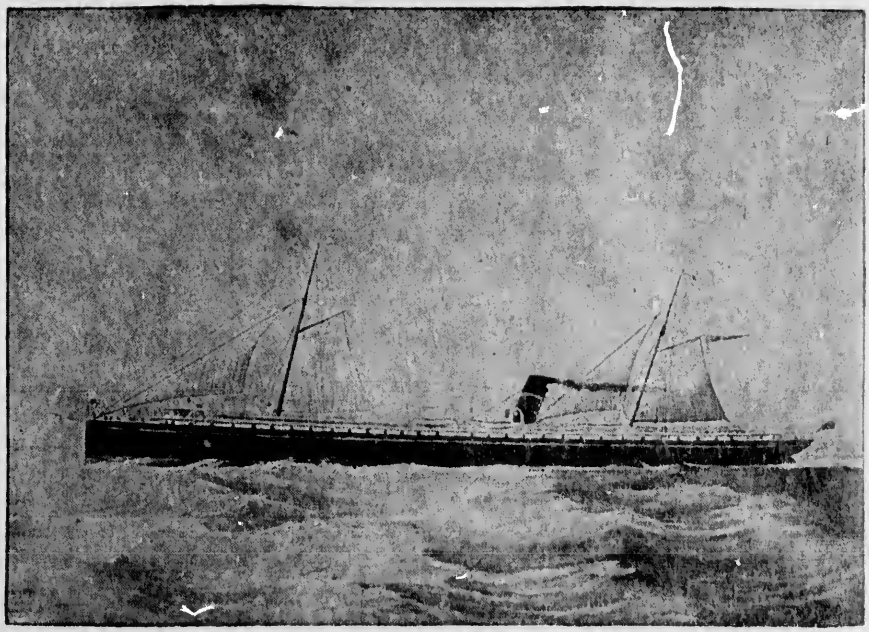
Steamer Admiral for Baie de Chaleur Ports..... dep. 4.00 a.m. Wed & Sat.

FROM PORT MULGRAVE:

Bras D'Or Steamers for Cape Breton.....dep. 2.00 p.m. daily

For time of River St. Lawrence Steamers, etc., and route and time of departure from Niagara Falls and Detroit, see Railway and Steamship Connections for Miscellaneous Tours, page 135.

For additional details, see current Time Table Folder.



CANADIAN PACIFIC RAILWAY STEAMSHIP.

Western Tours

I.

To the North-West via the Canadian Pacific Transcontinental Line.

The Western tours extend across the continent by two routes. One is the through line of the Canadian Pacific Railway from Montreal, north of Lake Superior to the Pacific coast at Vancouver ; the other leaves the Canadian Pacific system at St. Thomas, Ont., crosses into the United States at Detroit, and proceeds by the way of Chicago and St. Paul to Winnipeg, and thence by the Canadian Pacific to Vancouver.

In addition to these main-line tours, many divergencies are provided for in the vicinity of the Great Lakes, as well as several extensive journeys by water, northward and southward along the Pacific coast, thus opening to the tourist a most interesting and instructive choice of alternate or branch-line trips by both railway and steamer, reaching all the pleasure resorts and fishing localities of Lakes Superior and Huron; the best hunting regions in the Rockies; the ports on Puget sound; San Francisco and Alaska. In all cases provision is made for a return trip under one ticket.

The main line of the Canadian Pacific Railway, across the continent to Vancouver, on the Pacific coast, begins at Montreal. At first are seen the quaint French suburbs, dating back in their foundation to the earliest settlement of the country. Fifty miles brings one to the Ottawa river, along whose rich valley many fine farms and the more

modern English villages give a cultivated and civilized air to the charming scenery, in strong contrast with the almost primitive wildness along the upper part of the same valley. The river is closely followed beyond Calumet until Hull, opposite Ottawa, is reached, when it is crossed by the railway upon a bridge which permits the passenger to see the noble Chaudiere falls and the extensive booms, rafts and lumber-mills that indicate the principal industry of the locality.

GOVERNMENT BUILDINGS, OTTAWA—EAST BLOCK.

Ottawa is the capital of the Dominion, and is most picturesquely situated at the point where the Rideau river falls in a fine cataract into the larger stream. The many fine structures of the city, including the Parliament buildings, the Library, Museum of Natural History and Rideau House (where the Governor-General resides) are a constant attraction to visitors.

Leaving Ottawa, the train moves on up the river, through an agricultural and wood-cutting region, past many prosperous stations. At

short intervals, streams and small lakes promise splendid sport to the angler and entice him to alight before his destination is reached.

The country becomes more broken and rocky as you progress towards Lake Nipissing. There is less agriculture, more woodland and greater attractions for artist and sportsman. The valleys and borders of the many lakes are tillable and fertile, but farmers are few. Lake Nipissing is reached at North Bay, where the railway from Toronto and the Muskoka lake-country joins the Canadian Pacific. Here passengers from southern Ontario join the transcontinental route. Lake Nipissing is noted for its fishing (in great variety) and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Glimpses of rolling hills, spaces of lake surface, dashing trout streams, cataracts, rocky crags and meadows haunted by wildfowl, are caught through the almost universal forest as the train speeds along its northern shore. The railway among forested hills for some distance westward of Nipissing, then crosses to another stream, which leads it down to Lake Superior, first seen at Heron Bay station, early on the second morning after leaving Montreal.

Lake Superior now remains in view, with only occasional intermissions, until Port Arthur is reached, towards which the train makes its way amid rocky hills and tremendous cliffs forming pictures delightful to the eye; but these hills tried the patience and tested the utmost skill of the engineer. Jackfish bay is one of the most attractive points, and Nepigon bay another, the cliffs here rising abruptly from the water, and carrying the line at an elevation which permits a wide and most inspiring outlook.

Into Nepigon bay flows the Nepigon river, which has long been famous for its trout-fishing. This river is some seventy miles in length and drains Lake Nepigon. It is a powerful stream and broken by a succession of cataracts and whirlpools making canoeing upon it most exciting. Trout and whitefish of several varieties are exceedingly numerous there, and good camping places abound. At Nepigon station facilities exist for obtaining canoes, Indian guides and helpers, and all the necessary outfit for a fishing trip. No civilization interferes with the wildness and pleasure of the district, and of course no

hotels are to be found; but for a camping and angling excursion the Nepigon offers perhaps the greatest attraction in eastern Canada.*

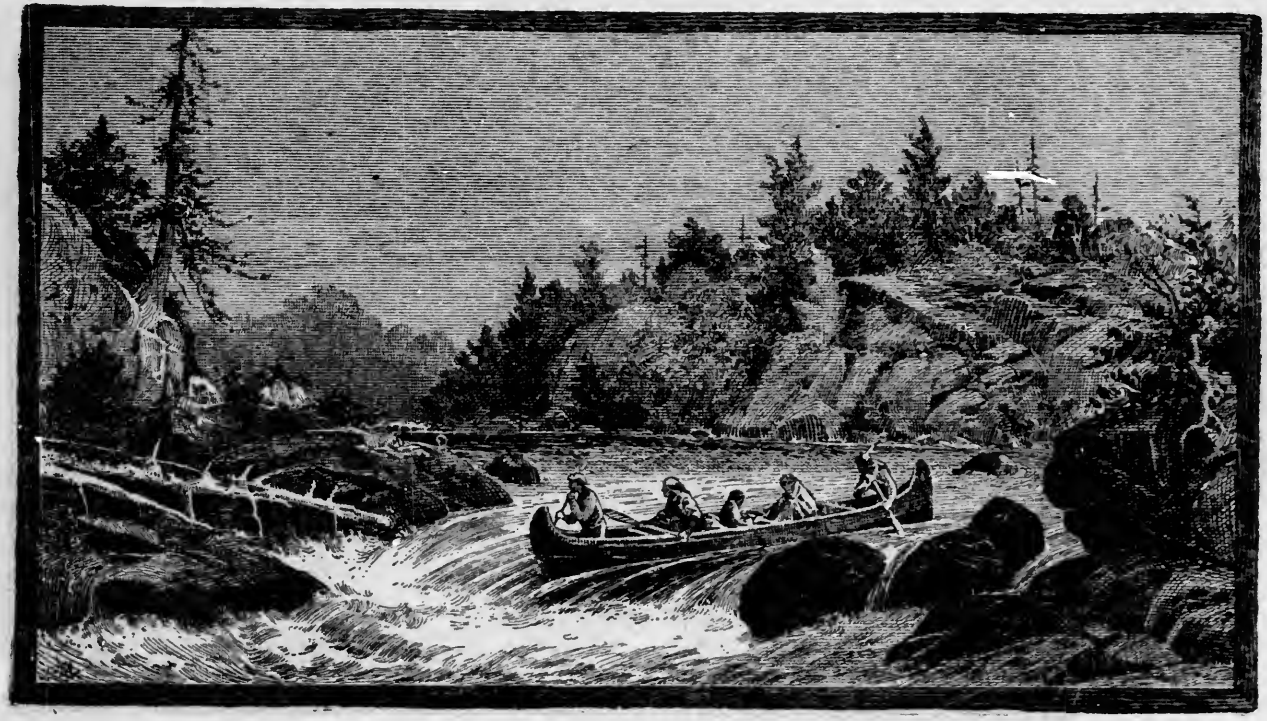
Port Arthur, the terminus of the eastern division of the Canadian Pacific, has a population of about 3,500. It was formerly known as Prince Arthur's Landing, and is half a dozen miles east of the mouth of the Kaministiquia river and of Fort William, the oldest trading

ON THE NEPIGON RIVER.

post on Lake Superior, where now the railway has extensive port-facilities and repairing-shops.

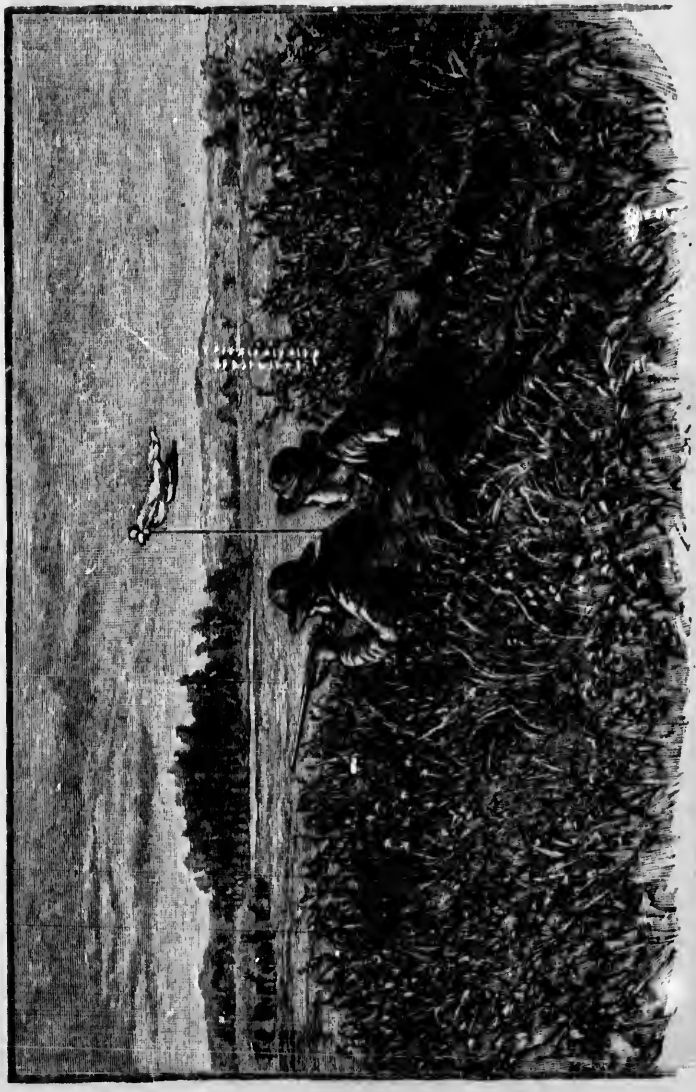
Port Arthur is situated on Thunder bay, and was settled about 1867. The town is prettily situated overlooking the bay, which is

*The Passenger Department of the Canadian Pacific Railway has issued an illustrated pamphlet descriptive of "Trouting on the Nepigon," by W. F. Whitcher, Ex-Minister of Marine and Fisheries, which will be sent free upon application to the Passenger Traffic Manager, Montreal, or to any general agent of the Company.



INDIANS RUNNING RAPIDS ON THE NEPIGON RIVER.

a fine open harbor; and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, the town has assumed particular importance as the con-



SHOOTING ANTELOPE ON THE PLAINS.

necting point between the railway system of the North-West and the inland water-route of Canada *via* the Great Lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are suited to yachting and picnic excursions. Minerals abound in the neighborhood, and valuable mines are worked. Port Arthur has an excellent hotel overlooking the harbor.

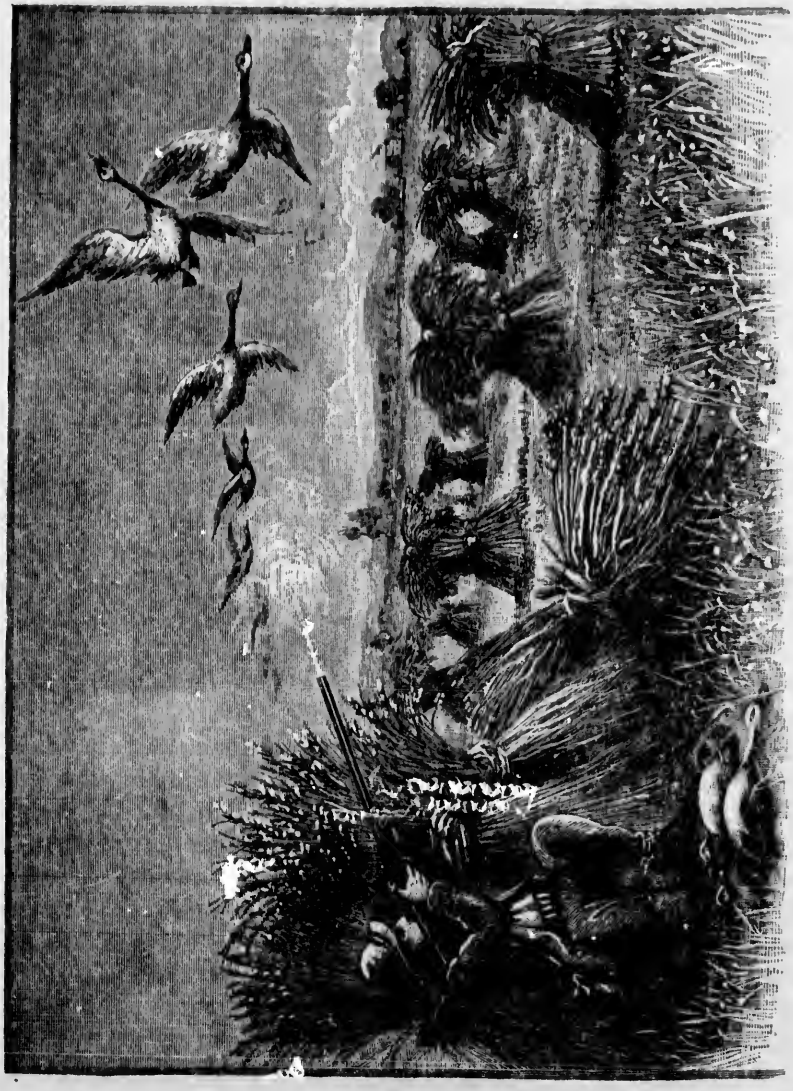
To Port Arthur come the steamers of the Canadian Pacific line from Owen Sound, landing their passengers and freight on the same wharf which bears the station, while most of the other Lake Superior boats call here in passing. This furnishes an alternate route between the east and Port Arthur during the season of navigation, and one that is justly very popular.

II.

To Port Arthur and the West via Lake Superior; and to Pleasure Resorts on the Upper Lakes.

These tours by steamers on Lakes Huron and Superior begin with a railway journey from Montreal by the way of Ottawa and Carleton Junction, or by the new "short line" through Smith's Falls, Ont., to Toronto. There a branch railway is followed northward through the pretty valleys and rich farming country of central Ontario to Owen Sound, a port at the southern extremity of Georgian bay, overlooking a beautiful combination of land and water. At Owen Sound the traveller embarks upon the Clyde-built, ocean-like steamers of the Canadian Pacific Steamship Line, and voyages through the islands and past the forested headlands of Georgian bay, and along the southern shore of the great Manitoulin and other islands, to St. Mary's river by which the overflow from Lake Superior is conducted into the lower lakes. This river is a narrow and winding stream beset with forested hills and interrupted by islands that lend a pleasing variety to the scenery. At the rapids, named Sault Ste. Marie by the French mariners almost three centuries ago, magnificent locks have been constructed on the American side, by means of which the steamer is lifted to the level of Lake Superior. The village of Sault Ste. Marie has grown up

at this point, where the tourist will have an opportunity, while the steamer is passing through the locks, of taking a short walk ashore, or of visiting the fine rapids which form a magnificent picture and



SHOOTING WILD GEESE IN MANITOBA.

famous white-fishing ground opposite the village. Running the rapids in an Indian boat is an exciting adventure, indulged in by many visitors who can take the time.

