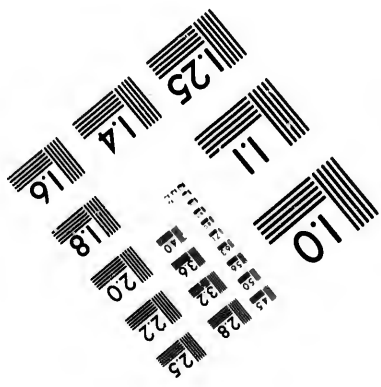
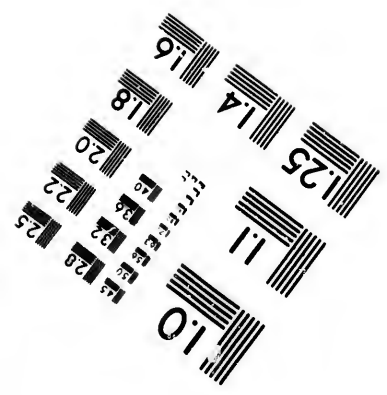
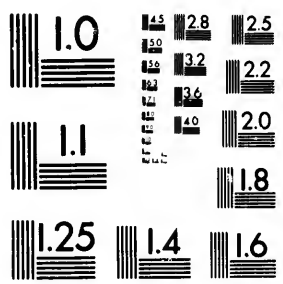


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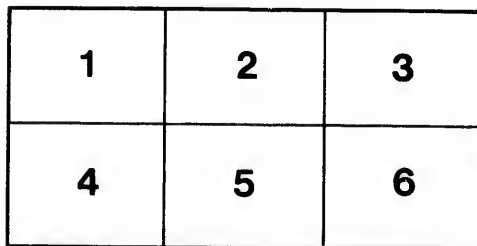
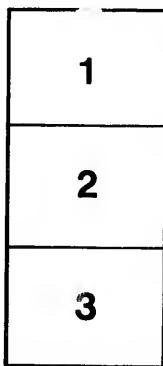
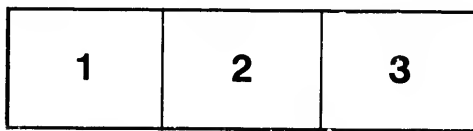
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Where **THE** TO SPEND **SUMMER**

A Description of some of CANADA'S **SUMMER RESORTS** and how to get to them

With the Compliments of **Edward King.**

GENERAL TICKET AGT. **OTTAWA.**
27 SPARKS ST,



MORTIMER & CO.
LITH. OTTAWA, ONT.

420

Not in cat

✓
Season 1892.

WHERE TO SPEND THE SUMMER.



A Description of Some of

CANADA'S • SUMMER • RESORTS

AND



How
To Get
To Them



OTTAWA:
✓
EDWARD KING, INSURANCE AND TICKET AGENT,
27 SPARKS STREET.

MORTIMER & CO. PRINTERS.

Where to Spend the Summer.

— TELEPHONE NO. 236. —

EDWARD KING,

General Ticket and Insurance Agent.

27 SPARKS STREET, OTTAWA.



. . . Represents the following Railroad and Steamship Lines . . .

Canada Atlantic Ry.	Intercolonial Ry.
Quebec and Lake St. John Ry.	
Ottawa River Navigation Co.	
Richelieu and Ontario Navigation Co.	
Quebec Steamship Co.	Black Diamond Line.
Merchants' Line.	Allan Line.
Steamer Ocean.	Steamer Persia.

Agent for **THOS. COOK & SON,**
General Managers of Tours and Excursions.



Represents the following Insurance Companies :



Equitable Life Assurance Society.

Accident Company of North America.

The Liverpool and London and Globe Ins. Co.



The Commercial Union Assurance Co. (Ltd.)

The Norwich Union Fire Insurance Society .



The Agricultural Insurance Co.

The Guarantee Co. of North America.

TO THE PUBLIC :



FROM the millionaire in his palace and the merchant in his counting-house to the mechanic who toils at his bench and the clerk who plods at his desk or counter, everyone is desirous, during the heated months of summer, of getting away "far from the madding crowd," and the dusty streets of the town, to the fresh and ever-changing landscape of the country and seashore. But the trouble with most is, "Where shall I go?" This is that stumbling block which keeps many at home, and is, in many instances, the cause whereby a number are laid upon sick beds. The inability to make up one's mind when and where to go to seek that much needed rest and recreation (even if it be only for a few days) both for the mind and body, is what causes the many failures in life, both of business and health.