The tour from Owen Sound to Sault Ste. Marie can be varied by taking the steamer which leaves Owen Sound every Friday, and follows the inland channel north of Manitoulin island, calling at all way-ports, and consuming about two days in a delightful voyage.

From Sault Ste. Marie a side-trip may be made by steamship to Mackinac island, Mich., and return. Leaving "The Soo" in the morning, the steamer retraces the former course to the mouth of St. Mary's river—sixty miles of constant delight as the boat winds with the crooked stream in and out among the hills and forested islets. Drummond island, at the mouth of the river, is passed upon the left by way of the Detour strait, after which the steamer turns westward along the northern shore of Lake Huron, passing the curious Chenaux islets, beloved of fishermen and campers, and reaching Mackinac about three in the afternoon.

The praises of Mackinac have been written by many able pens, ever since it first became a trading-post, fort and mission station in the old, old days of Jesuit and fur-trading adventure, when these lakes were first explored by the emissaries of Champlain. The island stands at the western extremity of Mackinaw straits, by which Lakes Michigan and Huron interchange their waters. It contains about three and a half square miles, more than half of which is reserved as a national park and military reservation, occupied by a garrison of U. S. troops. To the Hurons it was the "island of giant fairies" and the home of the numerous legends which Longfellow has woven into his poem *Hiawatha*. Schoolcraft, the historian of the aborigines, had his home here, and in his *Journal*, written in 1820, will be found a large amount of information concerning the locality. "On the edge of a precipice of white limestone, 155 feet high, just back of the town, is the fort, which, in picturesque beauty of location, has no rival among all the fortresses of the United States; and the world affords no grander sight than a sunrise or sunset from the fort, the great globe of crimson and gold seeming at its rising to burst up from the bosom of Lake Michigan, casting a million prismatic tints of glorious light on wave and sky.

Arch Rock is one of the wildest, weirdest, sublimest freaks of nature's handiwork in sculpture. The chisel-prints of untold ages of whirling waters are all over it. It projects from the face of a cliff 200 feet high,

ARCH ROCK, MACKINAC ISLAND.

a gigantic bay-window of stone, supported by a mighty arch 149 feet high at its summit. The rim or wall of the bay window is about

three feet wide, and it bulges out some twenty feet from the cliff, overhanging the blue-green water of the lake a dizzy depth below. The view from the summit of the arch takes in a glorious sweep of fifty miles. Across a narrow strait Bois Blanc island looms up with its lighthouses, and forests of white birch, while twelve miles off to the north east can be seen the upper part of the Cheneaux islands, an enchanting archipelago of some seventy-five or eighty islands, varying from two miles in length to mere green specks a few hundred feet across, dotting the crystal waters which rush by, fifteen fathoms deep at the shore, and swarming with whitefish, bass, pickerel, ganiey maskinonge and lake trout."

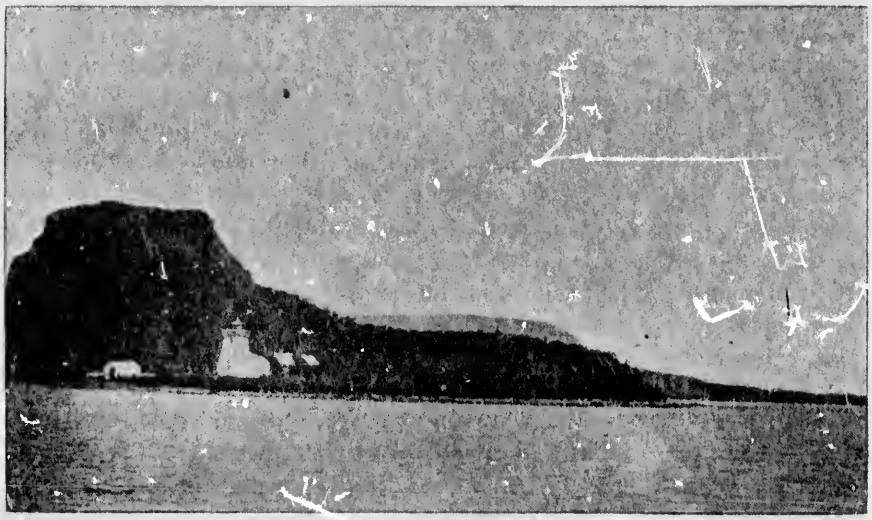
From Mackinac, all the other pleasure resorts, fishing stations and lumber-ports, in northern Michigan, can easily be reached; while the steamers sailing to Chicago and to the various cities and landing places along both shores of Lake Michigan, either stop at Mackinac or at a closely neighboring port. Regular steamers from Detroit run to Mackinac—a more direct course than *via* Sault Ste. Marie; and tourist return-tickets are issued from Canadian cities to the island by these steamers. The same remarks apply to Marquette, which may be reached by steamers from Detroit direct, or from Owen Sound *via* Sault Ste. Marie.

Tourists bound for Duluth, Minn., or Ashland, Wis., may change at the Sault Ste. Marie to a steamer running along the bold southern shore of Lake Superior to its western end. Return tickets are issued both ways. The Nepigon fishing streams may also be reached by lake steamer tickets *via* Owen Sound, Sault Ste. Marie and Port Arthur. This also forms one route to St. Paul and Minneapolis, *via* Sault Ste. Marie and Duluth.

Leaving the Sault Ste. Marie at noon, the Canadian Pacific steamship takes its course directly across the widest part of Lake Superior, and early next morning comes within sight of the rocky bluffs of Isle Royale, and the tremendous purple promontory of Thunder cape. This turreted headland shelters the large indentation of Thunder bay and affords a grand harbor, which has been taken advantage of to form the principal ports upon the north shore of the lake—Port Arthur and Fort William. The tourist enjoys an interval of several

hours at Port Arthur between the arrival of the steamer and the departure of the west-bound train.

From Port Arthur to Winnipeg the railway crosses a wilderness of rocky woods, ponds and rivers, valuable for its mines and timber, through whose intricacies fur-traders have guided their canoes for two hundred and fifty years. Yet the primitive wildness retains hardly a trace of this long acquaintance, and the Chippewas who come out of their bark lodges, or pause in their paddling to watch the



THUNDER CAPE, LAKE SUPERIOR.

train go by, are in appearance the same wild redskins with whom Duluth treated and Marquette prayed.

Winnipeg is a Chicago so far as 35,000 ambitious people are able to make it. Fifteen years ago it was merely the fur-trading post of Fort Garry, hundreds of miles from anywhere. To-day it is the focus of seven radiating railways, and is striding on without a thought of limits.

III.

To the North-West via Chicago and St. Paul.

A third choice of route from eastern Canada as far as Winnipeg is offered by the tours herein announced, since the traveller may come hither on his way west *via* Chicago and St. Paul. At St. Thomas, Ontario, the Canadian Pacific system is left, and that of the Michigan Central entered upon. This carries the traveller to Windsor, where through cars are taken across the river upon a ferry-boat and attached to the train of the Michigan Central Railroad running from Detroit to Chicago.

This line passes through the most populous and best cultivated part of the state of Michigan, traversing many large and handsome towns, each the centre of rich farming and fruit-raising districts, such as Ypsilanti; Ann Arbor, the site of the state university; Jackson, a prominent manufacturing place; Albion and Marshall; Kalamazoo, a railroad centre and fruit market; Niles, noted for the fine peaches and pears grown in its neighborhood; Michigan City, where lake Michigan is first seen, and whence enormous quantities of lumber are shipped; and reaches Chicago on the evening of the same day. From Chicago there is a choice of five railroad routes to St. Paul, the capital and chief city of Minnesota, and the head of navigation on the Mississippi river. All of these routes give a most excellent idea of the prairie farms, which have made the states of Wisconsin and Minnesota rich and powerful commonwealths within the last quarter of a century; and some of the lines, passing for a long distance along the banks of the Mississippi river or some of its larger tributaries, afford a constant succession of most charming pictures. Half a dozen miles above St. Paul is its great rival, Minneapolis, whose flouring mills and lumbering factories are world-famous, and near which are Minnehaha falls and the beautiful Lake Minnetonka.

Northward of Minneapolis the route descends the valley of the Red river; and, entering Manitoba at Emerson, closely follows the eastern bank of that stream to Winnipeg.

Tickets to all the points mentioned heretofore on the Pacific coast, to Banff and to Winnipeg, are issued by this route, as well as by that across, or north of the Great Lakes.

IV.

To the Rocky Mountains and Pacific Coast, via the Western Division of the Canadian Pacific Railway and Pacific Coast Steamers.

Westward from Winnipeg spreads a thousand miles of open and productive plains—the wheat-prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures. During the first day large active villages are passed, farm-houses are always in sight, and the "flowering mead" is checkered with ebon squares of upturned

INDIAN CEMETERY IN THE KANANASKIS VALLEY.

sod or the emerald and gold of grain. Later, the villages diminish and the farms become fewer, at least near the road, which has now ascended to a higher, though by no means a sterile region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but wildfowl throng about the many lakes, and antelopes raise their heads as the train rolls into view, and then hurry away.

Before you are weary of the plains a new object greets your eyes and holds them—the far white peaks of the Rockies, curving in a vast

semi-circle around the western horizon; and at Calgary, the populous headquarters of the grazing industries, whose cattle and sheep ranches extend over hundreds of square miles along the foot-hills, you are right at the base of the great front-range, which towers in an apparently impregnable wall of blue and white.

And now all that has gone before dwindles into insignificance. Three ranges of prodigious mountains are to be crossed before the interior of British Columbia is reached; and when you have descended the last western slopes there remain 300 miles of scenery so fine, along the canyons of the Fraser river, that many persons consider it best of all.

"Do not try to take all of this in one unbroken trip," is the advice given to the tourist by one who has been across the Rockies many times and knows these giants well. "It is too much. The eye loses power of discrimination—is stunned—the soul surfeited—so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one too rapidly for profit. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine-pathways they have hewn, and you behold the very source of their currents in some crystal lake or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciest of summer clouds a mile and a quarter higher than your place. Again, with audacity of engineering, the railway surmounts a portion of this distance and you can look down to where tall forest trees are small as match-sticks. Upward, apparently close at hand, are the naked ledges lifted above the last fringe of vegetation, wide spaces of never-wasting snow and the wrinkled backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, find your-

self enshrouded in the shadow of a forest beside which the eastern woods are as underbrush. The massiveness and breadth of the mountains in one part will astonish you; their splintered and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Castle Mountain, or Stephen or Sir Donald, will print itself upon your memory."

It would be well, then, for the tourist to stop off at two or three points at least, and take time to *understand* the mountains. Pleasant hotels have been built by the railway company at suitable points,

A VIEW IN THE ROCKIES, NEAR CANMORE.

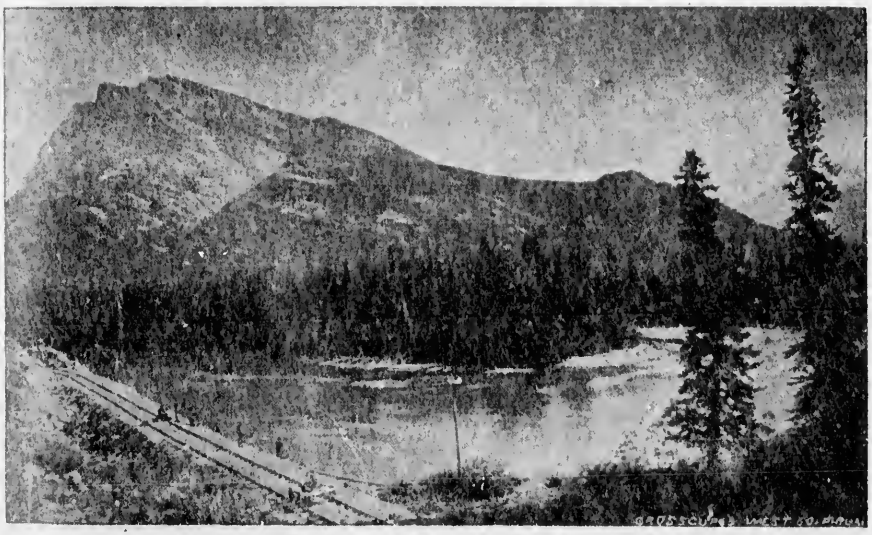
where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed.

The Banff Hot Springs, and Field, in the Rockies; the Glacier hotel at the summit of the Selkirks; and North Bend, in the depths of the Fraser canyon, are at present the best stopping places, but others are preparing.

Banff is the station for the Canadian National Park, in the Bow River valley, among the eastern foot-hills of the Rocky Mountains.

There are copious and wonderful hot mineral springs there, and the place is becoming a fashionable sanitarium and pleasure resort.

This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep and goats. The general altitude of the valley is about 4,500 feet. Roads have been built northward to Devil's lake, an extremely deep sheet of



ALONG THE BOW RIVER, ROCKY MOUNTAINS.

water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. In the Bow river, near Banff station, are some beautiful falls and rapids, dropping 60 feet in the course of a few rods. Cottages and small hotels now exist; but the railway is building a very large and elegant hotel, with perfect arrangements for bathing in the spring water, and for all sorts of recreation.

The western terminus of the road is reached at Vancouver on the sixth day after leaving Montreal. This new town stands upon the margin of English harbor, near the entrance of Burrard inlet, where only three years ago the forest was unbroken.

From Vancouver a daily steamer of the Canadian Pacific Navigation Company enables the traveller to cross through the archipelagoes of the straits of Georgia and Fuca to Victoria, on Vancouver island, the capital of the province of British Columbia. The town is most charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beau-

VIEW ON THE KICKING HORSE RIVER, ROCKY MOUNTAINS.

tiful park. A native Indian village occupies the other bank of the channel, while the business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city a reservation, supposed to be guarded by some ancient fortifications and half-dismantled cannon, overlooks the straits of Fuca, and gives a view of the Olympic range on the southern shore of the strait and of the great Cascade range, in Oregon. This is the city's park, and a remarkably pleasant spot it is.

Victoria does a large business with the interior of the province and with a long extent of coast-country. It is a rendezvous of the English navy, and the most important port of entry north of San Francisco.

From Vancouver or Victoria steamers depart every three weeks for Japan and China; fortnightly for Alaska; once a week to San Francisco; and daily to Port Townsend, Seattle, Tacoma and other ports on Puget sound, communicating daily with Portland and San Francisco.

The boats on Puget sound are fast and elegant steamers, which traverse all parts of this great interior sea, giving varied and most in-

THE BEAVERFOOT MOUNTAINS.

teresting views of the great Coast range of mountains, with Baker in the north and Mount Tacoma in the south, rising 14,000 feet above the water, so near at hand that their full height is perceived, and on calm days is brilliantly reflected in the surface of the bay. Seattle is the largest town in Washington territory, and has in its neighborhood extensive coal mines, and boundless forests yielding that gigantic Douglas fir, with which the traveller has become familiar in British Columbia. A railway passes from Seattle over the Cascade mountains into the upper valley of the Columbia. Tacoma is a rapidly

growing town, supported by extensively cultivated valleys, in which the raising of hops is a very important feature, and surrounded by forests that produce vast quantities of lumber; the fisheries of Tacoma and Seattle are also important. From Tacoma a railway extends southward to Kalama, on the Columbia river, whence a steamer connects with each arriving train for the city of Portland, Ore., some miles further up this grand water-course, near whose source the traveller was when crossing the Selkirk mountains. From Kalama it is possible also to go by steamer to Astoria, Ore., the noted fishing and trading town at the mouth of the Columbia. From Kalama, or from Astoria, as best suits his convenience, the traveller can take a steamer every other day for San Francisco. No tourist ticket is arranged by this route, however, since it is an *indirect* means of transit between Vancouver and California, useful only to those who desire to visit Oregon on the way. To Olympia, the capital of Washington territory, access can be had by rail or steamer from Tacoma.

V.

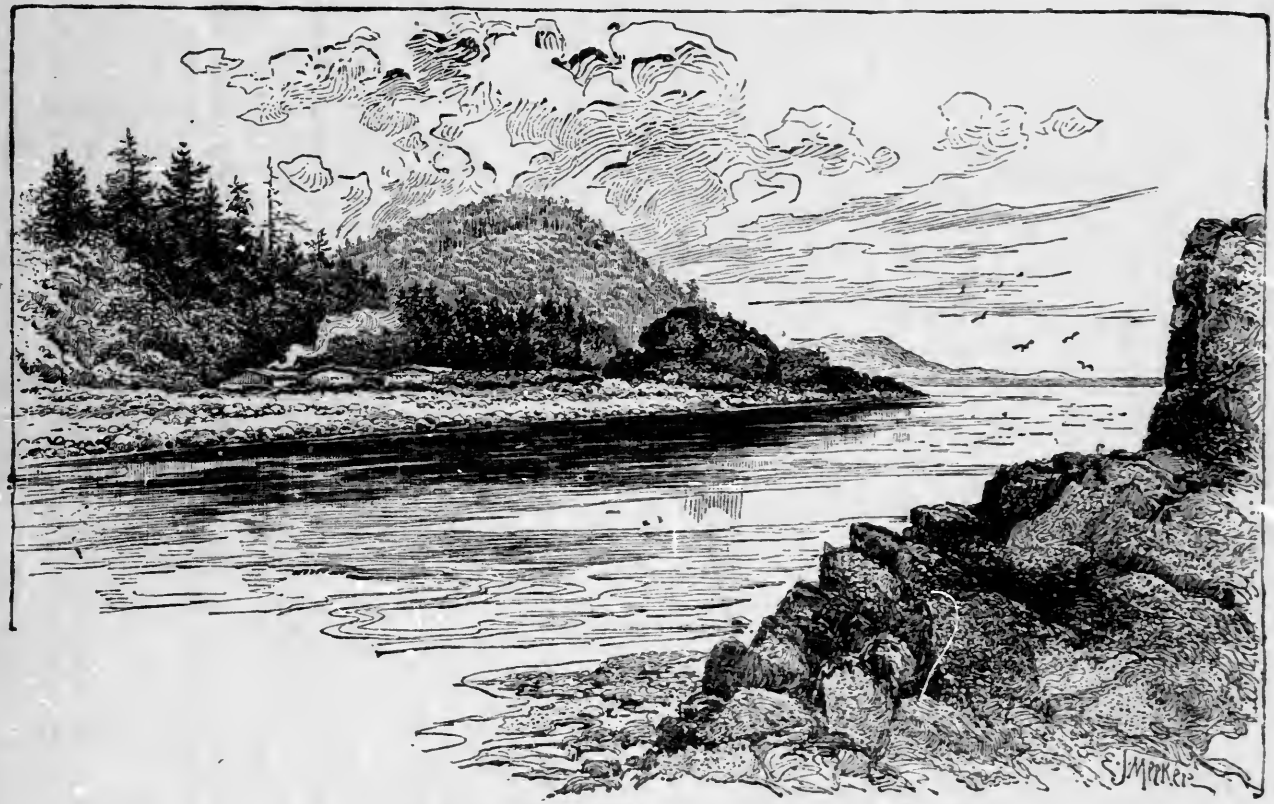
The Tour to Alaska.

The tour to Alaska is made from Victoria or Vancouver, in comfortable steamers especially fitted for this trip, and occupies from two to four weeks. The voyage is altogether in the quiet waters of sheltered bays and straits, protected from the gales and great waves of the outer Pacific by the barrier of islands that everywhere forms a skirmish line in advance of the mainland of the north Pacific coast.

From Victoria the steamer passes around into the gulf and thence northward, past the great headlands that separate the fiords reaching far inland toward the Cascade mountains, until it reaches the narrow channels that separate the island of Vancouver from the mainland shore. Here lofty hills approach closely to the water's edge, and the steamer pursues its way through devious channels whose banks of living green are within gunshot on either hand. These shores are the dwelling-place of Indians whose curious houses are to be seen along the beach, and whose finely-carved canoes come out to meet the steamer as she passes, or are encountered on their fishing or trading excursions. Metakatla is one of the first stopping places.

Crossing bays and sounds, threading its way through channels sometimes so narrow that the yard-arms of the vessel almost touch the cliffs on one side or the other, and yet deep and safe, the voyager is carried out of British Columbian waters into those of Alaska. Gradually a more sombre and imposing style of scenery supersedes the softer pictures of the lower coast. Rude and lofty mountains, their tops covered with snow, bound the view at the end of every inlet. White masses of decaying ice will be met floating in the water, and presently glaciers are seen pushing downward from the great gulches that separate the mountains until they dip into the very surf at the head of some deep indentation. The farthest point of this wonderful voyage is reached in Icy bay, where a large group of glaciers, filling the hollows of a group of mountains, concentrates into one vast body of ice, presenting a seawall miles in length, whence gigantic masses are continually splitting off to float away as icebergs and melt in the warm water outside. Descriptive language has been almost exhausted in the attempt to portray to those who have not seen it the novelty and sublimity of this far northern bay. Probably there is no part of the world now accessible to tourists which would yield so much satisfaction, for the expenditure of time and money required, as the journey through these archipelagoes and into this home of the glaciers.

On the return voyage Sitka is visited and an entirely new series of islands and channels is seen, as the steamer makes its way from this to that stopping place until Vancouver is again in sight. Many Indian villages, mining settlements and fishing stations are visited, on either the outward or homeward voyage, giving abundant opportunity for fishing, hunting, or collecting Indian curiosities. A descriptive pamphlet, giving information in regard to all the scenery and details of this tour, has been published by the Canadian Pacific Railway, and will be sent free to any applicant addressing the Passenger Traffic Manager at Montreal, or general agents of the company elsewhere.



ON THE COAST OF BRITISH COLUMBIA

SPECIAL INFORMATION

IN CONNECTION WITH

WESTERN TOURS

Rates prefixed thus (★) will apply from any Canadian Pacific Railway station in the Provinces of Ontario and Quebec, and also from New York; Boston, Mass.; Halifax, N. S.; St. John, N. B.; Albany, N.Y.; Buffalo, N.Y.; Niagara Falls; Hamilton, Ont.; Windsor, Ont.; Detroit, Mich.

Tourists ticketed from points not on the line of the Canadian Pacific Railway must begin their journey on that line at either of the following junction points, viz.: Quebec, Montreal, Prescott, Brockville, Toronto, St. Thomas or North Bay.

The Time Limit on Tourist Tickets to Banff Hot Springs, Vancouver, B. C., Victoria, B. C., Puget Sound ports and San Francisco, is six months from the date of purchase.

The route of Western Tours going or coming by Rail between Port Arthur and points in Western Ontario, Havelock, Belleville and west thereof, will be via the Northern & North-Western Railway between Toronto and North Bay, from east of Havelock and Belleville it will be All Rail Canadian Pacific Railway via Carleton Jc.

Return Tourist Tickets to Port Arthur or any point west thereof, via Port Arthur, will, if desired, be made good to go either via Canadian Rail Routes or via Lake Route, and should tourist desire to alter his route on return from Rail to Lake or *vice versa*, he can do so, without extra charge, on application to agent of the Canadian Pacific Railway at Port Arthur.

Tickets between Owen Sound and Sault Ste. Marie, and Owen Sound and Port Arthur, in either direction, reading over the Canadian Pacific Steamship Line, will, on application to purser on C. P. Steamships or agent of the Canadian Pacific S.S. Line at Owen Sound or Sault Ste. Marie, be endorsed good via Algoma Navigation Company, between Owen Sound and Sault Ste. Marie, the route of which is north of Manitoulin island.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through ticket agent when purchasing ticket, or through city ticket offices at Toronto, Port Arthur or Winnipeg.

Berths in Alaska steamships can be procured through ticket agent, from General Passenger Agent, Canadian Pacific Railway, Montreal.

IMAGE EVALUATION
TEST TARGET (MT-3)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1.0

Western Tours

—— TO THE ——

UPPER LAKES, THE NORTH-WEST

AND THE

PACIFIC COAST

ALASKA (Sitka, Glacier Bay, etc.) AND RETURN

Route R 100 ★ Rate $195.00

Canadian Pacific Ry	to Port Arthur.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Nav. Co.	" Victoria.
†Pacific Coast S.S. Co.	" Sitka, etc.

Return same route.

ALASKA (Sitka, Glacier Bay, etc.) AND RETURN

Route R 101 ★ Rate $195.00

Canadian Pacific Ry	to Port Arthur.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Nav. Co.	" Victoria.
†Pacific Coast S.S. Co.	" Sitka, etc.
†Pacific Coast S.S. Co.	" Victoria.
Canadian Pacific Nav. Co.	" Vancouver.
Canadian Pacific Ry	" Port Arthur.
†Canadian Pacific S.S. Line	" Owen Sound.
Canadian Pacific Ry	" Starting Point.

ALASKA (Sitka, Glacier Bay, etc.) AND RETURN

Route R 102 ★ Rate $215.00

Canadian Pacific Ry	to St. Thomas.
Michigan Central R.R.	" Chicago.
Choice of five railways	" St. Paul.
St. Paul, Minneapolis & Manitoba Ry	" Emerson.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Nav. Co.	" Victoria.
†Pacific Coast S.S. Co.	" Sitka, etc.
†Pacific Coast S.S. Co.	" Victoria.
Canadian Pacific Navigation Co.	" Vancouver.
Canadian Pacific Ry	" Port Arthur.
†Canadian Pacific S.S. Line	" Owen Sound.
Canadian Pacific Ry	" Starting Point.

★ See note page 87. † Meals and Berths included.

ASHLAND, WIS., AND RETURN

ROUTE R 104 Rates as follows:

From Quebec, $52.00 From Montreal, $47.00 From Ottawa, $43.70
" Prescott, 42.00 " Brockville, 41.40 " Toronto, 32.00
" St. Thomas 32.00 " Niag. Falls, 34.25

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Superior Transit Co..... " Ashland.
Return same route.

ASHLAND, WIS., AND RETURN

ROUTE R 105 Rates as follows:

From Quebec, $59.35 From Montreal, $54.35 From Ottawa, $51.05
" Prescott, 49.35 " Brockville, 48.75 " Toronto, 39.35

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line ..... " Sault Ste. Marie.
†Lake Superior Transit Co..... " Ashland.
†Lake Superior Transit Co..... " Detroit.
Michigan Central R.R ..... " St. Thomas.
Canadian Pacific Ry ..... " Starting Point.

BANFF HOT SPRINGS AND RETURN

ROUTE R 106 ★ Rate **$110.00**

Canadian Pacific Ry.....to Port Arthur.
Canadian Pacific Ry..... " Banff Hot Springs.
Canadian Pacific Ry..... " Emerson.
St. Paul, Minneapolis & Manitoba Ry..... " St. Paul.
Choice five railways..... " Chicago.
Michigan Central R.R..... " St. Thomas.
Canadian Pacific Ry..... " Starting Point.

BANFF HOT SPRINGS AND RETURN

ROUTE R 107 ★ Rate **$90.00**

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry..... " Banff Hot Springs.
Canadian Pacific Ry..... " Port Arthur.
Canadian Pacific Ry ..... " Starting Point.

★ See note page 87. † Meals and Berths included.

BANFF HOT SPRINGS AND RETURN

ROUTE R 108 ★ Rate **$90.00**

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry..... " Banff Hot Springs.
Return same route.

BANFF HOT SPRINGS AND RETURN

ROUTE R 109 ★ Rate **$90.00**

Canadian Pacific Ry.....to Port Arthur.
Canadian Pacific Ry..... " Banff Hot Springs.
Return same route.

CHICAGO, ILL., AND RETURN

ROUTE R 110 Rates as follows:

From Quebec, $38.00 From Montreal, $33.00 From Ottawa, $31.00
" Prescott, 31.00 " Brockville, 30.00 " Toronto, 23.00

Canadian Pacific Ry.....to St. Thomas.
Michigan Central R.R..... " Chicago.
Return same route.

CHICAGO, ILL., AND RETURN

ROUTE R 111 Rates as follows:

From Quebec, $51.00 From Montreal, $46.00 From Ottawa, $42.70
" Prescott, 41.00 " Brockville, 40.40 " Toronto, 31.00
" St Thomas31.00 " Niag. Falls, 33.25

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Mich. & Lake Superior Trans. Co. " Chicago.
Return same route.

CHICAGO, ILL., AND RETURN

ROUTE R 112 Rates as follows:

From Quebec, $47.60 From Montreal, $42.60 From Ottawa, $39.30
" Prescott, 37.60 " Brockville, 37.00 " Toronto, 27.60

Canadian Pacific Ry..... to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Mich. & Lake Superior Trans. Co. " Chicago.
Michigan Central R.R..... " St. Thomas.
Canadian Pacific Ry..... " Starting Point.

★ See note page 87. † Meals and Berths included.

CHICAGO, ILL., AND RETURN

ROUTE R 113 Rates as follows:

From Quebec, $49.00 From Montreal, $44.00 From Ottawa, $40.70
" Prescott, 39.00 " Brockville, 38.40 " Toronto, 29.00

Canadian Pacific Ry.....to St. Thomas.
Michigan Central R.R.....“ Detroit.
Detroit & Cleveland S. Navigation Co.. “ Mackinaw City.
†Lake Mich. & Lake Superior Trans. Co. “ Chicago.
Michigan Central R.R.....“ Detroit.
†Lake Superior Transit Co.....“ Buffalo.
New York Central & H. R. R.R.....“ Lewiston.
Niagara Navigation Co.....“ Toronto.
Canadian Pacific Ry.....“ Starting Point.

COLUMBIA LAKES, B.C., AND RETURN

ROUTE R 114 ★ Rate **$100.00**

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line.....“ Port Arthur.
Canadian Pacific Ry.....“ Golden.
Steamer Duchess.....“ Columbia Lakes.

Return same route.

DULUTH, MINN., AND RETURN

ROUTE R 115 Rates as follows:

From Quebec, $52.00 From Montreal, $47.00 From Ottawa, $43.70
" Prescott, 42.00 " Brockville, 41.40 " Toronto, 32.00
" St.Thomas32.00 " Niag. Falls, 34.25

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line.....“ Sault Ste. Marie.
†Lake Superior Transit Co. .....“ Duluth

Return same route.

DULUTH, MINN., AND RETURN

ROUTE R 116 Rates as follows:

From Quebec, $61.85 From Montreal, $56.85 From Ottawa, $53.55
" Prescott, 51.85 " Brockville, 51.25 " Toronto, 41.85

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line .....“ Sault Ste. Marie.
†Lake Superior Transit Co.....“ Duluth.
†Lake Superior Transit Co.....“ Buffalo.
New York Central & H.R. R.R.....“ Lewiston.
Niagara Navigation Co.....“ Toronto.
Canadian Pacific Ry .....“ Starting Point.

★ See note page 87. † Meals and Berths included.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 118 Rates as follows :

From Quebec, $42.00 From Montreal, $37.00 From Ottawa, $33.70
" Prescott, 32.00 " Brockville, 31.40 " Toronto, 22.00

Canadian Pacific Ry .....to St. Thomas.
Michigan Central R.R ..... " Mackinaw City.
Mackinaw Transportation Co..... " Mackinac Island.
Return same route.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 119 Rates as follows :

From Quebec, $34.50 From Montreal, $29.50 From Ottawa, $26.20
" Prescott, 24.50 " Brockville, 23.90 " Toronto, 14.50

Canadian Pacific Ry..... .....to St. Thomas.
Michigan Central R.R ..... " Detroit.
Detroit & Cleveland Steam Nav. Co. .... " Mackinac Island.
Return same route.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 120 Rates as follows :

From Quebec, $35.00 From Montreal, $30.00 From Ottawa, $26.70
" Prescott, 25.00 " Brockville, 24.40 " Toronto, 15.00
" St. Thomas 15.00 " Niag. Falls, 17.25

Canadian Pacific Ry.....to Owen Sound.
†Algoma Navigation Co..... " Mackinac Island, via Sault Ste. Marie.
†Algoma Navigation Co..... " Owen Sound direct.
Canadian Pacific Ry ..... " Starting Point.
On steamers leaving Owen Sound, July 8th, 15th, 22nd and 29th, and August 5th, 12th and 19th only.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 121 Rates as follows :

From Quebec, $39.75 From Montreal, $34.75 From Ottawa, $31.45
" Prescott, 29.75 " Brockville, 29.15 " Toronto, 19.75

Canadian Pacific Ry..... ....to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
Cheboygan, Mackinaw & S.S.M. Line... " Mackinac Island.
Detroit & Cleveland Steam Nav. Co. .. " Detroit.
Michigan Central R.R ..... " St. Thomas.
Canadian Pacific Ry ..... " Starting Point.