A glance through this book and everyone will be suited, from those who only have a day to spend to those who wish a tour of six or twelve months' duration.

The endeavour herein is to give as much information as possible in a short and concise form.

There are a number of advertisements which will repay the public for perusing.

The Compiler desires to thank the railroad and steamship lines for their help in supplying descriptions of the routes. While the information contained herein is, in a great measure, taken from these descriptions, yet it has been altered and added to and parts eliminated, that the book might better suit the purpose for which it was written.

Detailed descriptions of the various routes may be had on applying to, and tickets and all information supplied by,

EDWARD KING,
AGENT.

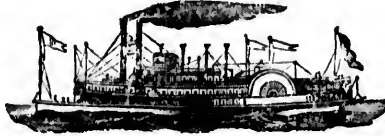
JOHN BAIRD,
COMPILER.

Where to Spend the Summer.

OTTAWA · RIVER · NAVIGATION · CO.

NEW STEEL AND IRON STEAMERS,

Empress



Sovereign.

TOURISTS' ROUTE TO MONTREAL.

CHARMING SCENERY! MODERN STEAMERS!!

MEALS SERVED ON BOARD.

UNSURPASSED ACCOMMODATION.

SINGLE FARE, \$2.75 RETURN BY BOAT, \$4.00
ROUND TRIP TICKETS, down by boat, return by rail, \$5.15.

The Ottawa River has been compared to the beautiful blue Danube.

Return Tickets issued direct to **CALEDONIA SPRINGS** At Special Low Rates.

Steamer leaves Ottawa at 7.30 a.m. daily, (except Sunday), and RUNS THE RAPIDS, reaching Montreal at 6.30 p.m. Return leaves Montreal, take 8.05 a.m. Train to connect with Steamer at Lachine for Ottawa.

This is the Cheapest and Only direct River Route to Montreal.

BAGGAGE CHECKED

CHEAP DAY TRIPS UP THE BEAUTIFUL OTTAWA RIVER TO CARILLON,

Or any of the delightful intermediate points. Round Trip from Montreal, \$1.25; Round Trip on Saturdays, \$1.00. This is the most pleasant and cheapest of day trips. A nice Park at the Landing. Ample time to visit the great Dam and Slides at Carillon. Charming Scenery the whole way. Comfortable meals served on board. Returning home by Rapids. Take 8.05 a.m. Train for Lachine to connect with Steamer.

AFTERNOON TRIPS TO ST. ANNE'S FROM MONTREAL.

By Train and return by Steamer down Rapids. Take G.T.R. or C.P.R. trains daily, or 2.15 p.m. Trains on Wednesday and Saturday. Steamer leaves St. Anne's about 4 p.m. for Montreal. Round Trip, 80 cents.

Shoot the Rapids in the Afternoon; take 5 p.m. Train for Lachine. Round Trip 50 cents.

Tickets at the Ticket Office, 174 St. James St.; Grand Trunk Ticket Office, 143 St. James St. Bonaventure Railway Depot and Windsor and Balmoral Hotels.

R. W. SHEPHERD, JR., MANAGER
EDWARD KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend

. . . . The Summer.

OTTAWA, the Capital of the Dominion, was founded in 1727. It was originally known as Bytown, called after Colonel By, who built the Rideau Canal, which connects the Ottawa and St. Lawrence Rivers. It received its present name in 1854. It is pleasantly situated on the Ottawa River (near where the Gatineau River joins) in the midst of a most fertile country. It lies 126 miles west from Montreal, 255 miles northeast from Toronto, 45 miles north from Prescott, and 450 miles from New York. Its principal industry is the lumber trade; immense mills being situated near, and driven by, the Chaudiere Falls; in fact, the largest sawmill in the world is at Ottawa. The seat of the Federal Government is also at Ottawa.

Tourists to Ottawa have a choice of routes. Coming from Montreal they have the Canadian Pacific Railway and the Grand Trunk and Canada Atlantic Railroads, or if pleasure is the paramount object, they can take the Ottawa River Navigation Company's boats. Coming from the west the C. P. R.'s main line passes through Ottawa. Toronto visitors by the C. P. R. change at Smith's Falls, or they can take the Grand Trunk and change at Coteau for the Canada Atlantic, or they can take the Richelieu and Ontario Navigation Company's boats as far as Prescott or Coteau, and the C. P. R. from the former and the Canada Atlantic from the latter. Visitors from the United States can either come via Ogdensburg or Rouse's Point.