† Meals and Berths included.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 122 — Rates as follows:

From Quebec, $39.00 From Montreal, $34.00 From Ottawa, $30.70
" Prescott, 29.00 " Brockville, 28.40 " Toronto, 19.00
" St. Thomas 19.00 " Niag. Falls, 21.25

Canadian Pacific Ry. ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Sault Ste. Marie.
Cheboygan, Mackinaw & S.S.M. Line ... " Mackinac Island.
Return same route.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 123 — Rates as follows:

From Quebec, $42.60 From Montreal, $37.60 From Ottawa, $34.30
" Prescott, 32.60 " Brockville, 32.00 " Toronto, 22.60

Canadian Pacific Ry ..... to St. Thomas.
Michigan Central R.R ..... " Mackinaw City.
Mackinaw Transportation Co. ..... " Mackinac Island.
Cheboygan, Mackinaw & S.S.M. Line ... " Sault Ste. Marie.
†Canadian Pacific S.S. Line ..... " Owen Sound.
Canadian Pacific Ry ..... " Starting Point.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 124 — Rates as follows:

From Quebec, $38.85 From Montreal, $33.85 From Ottawa, $30.55
" Prescott, 28.85 " Brockville, 28.25 " Toronto, 18.85

Canadian Pacific Ry. ..... to St. Thomas.
Michigan Central R.R. ..... " Detroit.
Detroit & Cleveland Navigation Co. .... " Mackinac Island.
Mackinaw Transportation Co. ..... " Mackinaw City.
Michigan Central R.R. ..... " St Thomas.
Canadian Pacific Ry. ..... " Starting Point.

MARQUETTE, MICH., AND RETURN

ROUTE R 125 — Rates as follows:

From Quebec, $51.75 From Montreal, $46.75 From Ottawa, $33.45
" Prescott, 41.75 " Brockville, 41.15 " Toronto, 31.75

Canadian Pacific Ry. ..... to St. Thomas.
Michigan Central R.R. ..... " Detroit.
†Lake Superior Transit Co. ..... " Marquette.
†Lake Superior Transit Co. ..... " Sault Ste. Marie.
†Canadian Pacific S.S. Line ..... " Owen Sound.
Canadian Pacific Ry. ..... " Starting Point.

† Meals and Berths included.

MARQUETTE, MICH., AND RETURN

ROUTE R 126 — Rates as follows:

From Quebec,	$50.65	From Montreal,	$45.65	From Ottawa,	$32.35
" Prescott,	40.65	" Brockville,	40.05	" Toronto,	30.65

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Superior Transit Co..... " Marquette.
Duluth, South Shore & Atlantic R.R.... " Point St. Ignace.
Mackinaw Transportation Co..... " Mackinaw City.
Michigan Central R.R ..... " St. Thomas.
Canadian Pacific Ry..... " Starting Point.

MARQUETTE, MICH., AND RETURN

ROUTE R 127 — Rates same as follows:

From Quebec,	$45.00	From Montreal,	$40.00	From Ottawa,	$36.70
" Prescott,	35.00	" Brockville,	34.40	" Toronto,	25.00
" St. Thomas	25.00	" Niag. Falls,	27.25		

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Superior Transit Co..... " Marquette.
Return same route.

NEPIGON, ONT., AND RETURN

ROUTE R 128 — Rates as follows:

From Quebec,	$50.00	From Montreal,	$45.00	From Ottawa,	$41.70
" Prescott,	40.00	" Brockville,	39.40	" Toronto,	30.00
" St. Thomas	30.00	" Niag. Falls,	32.25	" Detroit,	30.00

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry..... " Nepigon.
Canadian Pacific Ry ..... " Starting Point.

NEPIGON, ONT., AND RETURN

ROUTE R 129 — Rates same as for Route R 128

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry..... " Nepigon.
Return same route.

PORT ARTHUR, ONT., AND RETURN

ROUTE R 130 — Rates same as for Route R 128

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Return same route.

† Meals and Berths included.

PORT ARTHUR, ONT., AND RETURN

ROUTE R 131

Rates same as for Route R 128

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry ..... " Starting Point.

ST. PAUL, MINN., AND RETURN

ROUTE R 132

Rates as follows :

From Quebec, $60.50 From Montreal, $55.50 From Ottawa, $52.20
" Prescott, 50.50 " Brockville, 49.90 " Toronto, 40.50
" St. Thomas 40.50 " Niag. Falls, 42.75

Canadian Pacific Ry..... to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Superior Transit Co. ..... " Duluth.
St. Paul & Duluth Ry..... " St. Paul.

Return same route.

ST. PAUL, MINN., AND RETURN

ROUTE R 133

Rates as follows :

From Quebec, $67.50 From Montreal, $62.50 From Ottawa, $59.20
" Prescott, 57.50 " Brockville, 56.90 " Toronto, 47.50

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line..... " Sault Ste. Marie.
†Lake Superior Transit Co. ..... " Duluth.
St. Paul & Duluth Ry ..... " St. Paul.
Choice of five railways..... " Chicago.
Michigan Central R.R..... " St. Thomas.
Canadian Pacific Ry..... " Starting Point.

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 134

★ Rate **$105.00**

Canadian Pacific Ry ..... to Port Arthur.
Canadian Pacific Ry ..... " Vancouver.
†Pacific Coast S.S. Co..... " San Francisco.
†Pacific Coast S.S. Co..... " Vancouver.
Canadian Pacific Ry ..... " Port Arthur.
†Canadian Pacific S.S. Line..... " Owen Sound.
Canadian Pacific Ry ..... " Starting Point.

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 135

★ Rate **$105.00**

Canadian Pacific Ry ..... to Port Arthur.
Canadian Pacific Ry ..... " Vancouver.
†Pacific Coast S.S. Co..... " San Francisco.

Return same route.

★ See note page 87. † Meals and Berths included.

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 136 ★ Rate **$120.00**

Canadian Pacific Ry ..... to St. Thomas.
Michigan Central R.R. ..... " Chicago.
Choice of five railways ..... " St. Paul.
St. Paul, Minneapolis & Manitoba Ry... " Emerson.
Canadian Pacific Ry ..... " Vancouver.
†Pacific Coast S.S. Co ..... " San Francisco.
†Pacific Coast S.S. Co ..... " Vancouver.
Canadian Pacific Ry ..... " Port Arthur.
†Canadian Pacific S.S. Line ..... " Owen Sound.
Canadian Pacific Ry ..... " Starting Point.

SAULT STE. MARIE, MICH., AND RETURN

ROUTE R 137 Rates as follows:

From Quebec, $41.75 From Montreal, $36.75 From Ottawa, $32.45
" Prescott, 31.75 " Brockville, 31.15 " Toronto, 21.75

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Sault Ste. Marie, Mich.
†Lake Superior Transit Co. ..... " Detroit.
Michigan Central R.R. ..... " St. Thomas.
Canadian Pacific Ry ..... " Starting Point.

SAULT STE. MARIE, MICH., AND RETURN

ROUTE R 138 Rates as follows:

From Quebec, $35.00 From Montreal, $30.00 From Ottawa, $26.70
" Prescott, 25.00 " Brockville, 24.40 " Toronto, 15.00
" St. Thomas 15.00 " Niag. Falls, 17.25

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Sault Ste. Marie.
Return same route.

SAULT STE. MARIE, MICH., AND RETURN

ROUTE R 139 Rates as follows:

From Quebec, $44.25 From Montreal, $39.25 From Ottawa, $35.95
" Prescott, 34.25 " Brockville, 33.65 " Toronto, 24.25

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Sault Ste. Marie.
†Lake Superior Transit Co. ..... " Buffalo.
Michigan Central R.R ..... " Niagara.
Niagara Navigation Co ..... " Toronto.
Canadian Pacific Ry ..... " Starting Point.

★ See note page 87. † Meals and Berths included.

TACOMA, W. T., AND RETURN

ROUTE R 140 ★ Rate **$100.00**

Canadian Pacific Ry.....to Port Arthur.
Canadian Pacific Ry..... " Vancouver.
Canadian Pacific Navigation Co..... " Tacoma.
Return same route.

(Similar Tours given to other Puget Sound ports at same rates.)

TACOMA, W. T., AND RETURN

ROUTE R 141 ★ Rate **$100.00**

Canadian Pacific Ry.....to Owen Sound.
†Canadian Pacific S.S. Line ..... " Port Arthur.
Canadian Pacific Ry..... " Vancouver.
Canadian Pacific Navigation Co..... " Tacoma.
Return same route..... " Port Arthur.
Canadian Pacific Ry..... " Starting Point.

(Similar Tours given to other Puget Sound ports at same rates.)

VANCOUVER, B.C., AND RETURN

ROUTE R 142 ★ Rate **$100.00**

Canadian Pacific Ry.....to Port Arthur.
Canadian Pacific Ry..... " Vancouver.
Canadian Pacific Ry..... " Port Arthur.
†Canadian Pacific S.S. Line..... " Owen Sound.
Canadian Pacific Ry..... " Starting Point.

VANCOUVER, B.C., AND RETURN

ROUTE R 143 ★ Rate **$100.00**

Canadian Pacific Ry .....to Port Arthur.
Canadian Pacific Ry..... " Vancouver.
Return same route.

VANCOUVER B.C., AND RETURN

ROUTE R 144 ★ Rate **$100.00**

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry ..... " Vancouver.
Return same route.

★ See note page 87. † Meals and Berths included.

VANCOUVER, B.C., AND RETURN

ROUTE R 145 ★ Rate $120.00

Canadian Pacific Ry	to St. Thomas.
Michigan Central R.R.	" Chicago.
Choice of five railway routes	" St. Paul.
St. Paul, Minneapolis & Manitoba Ry	" Emerson.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Ry	" Port Arthur.
†Canadian Pacific S.S. Line	" Owen Sound.
Canadian Pacific Ry	" Starting Point.

VANCOUVER, B.C., AND RETURN

ROUTE R 146 ★ Rate $120.00

Canadian Pacific Ry	to St. Thomas.
Michigan Central R.R.	" Chicago.
Choice of five railway routes	" St. Paul.
St. Paul, Minneapolis & Manitoba Ry	" Emerson.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Ry	" Port Arthur.
Canadian Pacific Ry	" Starting Point.

VICTORIA, B.C., AND RETURN

ROUTE R 147 ★ Rate $100.00

Canadian Pacific Ry	to Port Arthur.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Navigation Co.	" Victoria.

Return same route.

VICTORIA, B.C., AND RETURN

ROUTE R 148 ★ Rate $100.00

Canadian Pacific Ry	to Port Arthur.
Canadian Pacific Ry	" Vancouver.
Canadian Pacific Navigation Co.	" Victoria.
Canadian Pacific Navigation Co.	" Vancouver.
Canadian Pacific Ry	" Port Arthur.
†Canadian Pacific S.S. Line	" Owen Sound.
Canadian Pacific Ry	" Starting Point.

★ See note page 87. † Meals and Berths included.

VICTORIA, B.C., AND RETURN

ROUTE R 149 ★ Rate **$120.00**

Canadian Pacific Ry.....to St. Thomas.
Michigan Central R.R..... " Chicago.
Choice of five railway routes ..... " St. Paul.
St. Paul, Minneapolis & Manitoba Ry... " Emerson.
Canadian Pacific Ry..... " Vancouver.
Canadian Pacific Navigation Co..... " Victoria.
Canadian Pacific Navigation Co..... " Vancouver.
Canadian Pacific Ry..... " Port Arthur.
†Canadian Pacific S.S. Line ..... " Owen Sound.
Canadian Pacific Ry..... " Starting Point.

VICTORIA, B.C., AND RETURN

ROUTE R 150 ★ Rate **$120.00**

Canadian Pacific Ry .....to St. Thomas.
Michigan Central R.R..... " Chicago.
Choice of five railway routes..... " St. Paul.
St. Paul, Minneapolis & Manitoba Ry... " Emerson.
Canadian Pacific Ry..... " Vancouver.
Canadian Pacific Navigation Co..... " Victoria.
Canadian Pacific Navigation Co..... " Vancouver.
Canadian Pacific Ry ..... " Port Arthur.
Canadian Pacific Ry ..... " Starting Point.

VICTORIA, B.C., AND RETURN

ROUTE R 151 ★ Rate **$100.00**

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry ..... " Vancouver.
Canadian Pacific Navigation Co..... " Victoria.
Return same route.

WINNIPEG, MAN., AND RETURN

ROUTE R 152 Rates as follows:

From Quebec,	$62.00	From Montreal,	$60.00	From Ottawa,	$55.00
" Prescott,	55.00	" Brockville,	55.00	" Toronto,	50.00
" St. Thomas	50.00	" Niag. Falls,	50.00	" Detroit,	50.00

Canadian Pacific Ry .....to Owen Sound.
†Canadian Pacific S.S. Line..... " Port Arthur.
Canadian Pacific Ry ..... " Winnipeg.
Return same route.
(Time Limit, 40 days.)

★ See note page 87. † Meals and Berths included.

WINNIPEG, MAN., AND RETURN

ROUTE R 153 — Rates same as for Route R 152

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Port Arthur.
Canadian Pacific Ry ..... " Winnipeg.
Canadian Pacific Ry ..... " Port Arthur.
Canadian Pacific Ry ..... " Starting Point.

(Time Limit, 40 days.)

WINNIPEG, MAN., AND RETURN

ROUTE R 154 — Rates same as for Route R 152

Canadian Pacific Ry ..... to Port Arthur.
Canadian Pacific Ry ..... " Winnipeg.

Return same route.
(Time Limit, 40 days.)

WINNIPEG, MAN., AND RETURN

ROUTE R 155 — Rates as follows:

From Quebec, $92.00 From Montreal, $87.00 From Ottawa, $83.70
" Prescott, 82.00 " Brockville, 81.40 " Toronto, 72.00

Canadian Pacific Ry ..... to Owen Sound.
†Canadian Pacific S.S. Line ..... " Port Arthur.
Canadian Pacific Ry ..... " Winnipeg.
Canadian Pacific Ry ..... " Emerson.
St. Paul, Minneapolis & Manitoba Ry... " St. Paul.
Choice of five railways ..... " Chicago.
Michigan Central R.R. ..... " St. Thomas.
Canadian Pacific Ry ..... " Starting Point.

(Time Limit, 40 days.)

WINNIPEG, MAN., AND RETURN

ROUTE R 156 — Rates same as for Route R 155

Canadian Pacific Ry ..... to St. Thomas.
Michigan Central R.R. ..... " Chicago.
Choice of five railways ..... " St. Paul.
St. Paul, Minneapolis & Manitoba Ry... " Emerson.
Canadian Pacific Ry ..... " Winnipeg.
Canadian Pacific Ry ..... " Port Arthur.
Canadian Pacific Ry ..... " Starting Point.

(Time Limit, 40 days.)

† Meals and Berths included.

SIDE TRIPS

TO BE USED IN CONNECTION WITH

WESTERN TOURS

ENUMERATED HEREIN

GOLDEN, B.C., TO COLUMBIA LAKES AND RETURN

ROUTE S T 25

Rate **$10.00**

Steamer "Duchess"..... .....to Columbia Lakes.
Return same route.

SAULT S. MARIE, MICH., TO MACKINAC ISLAND AND RETURN

ROUTE S T 26

Rate **$4.00**

Cheboygan, Mackinac & Sault Ste. Marie Line .....to Mackinac Island.
Return same route.

VICTORIA, B.C., TO ALASKA (SITKA, ETC.) AND RETURN

ROUTE S T 27

Rate **$95.00**

†Pacific Coast S.S. Co.....to Sitka, Glacier Bay, etc.
Return same route.

† Meals and Berths included.

RAILWAY AND STEAMSHIP CONNECTIONS

WESTERN TOURS

(SUBJECT TO CHANGE)

TRANSCONTINENTAL TRAINS FOR PACIFIC COAST leave

Quebec . .. 3.30 p.m. Montreal .. 8.00 p.m. Ottawa.....11.45 p.m.
Prescott... 2.05 " Brockville. 4.05 " Toronto ... 9.00 p.m.
St. Thomas 4.30 p.m. Detroit ....12.05 p.m.
every week day, making trip in 5¾ days.

STEAMSHIP EXPRESS leaves Toronto 10.45 a.m. Wednesdays and Saturdays, connecting at Owen Sound with steamships for the Upper Lakes and beyond.

FROM OWEN SOUND :

Canadian Pacific Steamship Line
For Sault S. Marie and Pt. Arthur....dep. 4.00 p.m. Wednesday & Saturday.

Algoma Navigation Company
For Sault Ste. Marie, etc .....dep. 10.30 p.m. Fridays

FROM SAULT STE. MARIE :

Lake Superior Transit Company
For Duluth and L. Superior Ports..dep. 9.00 a.m. Sun., Mon., Wed. & Sat.
For Detroit and Buffalo .....dep. 7.00 a.m. Sun., Tues., Fri. & Sat.

Lake Mich. & Lake Sup. Transit Co.
For Chicago, etc.....dep. 7.00 a.m. Mon. & Fri.

Cheboygan, Mackinac & S.S. Marie Line
For Mackinac Island, etc.....dep. 6.00 a.m. week days.

FROM DETROIT :

Detroit & Cleveland S. Nav. Co.
For Mackinac Island..... { dep. 9.00 a.m. Wed. & Fri.. / dep. 10.00 p.m. Mon. & Sat.
For Cleveland.....dep. 10 00 p.m. week days.

Lake Superior Transit Co.
For Sault Ste. Marie, etc .....dep. 10.30 p.m. Mon., Tue., Thu., Fri. & Sat.

FROM GOLDEN, B.C.:

Steamer Duchess, for Columbia Lakes. dep. Thur. on arrival of Pacific Express.

FROM VANCOUVER, B.C. :

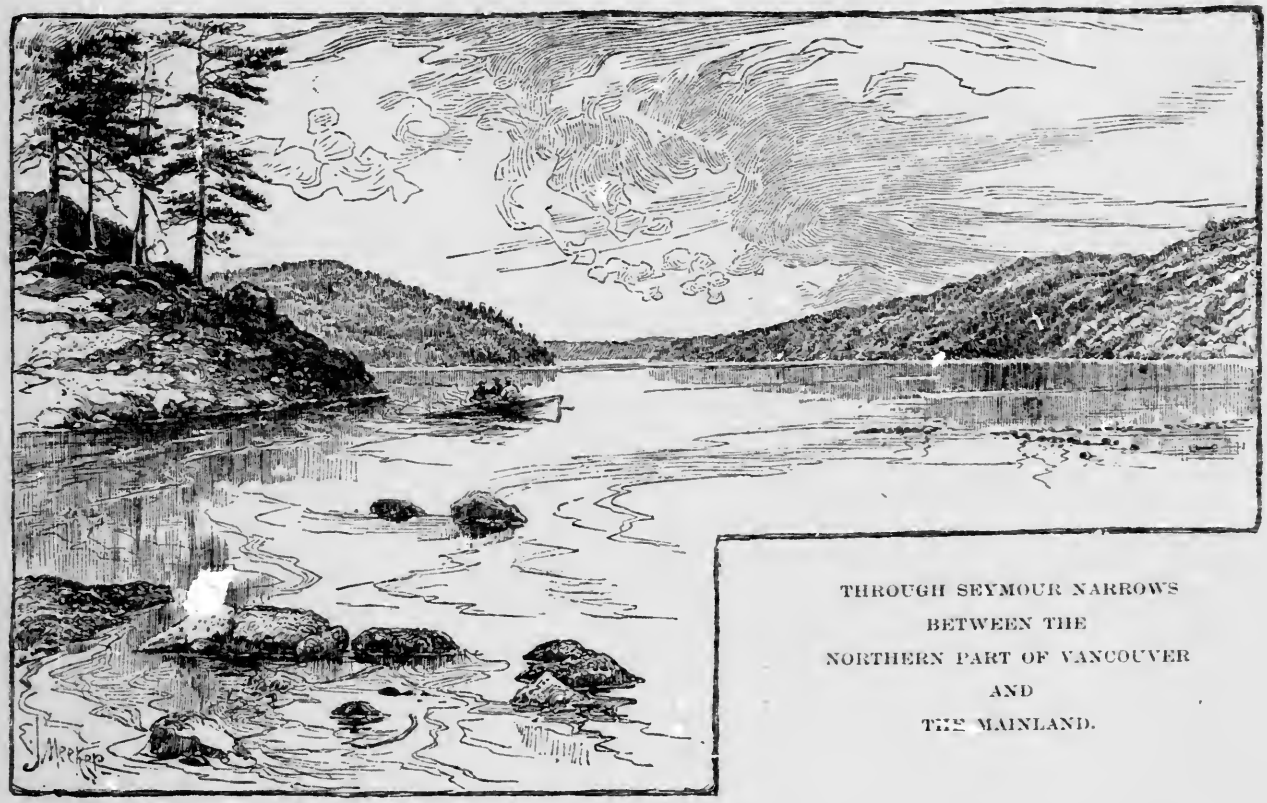
Steamers for Puget Sound Ports .....dep. 1.00 p.m. Tuesdays & Fridays.
" for Victoria.....dep. 1.00 p.m. daily except Saturday.

FROM VICTORIA, B.C. :

Steamers for Puget Sound Ports .....dep. 6.00 a.m. daily except Sunday.

Pacific Coast Steamship Co.
For San Francisco.....dep. 6.00 a.m. Saturdays.
For Alaska, Str. Olympia, June 27, July 11 & 25, Aug. 8 & 22, Sept. 5 & 19, Oct. 3.
Str. Idaho, " 20 " 18 " 15 " 12 ——
Str. Ancon, " 6 " 4 " 1 & 29 " 26 ——

For additional details, see current Time Table Folders.



THROUGH SEYMOUR NARROWS
BETWEEN THE
NORTHERN PART OF VANCOUVER
AND
THE MAINLAND.

Miscellaneous Tours

I.

To the Thousand Islands, and Down the St. Lawrence.

Among the most important of the miscellaneous routes are those which make the tour of a part, or all, of the St. Lawrence between Lake Ontario and Quebec. By various combinations of railway and steamboat transportation along this river the tourist may see Kingston, the Thousand Islands, Brockville, Prescott, Ogdensburg, the various rapids and Montreal. The Ottawa river, below Ottawa, is also included among the tours by steamboat.

MONTREAL.

The city of Kingston is the first point of special interest. It covers the site of old Fort Frontenac, one of the outposts of the earliest French occupation of the country, and has witnessed many stirring incidents in pioneer history. Its harbor is now defended by a series of forts and martello towers that

give to it a most picturesque effect; and the city itself contains many objects of interest, and is most pleasantly environed.

Just below Kingston, Lake Ontario contracts into the funnel-shaped head of the St. Lawrence river, enclosing the uncounted islets, and larger tracts of rocky land surrounded by water, which go under the general name of The Thousand Islands. "Between and among these thread innumerable channels, here pouring a swift and crystal tide through some pent-up chasm, and there forming in deep, stilly pools much loved by the wary black bass, 'neath the shadow of some castellated crag."

For several hours the steamer winds its way through these channels and across the wider spaces of water that occasionally open out, touching here and there at various landings and affording a constant treat to the eye. While a great number of the islands, especially the smaller ones, are apparently untouched by the hand of man, a large proportion of them bear in summer a transient population of pleasure-seekers, who either occupy cottages, some of which are exceedingly ornate and expensive, or are gathered together upon the larger islands in hotels or religious communities. The tents and rustic camps of canoeists, fishermen and picnic parties will also be seen here and there set upon the bushy shores of some of the smaller islands. "The international boundary along the upper river is laid in midstream, thus dividing the islands between the United States and Canada. While many of the most charming islets, bays and channels are to be found upon the Canadian side, the artificial beauties are almost entirely confined to the American islands. Here are all of the large summer hotels, and here, ranging a score of miles, are the lovely and costly villas of merchant princes, and the less pretentious cottages of the summer dwellers-at-large. Provincial conservatism has lately been broken through, however, and the beautiful wilderness across the line, where the best fishing, the finest camping, and the most satisfactory refuge from civilization is found, will soon become peopled with a large cottage-population from the Canadian cities."

Certain centres of this gay vacation-community form landing places for the steamers, and points of pilgrimage to the tourist. The uppermost of these is Round Island, which lies almost opposite

Clayton, N.Y., and is a settlement of scores of cottages surrounding a large hotel. This was originally the scene of a Baptist campmeeting, but now retains little of the denominational character with which it began. The next halt is made at Thousand Island Park, a few miles further on, and in the very heart of the archipelago. "All the land that one can see from the steamer's deck as it turns its head from Round Island to Thousand Island Park, is made up of islands, one overlooking the other along the distance, until they give the impression of being continuous coast-line."

Thousand Island Park also began as a religious summer encampment, under the charge of a Methodist organization, which purchased a large territory at the head of Wellesley island. Since 1875 nearly 400 cottages and several hotels have been built there, and it has become one of the most popular resorts upon the river, especially a favorite with Canadians. There is an immense tabernacle for worship on Sunday and for lectures, concerts, and the instruction of classes during week days; but the enjoyment of yachting, boating, fishing and flirting takes up much more time among all the visitors and residents than does attention to the season's instructive exercises. At the lower end of this same island is another hotel settlement named Westminster Park, under the influence of the Presbyterian church.

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

From Alexandria Bay onward the steamer passes through the most fashionable part of this island group. Residences are elegant in style and sometimes very costly. In general the owner of each fine house occupies the whole of an islet, to which he has given some appropriate or fanciful name. Often this name is painted upon a signboard which

can be read from the steamer's deck, or, upon gala evenings, when the whole community of islands is illuminated and the water is alive with boats and yachts decorated with colored lanterns, these titles are blazoned forth in some device of lights legible for many miles across the reflecting water.

The last of the Thousand Islands are called the Three Sisters, on account of their resemblance and proximity to each other, and are nearly opposite Brockville, the terminus of a branch of the Canadian Pacific Railway.

From Brockville the branch railway alluded to runs northward to Smith's Falls, Carleton Junction and Arnprior, where it unites with the main line of the Canadian Pacific; and certain tourist tickets read over this line to Ottawa.

The straightest route between Ottawa and the St. Lawrence, however, is by the line to Prescott, a river-town twelve miles below Brockville, and one of the prettiest in Canada. Immediately opposite is Ogdensburg, N.Y., the flourishing city heretofore described.

Soon after leaving Prescott, in continuing the voyage down the river, the velocity of the current perceptibly increases, as the first of the long series of rapids which the steamer must "shoot" is approached. "There are several courses of these rapids," in the language of a recent description, "those we are now entering being Les Gallopes, which, compared with some of the others, are of but little interest except as a foretaste of what is to come. Next we enter and pass the Rapid de Plau, and the excitement deepens as the foaming, seething waters just ahead proclaim the approach to the famous Long Sault. This is the longest of the series, being a continuous descent for nine miles, with the current running at a speed of twenty miles an hour. A canal, eleven miles in length, extends around this rapid, with seven locks, facilitating the descent of such crafts as are unable to cope with the rapids, and also permitting the return of the steamers. Four similar canals are to be met with at various places along the river.

"The increasing speed, and especially the perceptible descent, soon awaken the interest of the dullest among the passengers . . . . and the half-hour required for the passage of the Long Sault is crowded full of alternating delight, fear and exhilaration, quickening the

pulse and giving zest to the journey not to be appreciated except by those who experience it.

"At the foot of this rapid the placid waters of Lake St. Francis are entered, and the contrast between the tranquil surroundings and the tumult and excitement just passed through brings a grateful sense of relief, and the lovely scenery among which the boat now glides for twenty-five miles is all the more keenly appreciated. . . . . After dinner and a quiet stroll on deck, a little more experience with rapids is in order. Passing Coteau du Lac we enter the Coteau rapids, descending quickly to The Cedars, Split Rock, and Cascade rapids. In passing The Cedars a peculiar sensation is experienced as the boat appears to settle down with great suddenness as though about to be submerged. This is supposed to be owing to a strong undercurrent which exerts this influence on the boat as she passes from one ledge of rock to another, although they are at a safe distance below her keel. The passage of the Split Rock rapids seems dangerous, as indeed it would be were the trusty pilot to forget for a moment the grave responsibility of his trust, and fail to swerve the boat at just the right moment to avoid some rock or ledge that threatens destruction to the craft.

"Occasionally a raft may be seen in conflict with the rushing waters, apparently at the very mercy of the current. The venturesome lumbermen generally manage, however, to 'put in an oar' to good advantage in steering clear of the rocks, although not always successful in guiding their frail crafts into quiet waters. An occasional wreck is the result of these ventures, as the scattering logs in the channel attest. The cascades are so called from their resemblance to a series of short leaping falls. Passing the cascades, we enter upon another broad expanse of water, the river here widening into Lake St. Louis, receiving also the waters of the Ottawa river. This lake is twelve miles long by about six in breadth, and the ride across its quiet waters just precedes the culminating excitement of the trip—the daring passage of the famous Lachine rapids."

At the head of these rapids is the pretty little Indian village of Lachine, and here comes aboard our Indian pilot, Baptiste by name, who has piloted the boats through the Lachine rapids for forty years. Just below Lachine the St. Lawrence is now spanned by the new

DESCENT OF THE LACHINE RAPIDS, ST. LAWRENCE RIVER.

cantilever steel bridge of the Canadian Pacific, which forms not only a structure of the greatest interest to engineers and of value to travellers to and from the United States, but an exceedingly picturesque object in the beautiful landscape. The village opposite is the Iroquois town of Caughnawauga.

The Lachine rapids are the most perilous in the whole devious channel of the St. Lawrence, for the dangerous rocks which lie just below the surface would deceive any but a skilful navigator. The swarthy giant who takes the wheel at this point pays little attention to anything but the duty in hand, which certainly demands all his energies. Casting alternate glances at him and at the rushing waters ahead of us, we involuntarily breathe the words of the hymn,

"Steady, O pilot, stand firm at the wheel."

"Right in our path lies a ragged rock which threatens us with instant destruction; but a turn of the wheel at just the right moment sends our good craft a little to the left of it, and the apparent danger is past. With bated breath we watch for the next peril that looms ahead of us, to find it, like its predecessor, vanquished by the strong arm and steady nerve of the man to whom every inch of the channel is as familiar as a beaten path.

"Entering once more into quiet waters, we steam on our way toward Montreal."

II.

Toronto to Ottawa, Montreal and Caledonia Springs; the Ottawa River.

Several tours take Ottawa and Montreal in their course. Some of these go by rail from Toronto to the capital by the new line of the Canadian Pacific, passing through Peterboro', Sharbot Lake Junction, Perth and Carleton Junction—a distance of about 250 miles.

As far as Peterboro' this road passes through the fruitful fields of central Ontario, a richly cultivated grain and fruit producing region. Glimpses of Lake Ontario are caught southward, and many pretty streams are crossed. At the large town of Peterboro' the Otonabee rushes down a steep incline, furnishing waterpower to many mills. "From this point as a centre, a whole realm of wild beauty opens out

PARLIAMENT BUILDINGS AT OTTAWA.

to the lover of nature, quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice-lake canoe was invented, and in it the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain from Lake Huron, leading the Huron raid into Iroquois land."

Eastward of Peterboro' the line traverses a more thinly settled and hilly region, abounding in timber, fine building-stone, minerals and good waterpower. All of the rivers and lakes are inviting to the sportsman, and at Sharbot lake, where the Kingston & Pembroke Railway communicating with Kingston is crossed, one of the best known picnic resorts in Canada, is encountered. Toward Ottawa the hills are left behind and a farming region, showing pretty landscapes on both sides of the track, is entered. Ottawa has already been described in our account of western tours.

From Ottawa to Montreal the tourist has the choice of two routes. One of these is by rail on the northern side of the Ottawa, and the other by steamer down that river.

The railway crosses at Ottawa within sight of the grand Chaudiere falls, and closely follows the northern bank of the river for fifty miles. It occupies a terrace at some distance above the level of the stream, and almost continuously exhibits to the eye of the passenger views across the wide valley of the Ottawa and far beyond it. At Buckingham, and at one or two other points, tributary streams are crossed, where they come tumbling down from the hills in handsome cataracts; the most remarkable and well-known of these are the falls of the Lievre near Buckingham. These hills approach closer and closer to the river, until they form a series of high promontories at Calumet. Good fishing is found upon the upper part of all these tributaries.

Calumet is the station for Caledonia Springs, well known to all Canadians on account of its medicinal waters and its opportunity for pleasure-taking. These springs are on the opposite side of the river, which is reached by a ferry steamer to L'Orignal, whence a stage-ride of eight miles takes one to the Springs. "Caledonia Springs," says the latest announcement, "is unrivalled in its attractions to the invalid, the business man in search of health or recreation, families desiring summer homes, the tourist or pleasure-seeker. For children of all ages it is especially desirable, combining the advantages of the waters with country retreat, freedom from every danger, and unlimited sources of amusement in all weathers."

For those who are not hurried in time and would enjoy a delightful day's ride on the water, the steamers of the Ottawa River Navigation Company offer the pleasantest route between Ottawa and Montreal. The steamer leaves the capital early in the morning, and as it makes its way out into the stream the government buildings perched upon the rocky bluff, the Chaudiere falls and timber slides, and the great lumber yards on each side of the river, show to the best advantage. Gatineau, Buckingham, Rockland, Thurso and Papineauville, flourishing towns supported by lumbering, mining and farming, are passed in succession. The last place was named after one of the most noted political leaders in Canadian history, and at Montebello, the next

landing, he had his home. The scenery in this vicinity can hardly be surpassed in any portion of the country, blending the boldness of hills with the placid beauty of quiet water and well tilled plains. At noon the steamer reaches Grenville on the northern side of the river at the head of rapids which prevent this boat from going any further. Passengers, therefore, enter a train in waiting and are carried in half an hour to Carillon, where re-embarkation is made upon a second steamer for the lower part of the journey. The first stopping place is Rigaud, a little village in Quebec, and the next Pointe aux Anglais. Below this point the scenery begins to be very attractive and at Como, the landing on the south side of the lake of Two Mountains, a picture of extraordinary beauty is presented by the hills along the northern shore.

On the north side (opposite Como) is the village of Oka, inhabited by a remnant of the Iroquois and Algonquin tribes, behind which rises a hill called Mount Calvary, bearing upon its summit several curious old chapels or shrines visited on certain occasions by pious pilgrims from all the surrounding region. The smaller elevation to the east of Mount Calvary is the site of a monastery of Trappist monks, who live a most secluded life under ascetic rules, and whose only worldly occupation is the cultivation of a large farm and extensive orchards.