Ottawa has many places of interest well worth a visit from the pleasure or sight seeker. First are the Parliament Buildings and Governmental and Departmental Offices, situated on an eminence in the centre of the city—the Chaudiere Falls and Lumber Mills—Notre

Assure your Life in THE EQUITABLE, the largest Assurance Society in the world. E. KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend the Summer.

Dame Cathedral—Christ Church—Rideau Falls—Rideau Hall, the seat of the Governor-General—Ottawa University.

Ottawa is possessed of one of the finest Electric Car services—a boon for sight-seeing. The principal hotels are the Russell House on Sparks Street and the Windsor House on Metcalfe Street.

Many pleasant drives are to be had in and around Ottawa, notably to the Victoria Sulphur Springs, five miles from the city; to Aylmer (the village by the lake), eight miles away; and Chelsea, on the Gatineau River.



THE OTTAWA RIVER NAVIGATION CO.

A TRIP DOWN THE OTTAWA.

TO the lover of river and mountain scenery the steamers of the Ottawa River Navigation Co. offer the most pleasant route between Ottawa and Montreal.

The Steamer "Empress" leaves the Capital (Queen's Wharf) every morning (Sundays excepted) at 7.30 a.m., and from start to finish is presented an ever-changing view to the eye of the pleasure or health seeker.

Just as we are starting down stream, and before headway is gained, the Government Buildings, perched upon the rocky bluff, the Chaudiere Falls and Timber Slides, and the great Lumber Yards on either side of the river, show to the best advantage. Gatineau, Buckingham, Rockland, Thurso and Papineauville—flourishing towns supported by lumbering, mining and agriculture—are passed in succession. The scenery in the vicinity of the last-named place can hardly be surpassed in any portion of the country, blending the rugged scenery of the mountains with the quiet waters of the river and the well-tilled lands of the "hardy sons of rustic toil."

L'Orignal comes next, the landing place for

CALEDONIA SPRINGS,

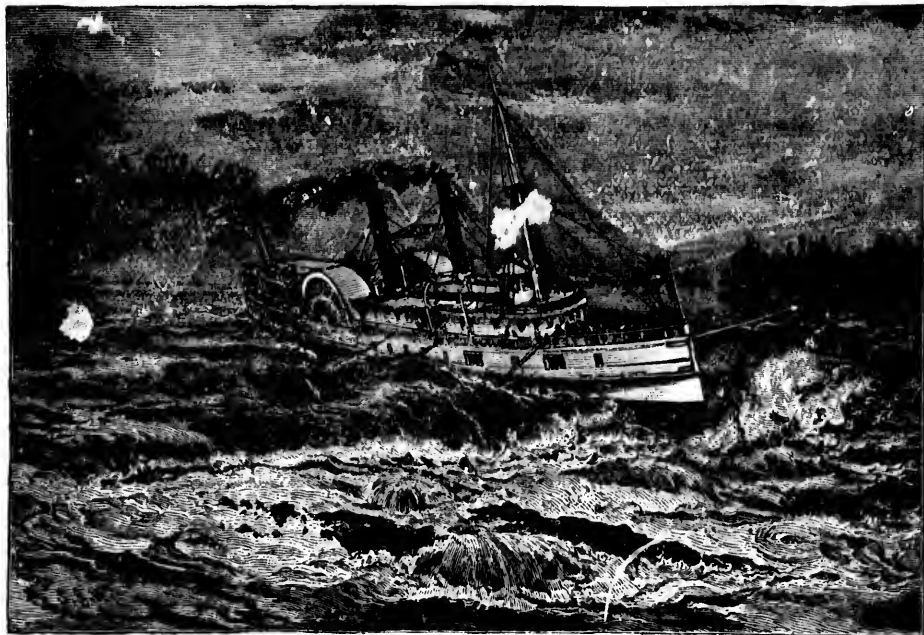
well known to all Canadians on account of its medicinal waters. Stage waits here to convey the invalid or tired business man or pleasure

:: :: *Take out an Accident Policy before you travel* :: ::
E. KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend the Summer.

seeker to where they will regain their wonted health and strength, and return invigorated to continue the battle of life.