Just before reaching the mouth of the river, Ste. Anne's is passed, a village on the northern shore having a population of about 1,500. This was formerly a point of landing for the old French voyageurs, who, in canoes and by portage, traversed the waters of the Upper Ottawa to secure in northern forests the furs which were at one time the staple product of Canada; and it was at this point that Moore saw something of the fur-trading life, and was inspired to write his musical Canadian boat-song, which has made the locality famous. The new "short line" of the Canadian Pacific between Montreal and Toronto passes here, and its fine bridge will be noticed at St. Anne's.

A short distance below the Ottawa pours its waters into the current of the St. Lawrence, and the view of their junction is one of the most interesting sights of the whole trip. So much earthy matter is brought down by the Ottawa that its waters are clouded. For a considerable distance they do not mingle with the cleaner St. Lawrence, and under

a bright sky the yellow stream of the Ottawa is easily distinguished from the blue flood of the St. Lawrence. A few minutes after emerging from the Ottawa the steamer reaches Lachine, Montreal's most fashionable suburb. At Lachine the passenger list is always increased by a number of persons who have come out from Montreal to make the trip down the rapids which lie between Lachine and the city; and the running of these rapids forms a thrilling termination to the very charming trip.

From Montreal to Quebec the tourist may go by rail along the northern bank, or by steamboat. The latter makes a night trip, but start and arrive at such hours that the best part of the scenery is visible at each end of the trip. The backward view of Montreal's fine waterfront and noble mountain; the islands and points in the river just below the city; Three Rivers and the expanse of Lake St. Peter; are the principal incidents until the mouth of the Jacques Cartier river, a celebrated salmon stream flowing down from the north, comes into view. Here, and all along both shores, henceforth, are relics and legends of the romantic and belligerent history of the early days of the province, and each headland has some old battery or monument, with many a legend of missionary zeal or knightly courage. Sillery and Cape Rouge, covered with villas, then tower up upon the left, while on the right are the steamboat wharves of South Quebec and Liverpool. Then the steamer turns toward the city, and moors to her wharf under the shadow of the great cliff and its citadel.

One stopping place on the railway along the north shore is worth a brief special mention—St. Leon Springs, which are situated on the bank of the Riviere du Loup about five miles above Louiseville station. The hotel has room for 300 guests, and is surrounded by balsam trees and other rural accompaniments. During the summer great numbers of Montreal people go there to drink the medicinal water, breathe the invigorating air and enjoy the fishing and the unconventional gaiety of the locality.

III.

To Niagara Falls, Buffalo and Chautauqua Lake.

There seems no need of occupying our space with a description of Niagara Falls, which must necessarily be repetitive of what every traveller knows, unless we should go into minute details.

The tourist tickets issued by the Canadian Pacific to the falls and return, read from Toronto by steamer across Lake Ontario to Lewiston. This is an exceedingly pleasant trip. The steamer's wharf in Toronto is close to the railway station, and the boat itself is a most comfortable one. The view of the harbor and city in going out or coming into port is one of the finest in the whole circuit of the lakes; and the sail is just long enough to satisfy without wearying one. At the mouth of the Niagara river the bluffs on the American side, overlooking the lake and the old-fashioned village of Youngstown, are crowned by fortifications, now more picturesque than formidable. The opposite point, on the Canadian side, is occupied by Niagara village and old Fort George. Three miles above is the creek-mouth where the Canadian troops crossed over to attack Fort Niagara in 1812, and a little above that Vrooman's point.

For seven miles the river thus winds between high wooded banks, whose monotony is continually interrupted by some historic point, shaky fort or old-time mansion, while the bluffs are everywhere planted with the fruit trees for which this locality is famous. Then Queenston heights, where was fought the great battle of the War of 1812, in which Brock lost his life, comes into sight, and all eyes are riveted upon the columnar monument, 190 feet high, commemorating that brave officer. At Lewiston, N.Y., opposite these heights, the steamer reaches the head of navigation and makes its landing.

The railway cars running from Lewiston to Niagara Falls are built in an open "excursion" style, allowing a free view of the great gorge of the river along whose brink the railway runs, past the whirlpool, until the noble cataract itself comes most admirably into view.

By taking the first morning boat from Toronto, the tourist may have quite time enough at Niagara Falls to see all the special features of the Cataract, the Rapids, Goat Island, the bridges and the villages

on both sides of the falls, and return to Toronto the same evening; or he may go on to Buffalo and Chautauqua lake. It is to be remembered that the vicinity of the falls is now a public park, and no charges or tolls are collected of any sight-seer.

Buffalo is the largest city on the Great Lakes, except Chicago, and ranks among the leading centres of commerce in all America. A dozen great railroads, the Erie Canal and unlimited shipping concentrate here, making the city busy and rich. The situation is a fine one, and some of the residence streets, shaded by noble trees, compare with the best in any rival town. A day can be spent most profitably in Buffalo by even the most casual traveller.

Chautauqua lake is the seat of a most successful summer school and pleasure resort on the bank of one of the charming lakes in western New York.

It is laid out into streets, lawns, groves, water-fronts and playgrounds. A tabernacle, music hall, lecture rooms, etc., have been built for the use of the students who assemble here from all parts of the United States and Canada for a judicious and most successful commingling of recreation and study. Many of the most distinguished preachers, teachers, musicians and artists in the country give lectures and courses of instruction; and every form of intellectual entertainment and rational amusement which can be suggested, is enjoyed. A fine hotel is among the advantages of this notable place, which deserves to be visited, if only for a brief period, by every tourist.

IV.

To the Muskoka Lakes and Lake Nipissing.

The Muskoka lakes occupy a wide and rocky region in Ontario east of Georgian bay. These lakes are almost innumerable, are as a rule connected with each other by narrow streams, and drain through numerous torrents into Lake Huron. "Until recently the whole district was a wilderness, but within twenty years or so numerous towns and hamlets have sprung up; many summer hotels have been opened at attractive points, and settlers have poured in with a rapidity equal to the settlement of many parts of the western states. Railroads have penetrated into its heart. Steamboats ply upon its larger lakes,

and some excellent highways traverse its length and breadth. It is emphatically a country of forests, lakes and rivers. The lakes vary greatly in size, the larger ones thirty and forty miles in length, and the smaller ones mere ponds, and all abounding in salmon trout, perch, black bass and speckled trout."

The excursionist who wishes to penetrate to these waters leaves the main line of the Canadian Pacific Railway at Toronto, and goes northward over the Northern & North-Western Railway to Muskoka Wharf, and thence by steamboat to the various landing-places upon the lakes. This railway descends the Holland river to Lake Simcoe. This was the old line of communication between Lakes Ontario and Huron which was followed by the fur traders in making their annual trips between Montreal and the Northwest; and Holland Landing was the point at which the heavy goods were transferred to the large boats for transport across Lake Simcoe. This lake is first seen at Lefroy. At Barrie a steamer can be boarded for the circuit of Lake Simcoe, which is some thirty miles broad; this boat passes many well known fishing-places, runs through narrows into Lake Couchiching, and to its terminus at Orillia, a flourishing town and favorite summer residence for Toronto people. This locality is 750 feet above Lake Ontario, and the fishing for black bass, pickerel and salmon trout is excellent, while ready access may be gained to Sparrow lake, where maskinonge and speckled trout are added to the list.

Those who do not choose to make this steamboat divergence upon Lake Simcoe will continue by train along the western shore to Orillia, and thence past Lakes Couchiching and Sparrow to Gravenhurst, which has properly received the name of The Gateway to Muskoka, since it stands at the foot of Muskoka lake, the largest of the many bits of water scattered between this point and Lake Nipissing. Gravenhurst is a town of growing importance, and occupies a most eligible height overlooking the water. At the foot of the hill is the landing for the lake steamboats, called Muskoka Wharf. This is the place for embarkation upon the boats running to Bracebridge, Beaumaris, Port Carling and other landings, or for the "all-round" voyage which constitutes one of the most delightful trips in Canada. Bracebridge may be reached by rail direct.

Muskoka lake is about twenty-two miles long and half as wide between its extremest points, but the shores are so irregular and the islands are so numerous, that large open stretches of water are rare, and the whole length and breadth of the lake is never visible.

Leaving Muskoka Wharf, the steamer dodges several small islands, slips through The Narrows, where there is barely room to pass, and enters the prettiest part of the lake. Many islands are in view, some of which contain the summer houses of city men, while the shores present, here and there, clearings devoted to small farms or to summer houses.

Into the eastern side of the lake enters the Muskoka river, draining a large number of lakes lying to the eastward. Up this the steamer makes its way for a few miles to Bracebridge, landing at the foot of the magnificent cascades. This river is exceedingly crooked, and its shores are fringed to the water's edge with rank vegetation and overhung by bending trees, whose foliage is reflected in dark and motionless water. Bracebridge is the chief town of Muskoka, and is growing in business importance. It is a station on the railway and is surrounded by a most picturesque region. Expeditions may be made to Baysville, in the Lake of Bays, or to the pretty chain of lakes—Vernon, Fairy and Mary.

Resuming the voyage upon Lake Muskoka, the steamer passes large encampments on the eastern shore, and makes its way northward to Beaumaris, situated upon an island close to the mainland, and one of the most popular of the lake resorts. A great variety of sporting attractions is to be found at Beaumaris, but the chief of these is the fishing among The Kettles, a labyrinth of islands opposite the hotel, where bass and salmon trout are plenty, and there are conflicting currents and rapids enough to satisfy the most ardent canoeist.

Another stopping-place and fishing centre is found on the western shore of the lake at Bala, near the outlet into the Moon and Muskosh rivers, that drain this group of lakes into Georgian bay. These rivers themselves offer opportunities for most exciting boating and fishing. One of the pleasantest experiences is to descend one of these streams, go around through Georgian bay to the mouth of the other,

and return by its ascent; or to go down Moon river and come back by the way of Blackstone and Crane lakes to Port Cockburn.

Threading its way through islands in the upper part of the lake the steamer enters Indian river, which connects it with Lakes Rosseau and Joseph, just above. Here the banks rise high on either side in thickly wooded slopes. Four miles up this river is Port Carling, the most central and important of all the villages on the lake. Here are hotels, boarding houses, and a supply of boats and guides. At Port Carling the steamers pass through locks by which they are raised to the level of Lakes Rosseau and Joseph, the steamers for both of which depart from this landing. One of the principal landings on Lake Rosseau is Windermere, which supports a well-known hotel and has in its neighborhood the property of the Windermere club. Ten miles above Port Rosseau the head of the lake is reached. From here stage-roads extend northward to Parry sound, each of which traverses a most excellent region for shooting and angling. Here enters the famous Shadow river, and only half a mile away is the new hotel "Maplehurst."

By a short portage active canoeists can make their way over to Lake Joseph, but the steamer returns down the western side of the lake, stopping at various islands, until it reaches Port Sandfield on the point separating Lake Rosseau from Lake Joseph. Port Sandfield is now a village of considerable importance, and its frequenters are loud in praise of the fishing to be enjoyed in its neighborhood. A steam yacht makes regular excursions from that point, and there are no end of canoes and small boats to be hired.

Until the canal was cut at Port Sandfield, Lake Joseph was inaccessible except to canoes, but now a regular steamer goes daily to all points on this lake. Both its shores and its islands are well populated in summer, and at the head of the lake is the village of Port Cockburn, boasting one of the largest hotels in the whole district. Port Cockburn is the centre of many fishing localities, reached by canoes or steam yachts. Within half a dozen miles are some forty little lakes, furnishing brook trout in addition to the larger fishes with which the main lake is so plentifully supplied.

A short walk or portage from Port Cockburn allows a canoe to be placed in the Blackstone chain of lakes, down which one can run to Georgian bay.

While the Muskoka lakes proper are the largest and most frequented, the Muskoka-river chain is easily reached by a short railway journey, and furnishes equally good fishing and camping enjoyment. Port Sidney, on Mary lake, Huntsville, between Lakes Vernon and Fairy, Katrine, on Doe lake, Burke's Falls, at the head of the Maganetawan river, and Callander, at the eastern extremity of Lake Nipissing, are all railway stations to which tourist tickets are issued.

Miscellaneous Tours

To points of attraction in the District lying between DETROIT in the West, and QUEBEC in the East

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ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 200 — Rates as follows:

From Toronto, $11.00 From St. Thomas $16.50 From Niag. Falls, $12.50
" Detroit, 19.75

Canadian Pacific Ry. ..... to Sharbot Lake.
Kingston & Pembroke Ry. ..... " Kingston.
Richelieu & Ontario Navigation Co. .... " Alexandria Bay.
Return same route.

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 201 — Rates as follows:

From Quebec, $13.15 From Montreal, $ 8.15 From Ottawa, $ 6.25

Canadian Pacific Ry. ..... to Brockville.
Richelieu & Ontario Navigation Co. .... " Alexandria Bay.
Return same route.

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 202 — Rates as follows:

From Quebec, $14.05 From Montreal, $ 9.05 From Ottawa, $ 7.05
" Toronto, 10.80 " St. Thomas 16.30 " Niag. Falls, 13.05
" Detroit, 20.80

Canadian Pacific Ry. ..... to Sharbot Lake.
Kingston & Pembroke Railway ..... " Kingston.
‡Richelieu & Ontario Navigation Co. .... " Brockville.
(Stop-over Alexandria Bay.)
Canadian Pacific Ry ..... " Starting Point.

BEAUMARIS AND RETURN

ROUTE R 203 — Rates as follows:

From Quebec, $25.40 From Montreal, $20.40 From Ottawa, $17.10
" Prescott, 15.40 " Brockville, 14.80 " St. Thomas 9.90
" Detroit, 14.90

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys. ..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co. .... " Beaumaris.
Return same route.

‡ Meals included.

BRACEBRIDGE, ONT., AND RETURN

ROUTE R 204 — Rates 40 cents less than for Route R 203

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co.... " Bracebridge.

Return same route.

BUFFALO, N.Y., AND RETURN

ROUTE R 205 — Rates as follows:

From Quebec, $24.90 From Montreal, $19.90 From Ottawa, $16.20
" Brockville, 13.65

Canadian Pacific Ry ..... to Toronto.
Niagara Navigation Co..... " Lewiston.
New York Central & Hudson River R.R.. " Buffalo.

Return same route.

BUFFALO, N.Y., AND RETURN

ROUTE R 206 — Rates same as for Route R 205

Canadian Pacific Ry ..... to Toronto.
Niagara Navigation Co..... " Lewiston.
New York Central & H. R. R.R. ..... " Buffalo.
Michigan Central..... " Niagara.
Niagara Navigation Co. ..... " Toronto.
Canadian Pacific Ry..... " Starting Point.

BUFFALO, N.Y., AND RETURN

ROUTE R 207 — Rates same as for Route R 205

Canadian Pacific Ry..... to Toronto.
Niagara Navigation Co ..... " Niagara.
Michigan Central R.R..... " Buffalo.

Return same route.

CALEDONIA SPRINGS, ONT., AND RETURN

ROUTE R 208 — Rates as follows:

From Quebec, $ 9.00 From Montreal, $ 4.00 From Ottawa, $ 4.00
" Prescott, 7.15 " Brockville, 7.75 " Toronto, 15.70
" St. Thomas 21.20 " Niag. Falls, 17.95 " Detroit, 23.75

Canadian Pacific Ry..... to Calumet.
Ferry ..... " L'Orignal.
Stage ..... " Caledonia Springs.

Return same route.

CHAUTAUQUA LAKE, N.Y., AND RETURN

ROUTE R 209 Rates as follows:

From Quebec, $27.65 From Montreal, $22.65 From Ottawa, $18.95
" Brockville, 16.40

Canadian Pacific Ry..... .....to Toronto.
Niagara Navigation Co..... ..... " Niagara.
Michigan Central R.R..... " Buffalo.
Buffalo, New York & Philadelphia R.R. " Mayville.
Chautauqua Lake Steamers..... " Chautauqua.

Return same route.

CHAUTAUQUA LAKE, N.Y., AND RETURN

ROUTE R 210 Rates same as for Route R 209

Canadian Pacific Ry .....to Toronto.
Niagara Navigation Co .... " Lewiston.
New York Central R.R..... .... " Buffalo.
Buffalo, New York & Philadelphia R.R. " Mayville.
Chautauqua Lake Steamers..... " Chautauqua.

Return same route.

CLEVELAND, OHIO, AND RETURN

ROUTE R 211 Rates as follows:

From Quebec, $31.50 From Montreal, $26.50 From Ottawa, $25.95
" Prescott, 24.00 " Brockville, 23.35 " Toronto, 15.25

Canadian Pacific Ry.....to St. Thomas.
Michigan Central R.R..... " Detroit.
Detroit & Cleveland S. Navigation Co... " Cleveland.

Return same route.

DETROIT, MICH., AND RETURN

ROUTE R 212 Rates as follows:

From Quebec, $32.50 From Montreal, $27.50 From Ottawa, $24.20
" Prescott, 22.50 " Brockville, 21.90 " Toronto, 12.50

Canadian Pacific Ry..... ..... .to Toronto.
Niagara Navigation Co..... " Niagara.
Michigan Central R.R..... " Buffalo.
†Lake Superior Transit Co..... " Detroit.
Michigan Central R.R..... " St. Thomas.
Canadian Pacific Ry ..... " Starting Point.

† Meals and Berths included.

LAKE NIPISSING, ONT., AND RETURN

ROUTE R 213 Rates as follows:

From Quebec, $25.20 From Montreal, $20.20 From Ottawa, $15.20
" Prescott, 15.75 " Brockville, 15.20 " Toronto, 14.00
" St. Thomas 19.50 " Niag. Falls, 16.25 " Detroit, 23.00

Canadian Pacific Ry.....to North Bay (L. Nipissing).
Northern & North-Western Rys..... " Toronto.
Canadian Pacific Ry..... " Starting Point.

MASTIGOUCHE HOUSE, P.Q., AND RETURN

ROUTE R 214 Rates as follows:

From Quebec, $10.00 From Montreal, $ 8.00 From Ottawa, $13.00
" Prescott, 13.00 " Brockville, 13.60 " Toronto, 23.00
" St. Thomas 28.50 " Niag. Falls, 25.25 " Detroit, 30.50

Canadian Pacific Railway.....to St. Felix de Valois.
Stage..... " Mastigouche House.
Return same route.

MONTREAL, P.Q., AND RETURN

ROUTE R 215 Rates as follows:

From Toronto, $18.15 From St. Thomas $23.65 From Niag. Falls, $20.40
" Detroit, 28.00

Canadian Pacific Ry.....to Sharbot Lake.
Kingston & Pembroke Ry..... " Kingston.
‡Richelieu & Ontario Navigation Co.... " Prescott.
Canadian Pacific Ry..... " Ottawa.
Ottawa River Navigation Co..... " Montreal.
Canadian Pacific Ry..... " Starting Point.

MONTREAL, P.Q., AND RETURN

ROUTE R 216 Rates as follows:

From Ottawa, $10.15 From Toronto, 18.00 From St. Thomas $23.25
" Niag. Falls, 19.00 " Detroit, 25.00

Canadian Pacific Ry.....to Sharbot Lake.
Kingston & Pembroke Ry..... " Kingston.
‡Richelieu & Ontario Navigation Co.... " Montreal.
Canadian Pacific Ry..... " Starting Point.

‡ Meals included.

MONTREAL, P.Q., AND RETURN

ROUTE R 217 Rates as follows:

From Toronto, 18.00 From St. Thomas $23.25 From Niag. Falls, $19.00
" Detroit, 25.00

Canadian Pacific Ry.....to Toronto.
‡Richelieu & Ontario Navigation Co..... " Montreal.
Canadian Pacific Ry..... " Starting Point.

MONTREAL, P.Q., AND RETURN

ROUTE R 218 Rates as follows:

From Ottawa, $ 7.00 From Toronto, $18.00 From St. Thomas $23.25
" Niag. Falls, 19.00 " Detroit, 25.00

Canadian Pacific Ry.....to Prescott.
‡Richelieu & Ontario Navigation Co.... " Montreal.
Canadian Pacific Ry..... " Starting Point.

MONTREAL, P.Q., AND RETURN

ROUTE R 219 Rates as follows:

From Prescott, $ 8.65 From Brockville, $ 8.90 From Toronto, $17.00
" St. Thomas 22.50 " Niag. Falls, 19.00 " Detroit, 25.00

Canadian Pacific Ry.....to Ottawa.
Ottawa River Navigation Co..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

MUSKOKA, ONT., ALL ROUND LAKES, & RETURN

ROUTE R 220 Rates as follows:

From Quebec, $27.00 From Montreal, $22.00 From Ottawa, $18.70
" Prescott, 17.00 " Brockville, 16.40 " St. Thomas 11.50
" Detroit, 16.50

Canadian Pacific Ry .....to Toronto.
Northern & North-Western Rys. ..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co.... " All Round Lakes.
Return same route from Muskoka Wharf.

NIAGARA FALLS, ONT., AND RETURN

ROUTE R 221 Rates as follows:

From Quebec, $23.00 From Montreal, $18.00 From Ottawa, $15.25
" Brockville, 12.60

Canadian Pacific Ry .....to Toronto.
Niagara Navigation Co..... " Niagara.
Michigan Central R.R..... " Niagara Falls.
Return same route.

‡ Meals included.

NIAGARA FALLS, N.Y., AND RETURN

ROUTE R 222 — Rates same as for Route R 221

Canadian Pacific Ry ..... to Toronto.
Niagara Navigation Co. ..... " Lewiston.
New York Central & H. R. R.R. ..... " Niagara Falls.

Return same route.

NIAGARA FALLS, N.Y., AND RETURN

ROUTE R 223 — Rates as follows:

From Quebec, $25.70 From Montreal, $20.70 From Ottawa, $17.80

Canadian Pacific Ry..... to Prescott.
Ferry ..... " Ogdensburg.
Rome, Watertown & Ogdensburg R.R.. " Lewiston.
New York Central & H. R. R.R..... " Niagara Falls.
New York Central & H. R. R.R..... " Lewiston.
Niagara Navigation Co..... " Toronto.
Canadian Pacific Ry ..... " Starting Point.

NIAGARA FALLS, ONT., AND RETURN

ROUTE R 224 — Rates as follows:

From Quebec, $24.00 From Montreal, $19.00 From Ottawa, $19.00
" Brockville, 19.00

Canadian Pacific Ry..... to Toronto.
Niagara Navigation Co..... " Niagara.
Michigan Central R.R..... " Niagara Falls.
Michigan Central R.R..... " Niagara.
Niagara Navigation Co ..... " Toronto.
Richelieu & Ontario Navigation Co..... " Montreal.
Canadian Pacific Ry..... " Starting Point.

NORTH BAY, ONT. (LAKE NIPISSING), AND RETURN

ROUTE R 225 — Rates as follows:

From Quebec, $19.50 From Montreal, $14.50 From Ottawa, $11.00
" Prescott, 12.20 " Brockville, 11.70

Canadian Pacific Ry ..... to North Bay.

Return same route.

OTTAWA, ONT., AND RETURN

ROUTE R 226 — Rates as follows:

From Quebec, $12.00 From Montreal, $7.00 From Toronto, $18.00
" St.Thomas 23.25 " Niag. Falls, 19.00 " Detroit, 25.00

Canadian Pacific Ry..... to Ottawa.
Canadian Pacific Ry ..... " Prescott.
Richelieu & Ontario Navigation Co..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

OTTAWA, ONT., AND RETURN

ROUTE R 227 See Route R 219 Rate from Quebec **$10.00**

Canadian Pacific Ry ....to Ottawa.
Ottawa River Navigation Co ..... " Montreal.
Canadian Pacific Ry ..... " Starting Point.

OTTAWA, ONT., AND RETURN

ROUTE R 228 Rates as follows:

From Toronto, $13.80 From St. Thomas $19.30 From Niag. Fls., $16.05
" Detroit, 23.80

Canadian Pacific Ry.....to Sharbot Lake.
Kingston & Pembroke Ry..... .... " Kingston.
‡Richelieu & Ontario Navigation Co ... " Prescott.
Canadian Pacific Ry ..... " Ottawa.
Canadian Pacific Ry ..... " Starting Point.

OTTAWA, ONT., AND RETURN.

ROUTE R 229 Rates as follows:

From Toronto, $14.00 From St. Thomas. $19.50 From Niag. Fls., $16.25
" Detroit, 24.00

Canadian Pacific Ry ....to Toronto.
‡Richelieu & Ontario Navigation Co,.... " Brockville or Prescott.
Canadian Pacific Ry ..... " Ottawa.
Canadian Pacific Ry..... " Starting Point.

OTTAWA, ONT., AND RETURN

ROUTE R 230 Rates as follows:

From Quebec, $10.85 From Montreal, $5.85

Canadian Pacific Ry.....to Ottawa.
Canada Atlantic Ry..... " Coteau Landing.
Richelieu & Ontario Navigation Co..... " Montreal.
Canadian Pacific Ry..... " Starting Point.

(Time Limit, 6 days.)

PARRY SOUND, ONT., AND RETURN

ROUTE R 231 Rates as follows:

From Quebec, $27.50 From Montreal, $22.50 From Ottawa, $19.20
" Prescott, 17.50 " Brockville, 16.90 " St. Thomas 12.00
" Detroit, 17.00

Canadian Pacific Ry .....to Toronto.
Northern & North-Western Rys. ..... " Collingwood.
Georgian Bay Transportation Co..... " Parry Sound.

Return same route.

‡ Meals included.

PARRY SOUND, ONT., AND RETURN

ROUTE R 232 — Rates same as for Route R 231

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys..... " Penetang.
Muskoka & Nipissing Navigation Co... " Parry Sound.
Return same route.

PORT CARLING, ONT., AND RETURN

ROUTE R 233 — Rates as follows:

From Quebec, $25.50 From Montreal, $20.50 From Ottawa, $17.20
" Prescott, 15.50 " Brockville, 14.90 " St. Thomas 10.00
" Detroit, 15.00

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys ..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co... " Port Carling.
Return same route.

PORT COCKBURN, ONT., AND RETURN

ROUTE R 234 — Rates as follows:

From Quebec, $26.50 From Montreal, $21.50 From Ottawa, $18.20
" Prescott, 16.50 " Brockville, 15.90 " St. Thomas 11.00
" Detroit, 16.00

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys..... ... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co.... " Port Cockburn.
Return same route.

PORT SANDFIELD, ONT., AND RETURN

ROUTE R 235 — Rates as follows:

From Quebec, $25.75 From Montreal, $20.75 From Ottawa, $17.45
" Prescott, 15.75 " Brockville, 15.15 " St. Thomas 10.25
" Detroit, 15.25

Canadian Pacific Ry .... to Toronto.
Northern & North-Western Rys..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co.... " Port Sandfield.
Return same route.

QUEBEC, P.Q., AND RETURN

ROUTE R 236 — Rates as follows:

From Ottawa, $10.00 From Toronto, $20.00 From St. Thomas, $25.50
" Niag. Fls., 22.25 " Detroit, 27.50

Canadian Pacific Ry..... to Montreal.
Richelieu & Ontario Navigation Co..... " Quebec.
Canadian Pacific Ry..... .. .. " Starting Point.

QUEBEC, P.Q., AND RETURN

ROUTE R 237 Rates as follows:

From Toronto, $23.00 From St.Thomas $28.25 From Niag. Fls., $24.00
" Detroit, 30.00

Canadian Pacific Ry .....to Toronto.
‡Richelieu & Ontario Navigation Co.... " Montreal.
Richelieu & Ontario Navigation Co..... " Quebec.
Canadian Pacific Ry ..... " Starting Point.

ROSSEAU, ONT., AND RETURN

ROUTE R 238 Rates as follows:

From Quebec, $26.00 From Montreal, $21.00 From Ottawa, $17.70
" Prescott, 16.00 " Brockville, 15.40 " St.Thomas 10.50
" Detroit, 15.50

Canadian Pacific Ry .....to Toronto.
Northern & North-Western Rys..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co..... " Rossean.

Return same route.

ST. LEON SPRINGS, P.Q., AND RETURN

ROUTE R 239 Rates as follows:

From Quebec, $ 4.00 From Montreal, $3.50 From Ottawa, $ 8.50
" Prescott, 8.50 " Brockville, 9.10 " Toronto, 18.50
" St.Thomas 21.00 " Niag. Falls, 20.75 " Detroit, 26.00

Canadian Pacific Ry .....to Louiseville.
Stage..... " St. Leon Springs.

Return same route.

SHARBOT LAKE AND RETURN

ROUTE R 240 Rates as follows:

From Quebec, $12.80 From Montreal, $7.80 From Ottawa, $3.60
" Prescott, 3.60 " Brockville, 2.80 " Toronto, 7.00
" St.Thomas 11.70 " Niag. Falls, 9.25 " Detroit, 15.50

Canadian Pacific Ry .....to Sharbot Lake.

Return same route.

THOUSAND ISLANDS AND RETURN

ROUTE R 241 Rates as follows:

From Ottawa, $14.35 From Toronto, $12.00 From St.Thomas $17.50
" Niag. Fls., 13.35 " Detroit, 20.85

Canadian Pacific Ry .....to Toronto.
‡Richelieu & Ontario Navigation Co....
(through Thousand Islands)... " Brockville.
Canadian Pacific Ry ..... " Starting Point.

‡ Meals included.

THOUSAND ISLAND PARK AND RETURN

ROUTE R 242 Rates as follows:

From Ottawa, $7.65 From Toronto, $9.60 From St. Thomas, $15.10
" Niag. Fls., 11.85 " Detroit, 18.75

Canadian Pacific Ry ..... to Sharbot Lake.
Kingston & Pembroke Ry..... " Kingston.
St. Lawrence Steamboat Co..... " Thousand Island Park.
Return same route.

TORONTO, ONT., AND RETURN

ROUTE R 243 Rates as follows:

From Quebec, $23.00 From Montreal, $18.00 From Ottawa, $18.00

Canadian Pacific Ry ..... to Toronto.
‡Richelieu & Ontario Navigation Co. ... " Montreal.
Canadian Pacific Ry..... " Starting Point.
(Time Limit.)

WINDERMERE, ONT., AND RETURN

ROUTE R 244 Rates as follows:

From Quebec, $25.75 From Montreal, $20.75 From Ottawa, $17.45
" Prescott, 15.75 " Brockville, 15.[illegible] " St. Thomas 10.25
" Detroit, 15.25

Canadian Pacific Ry ..... to Toronto.
Northern & North-Western Rys..... " Muskoka Wharf.
Muskoka & Nipissing Navigation Co... " Windermere.
Return same route.

‡ Meals included.

SIDE TRIPS

TO BE USED IN CONNECTION WITH

MISCELLANEOUS TOURS

ENUMERATED HEREIN

CALUMET TO CALEDONIA SPRINGS AND RETURN

ROUTE ST 51 — Rate **$1.50**

Ferry ..... to L'Orignal.
Stage ..... " Caledonia Springs.
Return same route.

BRACEBRIDGE TO MUSKOKA LAKES (ALL ROUND)

ROUTE ST 52 — Rate **$2.50**

Muskoka & Nipissing Navigation Co.... to All Round Muskoka Lakes and return to Bracebridge.

(Passengers may land at Muskoka Wharf on return trip.)

BROCKVILLE TO MONTREAL

ROUTE ST 53 — Rate **$4.60**

Canadian Pacific Ry ..... to Ottawa.
Ottawa River Navigation Co.. ..... " Montreal.

BROCKVILLE TO MONTREAL

ROUTE ST 54 — Rate **$4.60**

Canadian Pacific Ry .... to Ottawa.
Canadian Pacific Ry .... " Montreal.

BROCKVILLE TO OTTAWA AND RETURN TO PRESCOTT

ROUTE ST 55 — Rate **$3.50**

Canadian Pacific Ry. ..... to Ottawa.
Canadian Pacific Ry ..... " Prescott.

MONTREAL TO ST. LEON SPRINGS AND RETURN

ROUTE ST 56

Rate **$3.50**

Canadian Pacific Ry ....to Louiseville.
Stage... . ..... " St. Leon Springs.
Stage .... " Louiseville.
Canadian Pacific Ry .... " Montreal.

LOUISEVILLE, P.Q., TO ST. LEON SPRINGS & RETURN

ROUTE ST 57

Rate **$1.00**

Stage..... .....to St. Leon Springs and Ret.

MONTREAL TO PRESCOTT

ROUTE ST 58

Rate **$4.25**

Canadian Pacific Ry ... .to Ottawa.
Canadian Pacific Ry .... " Prescott.

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 59

Rate **$5.00**

Canadian Pacific Ry.....to Ottawa.
Return same route.

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 60

Rate **$5.00**

Canadian Pacific Ry.....to Ottawa.
Ottawa River Navigation Co..... " Montreal.

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 61

Rate **$7.00**

Canadian Pacific Ry.....to Ottawa.
Canadian Pacific Ry..... " Prescott.
‡Richelieu & Ontario Navigation Co.... " Montreal.

MONTREAL TO QUEBEC AND RETURN

ROUTE ST 62

Rate **$5.00**

Richelieu & Ontario Navigation Co.....to Quebec.
Canadian Pacific Ry..... .... " Montreal.

MONTREAL TO QUEBEC AND RETURN

ROUTE ST 63

Rate **$5.00**

Canadian Pacific Ry..... .....to Quebec.
Return same route.

‡ Meals included.