Passing this, GRENVILLE is soon reached, on the northern side of the river, at the head of the "Long Sault" Rapids, which prevent the "EMPRESS" from going further. Passengers are transferred to cars in waiting, and in half an hour are at Carillon at the foot of the rapids, and re-embark in the new steel steamer "SOVEREIGN" for Montreal.



From Harper's Magazine.

Shooting the Lachine Rapids.

Copyright, 1881, by Harper & Brothers.

On the south side, at the foot of the "Long Sault," opposite the half-way station between Carillon and Grenville, may be seen the site of the fort and ever memorable fight between sixteen brave Frenchmen and a few friendly Indians under Adam Daulac, Sieur des Ormeaux, who, in the year 1660, held several hundred Iroquois at bay for some days, but were finally slaughtered. Their memories, however, remain ever green, and are immortalized in Mr. George Murray's poem, "How Canada Was Saved."

*Take a Saturday Trip on the "Empress." Ottawa to Grenville and Return,
50 Cents. Office: 27 Sparks Street, Ottawa.*

Where to Spend the Summer.

Below Carillon the scenery becomes grandeur itself, and as we sail through the LAKE OF TWO MOUNTAINS a picture of extraordinary beauty is presented to the enraptured eye. OKA comes next, an Indian village inhabited by a remnant of the Iroquois and Algonquin tribes. Here is the Monastery of the Trappist (farmer) Monks, who lead a most secluded life, and whose only worldly occupation is the cultivation of a farm and orchard.

STE. ANNE, made famous in Moore's "Canadian Boat Song," now appears in view, below which, a short distance, the Ottawa pours its waters into the St. Lawrence River.

Montreal's most fashionable suburb is soon reached, and now to cap the day's pleasure the trip over the rapids forms a thrilling termination.

The LACHINE RAPIDS are the most dangerous in the whole devious channel of the St. Lawrence. While the vessel rushes on, with bated breath we glance from the swarthy pilot (who now has charge) to the black rocks ahead, against which the ship seems to head, and while the waves dash high and the angry waters surge around and fling their white foam into the air, we breathe involuntarily the prayer :

"Steady, oh pilot, stand firm by the wheel."

Now the good ship is on the rocks and we are almost certain of destruction, when a turn of the wheel at the right moment sends our craft a little to the left and the apparent danger is past. We are scarcely over this peril when another looms ahead, but this, like its predecessor, is vanquished by the steady nerve and strong arm of the man to whom every inch of the channel is as familiar as a beaten path.

Entering once more into quiet water, we steam on our way to Montreal. The first sight that meets our view is the great VICTORIA TUBULAR BRIDGE of the Grand Trunk Railway, which is one of the greatest wonders of the age. The bridge is nearly two miles long, and the iron tube through which the train passes rests on twenty-four piers. The whole structure, which was completed in 1860, cost nearly \$7,000,000. After passing under the bridge, through the centre span, the City of Montreal comes into sight. A view of the Commercial Metropolis is presented which is unequalled from any other point, not

... .. *Insure your Property and Homes against Fire...*
EDWARD KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend the Summer.



HOTEL KENMORE,

ALBANY, N.Y.

THE LEADING HOTEL.

Just Added at an Outlay of Over \$100,000.00,
ONE HUNDRED ELEGANT ROOMS.

GRAND DINING HALL,

HANDSOMEST IN THE STATE.

... Lobbies, Reading Room, Etc. ...

CENTRALLY LOCATED, being convenient to STATE CAPITOL
and other Public Buildings.

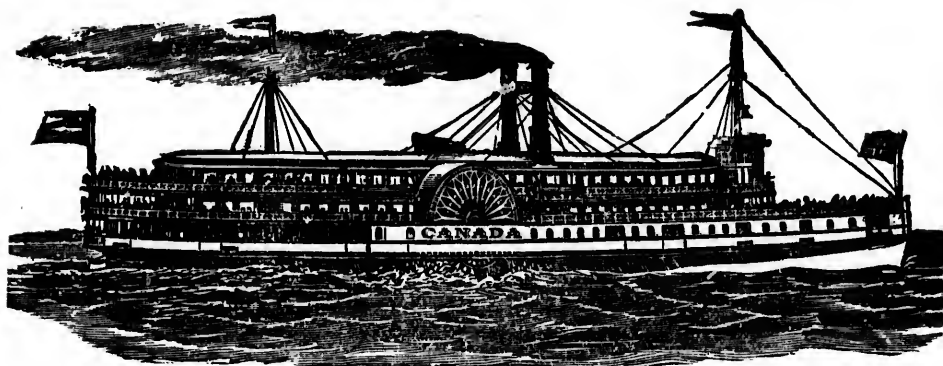
FREE OMNIBUSES IN ATTENDANCE AT ALL TRAINS AND BOATS.