MONTREAL TO MASTIGOUCHE HOUSE AND RETURN

ROUTE ST 64 — Rate **$8.00**

Canadian Pacific Ry.....to St. Felix de Valois.
Stage..... " Mastigouche House.

Return same route.

MUSKOKA WHARF TO MUSKOKA LAKES (ALL ROUND)

ROUTE ST 65 — Rate **$2.50**

Muskoka & Nipissing Navigation Co....to All Round Muskoka Lakes and return to Muskoka Wharf.

(Passengers may land at Bracebridge on return trip.)

TORONTO TO NIAGARA FALLS AND RETURN

ROUTE ST 66 — Rate **$2.25**

Niagara Navigation Co. .....to Niagara.
Michigan Central R.R ..... " Niagara Falls.

Return same route.

TORONTO TO NIAGARA FALLS AND RETURN

ROUTE ST 67 — Rate **$2.25**

Niagara Navigation Co.....to Lewiston.
New York Central & Hudson River R.R." Niagara Falls.

Return same route.

RAILWAY, STEAMSHIP, Etc., CONNECTIONS

MISCELLANEOUS TOURS

(SUBJECT TO CHANGE)

FROM NIAGARA FALLS:

Michigan Central Railroad
For Toronto.....dep. 9.37 a.m. & 4.00 p.m. week days

New York Central & Hudson River Railroad
For Toronto.....dep. 9.50 a.m. & 5.00 p.m. week days
Arriving in Toronto, via Niagara Navigation Co'y, 1.15 p.m. and 8.15 p.m.

FROM DETROIT:

Michigan Central Railroad
For Toronto.... { dep. 6.00 a.m., 12.05 p.m. week days, and 10.55 p.m. daily
{ arr. 5.20 p.m., 8.30 a.m. week days, and 9.10 a.m. daily

Detroit & Cleveland Steam Navigation Company
For Cleveland.....dep. 10.00 p.m. daily except Sunday

FROM TORONTO:

Northern & North-Western Railway
For North Bay .....dep. 8.10 a.m. & 9.00 p.m. week days
" Muskoka Lakes..... " 8.10 a.m. week days
" Parry Sound..... " 8.10 a.m.

Richelieu & Ontario Navigation Company
For Thousand Islands and Montreal.....dep. 2.00 p.m. daily except Sunday

Niagara Navigation Company
For Niagara Falls, Buffalo, etc.....dep. 7.00 a.m & 2.00 p.m. week days

FROM KINGSTON:

Richelieu & Ontario Navigation Company
For Thousand Islands and Montreal....dep. 5.00 a.m. daily except Monday

St. Lawrence Steamboat Company
For Thousand Island Park..dep. 7.00 a.m. & 4.00 p.m. daily except Sunday

FROM BROCKVILLE:

Richelieu & Ontario Navigation Company
For East.....dep. 9.00 a.m. daily except Monday
For West ..... dep. 10.00 a.m. daily except Monday

FROM PRESCOTT:

Richelieu & Ontario Navigation Company
For Montreal.....dep. 9.00 a.m. daily except Monday

FROM OGDENSBURG:

Rome, Watertown & Ogdensburg Railroad
For Niagara Falls.....dep. 12.15 & 4.15 p.m. week days

FROM OTTAWA:

Ottawa River Navigation Company
For Montreal .....dep. 7.20 a.m. week days

FROM CALUMET:

Ferry to L'Orignal, thence Stage
To Caledonia Springs.....dep. 10.30 a.m. & 8.20 p.m. week days

FROM LOUISEVILLE:
Stage to St. Leon Springs.....dep. on arrival of all day trains

FROM MONTREAL:

Richelieu & Ontario Navigation Company
For Quebec.....7.00 p.m. week days

For additional details, see current Time Table Folders.

CANADIAN PACIFIC RAILWAY

THE SLEEPING AND PARLOR CAR SERVICE

Shewn herein, unless where otherwise noted, is owned and operated by the Railway Company. It surpasses any in the world. The following tariff of charges will be found extremely low:

FOR ONE LOWER OR ONE UPPER BERTH IN SLEEPING CAR BETWEEN

Quebec and Montreal	**$1.50**
Montreal and Toronto	**2.00**
Montreal and Pt. Arthur	**6.00**
Montreal and Winnipeg	**8.00**
Montreal and Banff Hot Springs	**14.00**
Montreal and Vancouver	**20.00**
Ottawa and Toronto	**2.00**
Ottawa and Vancouver	**20.00**
Port Arthur and Banff Hot Springs	**9.00**
Pt. Arthur and Vancouver	**15.00**
***Toronto and Chicago**	**3.00**
***Toronto and Detroit**	**2.00**
Toronto and Port Arthur	**6.00**
Toronto and Winnipeg	**8.00**
Toronto and Vancouver	**20.00**
Boston and Montreal	**2.00**
Montreal and Portland	**2.00**
***New York and Montreal**	**2.00**
***Chicago and St. Paul**	**2.00**
***St. Paul and Winnipeg**	**3.00**
Winnipeg and Vancouver	**12.00**

FOR ONE SEAT IN PARLOR CAR BETWEEN

Quebec and Montreal	**$ .75**
Montreal and Ottawa	**.50**
Montreal and Toronto	**1.00**
Ottawa and Toronto	**1.00**
Toronto and Owen Sound	**.50**
Toronto and St. Thomas	**.50**
Toronto and Detroit	**1.00**
Montreal and Boston	**1.50**
Montreal and Portland	**1.50**

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold to holders of Tourist Tickets.

Between other Stations in Proportion.

* Cars owned by Sleeping Car Companies not C.P.R.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate; Staterooms, three times the berth rate.

Two persons in *same party*, when travelling from and to the same points, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a stateroom on one stateroom ticket; provided always each presents his or her railway passage ticket.

Only the agents of the Canadian Pacific Railway at the Starting points of Sleeping or Parlor Cars will hold diagrams of Canadian Pacific Railway Cars for location of passengers, and ticket agents at other points will secure accommodation required by them on application to the agents enumerated below, by letter or telegraph, as necessary:

Toronto.....W. R. CALLAWAY, District Passenger Agent, 110 King St. W.

Montreal.....C. E. MCPHERSON, City Ticket Agent, 266 St. James St

Ottawa.....J. E. PARKER, City Ticket Agent, 42 Sparks St.

Quebec.....J. MCKENNA, City Ticket Agent, St. Louis Hotel.

Boston.....H. J. COLVIN, City Ticket Agent, 211 Washington St.

Winnipeg.....G. H. CAMPBELL, City Ticket Agent.

Vancouver.....Ticket Agent.

Letters or telegrams from passengers direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route desired.

THROUGH SLEEPING CAR SERVICE

BETWEEN

Quebec and Montreal.
† Montreal and Boston.
‡ Montreal and Portland.
Montreal and Toronto.
Ottawa and Toronto.
Montreal and Vancouver.
Toronto and North Bay.
Toronto and Chicago.

For time of trains on which these cars are run, see Time Table Folder of the Canadian Pacific Railway.

Dining Cars are run on through transcontinental trains, the meals in which are 75 cents each.

† Via Montreal & Boston Air Line.
‡ Via South-Eastern Railway and White Mountains.

AGENCIES

Adelaide .. **So. Aus.**	Agents Oceanic S.S. Co	
Boston ..... **Mass.**	H. J. Colvin, City Pass. Agent	211 Washington St.
	L. S. Dow, Agent B. & L. R. R.	218 Washington St.
Brockville .... **Ont.**	A. Caswell, Ticket Agent	145 Main St.
Buffalo ..... **N.Y.**	A. M. Barnum, Ticket Agent	15 Exchange St.
Chicago ..... **Ill.**	J. Francis Lee, Commercial Agent	232 Clark St.
Detroit .. .. **Mich.**	C. A. Warren, Ticket Agent Michigan Central R.R	
Glasgow, Scotland	Russell & Pinkerton, Agents	135 Buchanan St.
Halifax ..... **N.S.**	C. R. Barry, Ticket Agent	126 Hollis St.
Hamilton ..... **Ont.**	W. J. Grant	Arcade.
Hong Kong .. **China**	Messrs. Adamson, Bell & Co., Agents for China	
Liverpool ..... **Eng.**	Archer Baker, Europ'n Traffic Agent	17 James St.
London ..... **Eng.**	" " " "	88 Cannon St.
London ..... **Ont.**	T. R. Parker, Ticket Agent	402 Richmond St.
Mackinac Island	Geo. Arnold, Ticket Agent.....	
Montreal ..... **Que.**	C. E. McPherson, City Passenger Agent.....	266 St. James St.
New York ..... **N.Y.**	E. V. Skinner, General Eastern Agent	337 Broadway.
Niagara Falls .. **Ont.**	Geo. Colborne	Clifton House.
Ottawa ..... **Ont.**	J. E. Parker, City Pass. Agent	42 Sparks St.
Portland ..... **Ore.**	C. G. McCord, Freight and Passenger Agent	6 Washington St.
Prescott ..... **Ont.**	W. H. Mossman, Ticket Agent..	
Quebec ..... **Que.**	J. McKenna, City Pass. Agent	St. Louis Hotel.
St. John ..... **N.B.**	Messrs. Chubb & Co., Ticket Agents	
St. John's ..... **Nfld.**	Geo. Shea, Ticket Agent	
San Francisco, Cal.	Messrs. Goodall, Perkins & Co. Agents Pacific Coast S.S. Co.	10 Market St.
	D. B. Jackson, Passenger Agt.	214 Montgomery St.
S. S. Marie ... **Mich.**	Geo. Kemp, Ticket Agent.....	
Seattle .. **Wash. Ter.**	E. W. MacGinnes.....	
Shanghai .... **China**	Messrs. Adamson, Bell & Co....	
Sydney ..... **N.S.W.**	Alex. Wood.....	
Tacoma, Wash. Ter	E. E. Ellis, Freight and Passenger Agent	
Toronto ..... **Ont.**	W. R. Callaway, District Passenger Agent	110 King St. West
Vancouver ..... **B.C.**	D. E. Brown, District Freight and Passenger Agent.....	
Victoria ..... **B.C.**	G. A. Carleton, Freight and Passenger Agent	Wharf St.
Windsor ..... **Ont.**	W. C. Leary, Ticket Agent....	
Winnipeg ..... **Man.**	G. H. Campbell, City Ticket Agent	471 Main St.
Yokohama .. **Japan**	Messrs. Frazar & Co., Agents for Japan	

Messrs. Thos. Cook & Sons, Tourist Agents, with offices in all parts of the world, are also authorized Agents of the Canadian Pacific Railway, and can supply tickets and information.

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NORTH WEST TERRITORY
Great Slave Lake
Nahanni Riv.
Fatchee L.
Olsetla L.
Ft. Liard
Chilcat Peak 6,000
Haines P.O.
Pyramid Harbor
Glacier
Jungau
Lyonshead 6000
Snow Mts.
Killisnoo
Mt. Windham 3,000
Devils Thumb
Sitka
Baranoff I.
Ft. Wrangel
Mt. Calder
Prince of Wales I.
Loring
Cape Fox
Tongas
Ft. Simpson
Mc Neil 4,300
Nasse Village
Nasse River
Skeena
Port Essington
Dixon Entrance
Graham Island
Queen Charlotte Islands
Hecate Strait
Alaska
Pacific
Dease Lake
Dease Ho.
Stickeen River
Ft. Mumford
Liard River
River aux Liards
Black R.
Ft. Halkett
Finlay River
Sestoot Riv.
Omenica R.
Buckley Ho.
N. Hogem
Germansen
Tacla L.
Ft. Stager
Hazleton
Babine Lake
Parsnip R.
Moberley's Lake
White Fish River
Pin Riv.
Ft. Mc.Leod
Peace River
Cross Lake
Crab L.
Steward Lake
Nacosla or Stuart R.
Ft. Fraser
Francois Lake
Fraser R.
Fraser River
N. Fork
Bear River
Willow River
Gardner Channel
Salmon R.
Salmon Ho.
Dean Inlet
N. Bentinck Arm
Bella Coola
S. Bentinck Arm
Blackwater River
Quesnelle R.
Keithley
Quesnelle L.
River Inlet
Smith Inlet
Seymour Inlet
Queen Charlotte Sd.
Chilcotin River
Chilco Lake
Fly R.
Clear Water River
Thompson River
Mahood Lake
North Branch
Great Shuswap Lake
Kamloops
Savona's
Ashcroft
Duck's
Shuswap
Sicamous
Spatsum
Spence's Bridge
Lytton
Keefers
North Bend
Spuzzum
Yale
Hope
Jervis Inlet
Port Moody
Vancouver
New Westminster
Nanaimo
Esquimalt
Victoria
Gulf of Georgia
Vancouver Island
Pk. 6,062
Cape Flattery
Strait of San Juan de Fuca
Canadian Pacific Railway
Laggan
Donald
Golden
Castle Mountain
Banff
Canmore
Craigellachie
Clanwilliam
Okanagan Lake
Similkameen R.
Okanagan River
Upper Columbia Lake
Lower Upper Arrow Lake
Kootenay Lake
Kootenay R.
Columbia British
Athabasca
Hay River
Boyer River
Ft. Vermillion
Peace River
Battle R.
Moberleys Ho.
Dunvegan
Loon Lake
Klez-kon Lake
Lesser Slave Lake
Beaver Lodge River
Smoky River
Athabasca River
Mc. Leod R.
Alberta
Vancouver to Yokohama 4334 Miles
Vancouver to San Francisco
San Francisco to Portland
Whatcom
Mt. Baker
La Conner
Port Townsend
New Dungeness
Mt. Olympus
Mt. Constance
Snohomish
Seattle
New Castle
Port Madison
Washington
Oakland
Olympia
New Tacoma
Tenino
Mt. Rainier
Montesano
Chehalis
Oysterville
Cathlamet
Mt. St. Helens
Mt. Adams
Astoria
St. Helens
Vancouver
Portland
Hillsboro
East Portland
Dalles
Tillamook
Woodburn
Salem
Mt. Hood
Mt. Jefferson
Corvallis
Newport
Lebanon
Coburg
Three Sisters
Eugene City
Oregon
Ft. Colville
Hope
Granite
Pend Oreille Lake
Spokane Falls
Columbia River
Sprague
Colfax
Palouse Jc.
Idaho
Ainsworth
Walla Walla
Umatilla Jc.
Pendleton
Willows
Baker City
Huntington
Snake River
Boise City
54°
51°
48°
45°
130°
128°
126°
124°


MAP OF THE
Canadian Pacific Railway
(PACIFIC DIVISION)
AND
CONNECTIONS
ON THE
PACIFIC COAST
OREGON
CALIFORNIA
NEVADA
ARIZONA
PACIFIC OCEAN
ROUTE
SAN FRANCISCO
PUGET SOUND
ROUTE
SAN FRANCISCO
ROUTE
SAN FRANCISCO
TRANS SOUTHERN
ROUTE
SAN DIEGO
Empire City
Roseburgh
DIAMOND PEAK
MT. THIELSON
Malheur L.
Harney L.
Silver Cy
Glendale
MT. SCOTT 9.500
Jacksonville
Korby
Linkville
MT. PITT 9.250
Christmas or Warner Lakes
Crescent City
Yreka
MT. SHASTA 14.443
Alturas
Paradise Valley
Eureka
Weaverville
Shasta
Redding
Winnemucca
Battle Mtn
Palisade
Elko
Wells
Susanville
Red Bluff
Pyramid Lakes
Shelter Cove
Ft. Bragg
Noyor
Mendocino C.
Little River
Cuffey's Cove
Long Valley
Downieville
Chico
Oroville
Nevada Cy.
Reno
Virginia City
Austin
Eureka
Ukiah
Yuba Cy.
Colusa
Marysville
Port Arena
Lakeport
Auburn
Carson City
Genoa
Ward
Woodland
SACRAMENTO
Gillis
Grantville
Sta Rosa
Napa Cy.
Markleeville
Ione
Jackson
Fairfield
Stockton
Bridgeport
Tybo
Martinez
Oakland
San Andreas
MT. DANA
Aurora
Sonora
Candelaria
San Jose
Modesto
MT. LYELL
HUMPHREYS PEAK
Pioche
Silver Peak
Mariposa
Merced
Madera
Fresno Cy.
MT. GODDARD
Salinas
MONTEREY
Goshen
Visalia
MT. ALLMAN
WHITNEYS PK.
Tulare
Cottonwood
KINGSTON PEAK
San Simeon
Gayucos
San Luis Obispo
Delano
Los Alamos
Gaviota
Sta. Barbara
S. Buenaventura
Callente
Mojave
Yucca
Daggett
Ludlow
Amboy
Edson
Hueneme
LOS ANGELES
MT. SAN BERNARDINO
San Bernardino
Colton
Seven Palms
San Luis Rey
Volcano Spr.
National City
Yuma
Colorado River
SAN DIEGO
ENG'D BY AMERICAN BANK NOTE CO. NEW YORK.