H. J. ROCKWELL,

F. W. ROCKWELL, Manager.

Proprietor.

Where to Spend the Summer.



The Steamer Canada.

excepting the magnificent scene from the summit of the Mountain Park.

At MONTREAL direct connection is made with the steamers of

THE RICHELIEU & ONTARIO NAVIGATION CO.

for the lower ST. LAWRENCE.

Getting on board one of these palatial steamers at Montreal, we glide swiftly down stream, reaching QUEBEC in the morning; and it is on this portion of the journey that the virtue of early rising finds its own reward.

The scenery becomes most interesting as the ship approaches the old historic City, with its huge ramparts built by nature for the protection of her people.

Changing boats here we now proceed to the favourite Canadian summer resorts of MURRAY BAY and RIVER-DU-LOUP, passing on our way CAPE TOURMENT (a huge rock rising to an altitude of nearly 2,000 feet), and GROSSE ISLE, the Quarantine Station of Quebec. Many other islands dot the bosom of the St. Lawrence, noted for the great quantity of game which resorts thither in the different seasons, making a panorama unequalled even in fiction. At River-du-Loup connections are made with the Intercolonial Railway. Parties wishing to visit the famous watering place of CACOUNA stop here and take an exceedingly pretty drive of six miles.

Send your Name, Age, and Address to E. King, 27 Sparks Street, Ottawa, and get results of THE EQUIVABLE'S Life Policies maturing in 1892.

Where to Spend the Summer.

• THE RICHELIEU AND ONTARIO NAVIGATION COMPANY. •

OFFICIAL TIME TABLE.

JUNE 1st to SEPTEMBER 15th, 1892, and thereafter to 1st OCTOBER, on Mondays, Wednesdays and Fridays.

Miles	DOWNWARDS.	UPWARDS.
	Lv. TORONTO, Daily (Sunday except'd) 2.00 p.m.	Lv. QUEBEC, Daily (Sunday except'd) 5.00 p.m.
44	" Darlington (Bowmanville) 5.00 "	Ar. at MONTREAL next morning 6.30 a.m.
64	" Port Hope 6.50 "	Lv. MONTREAL (Canal Basin) every morning (Sunday excepted) 10.00 "
70	" Cobourg 7.20 "	" Lachine (connect with noon train) 12.30 p.m.
178	" KINGSTON 5.15 a.m.	" Valleyfield 6.00 "
202	" Clayton 6.45 "	" Coteau Landing, connects with train leaving Montreal at 5 p.m. 6.40 "
205	" Round Island 7.00 "	" Cornwall 9.30 "
208	" Thousand Island Park 7.15 "	" Dickenson's Landing 2.30 a.m.
216	" Alexandria Bay 7.40 "	" Prescott 7.30 "
241	" Brockville 9.00 "	" Brockville 8.30 "
255	" Prescott 9.45 "	" Alexandria Bay 10.30 "
299	" Cornwall 1.00 p.m.	" Thousand Island Park 10.40 "
329	" Coteau Landing 3.00 "	" Round Island 11.00 "
376	Ar. MONTREAL (go alongside steamers for Quebec to transfer passenger and baggage) 6.15 "	" Clayton 11.30 "
	Lv. MONTREAL, daily (Sunday except'd) 7.00 "	Ar. KINGSTON 1.00 p.m.
		Lv. KINGSTON 3.00 "
556	Ar. at QUEBEC next morning, connecting there with Steamer for the Saguenay River, and at Point Levi (opposite Quebec) with Intercolonial Railway for all places in the Maritime Provinces 6.30 a.m.	" Deseronto 6.15 "
		" Belleville 8.00 "
		" Trenton (foot of Canal) 9.30 "
		" Brighton 11.00 "
		" Cobourg 1.30 a.m.
		" Port Hope 2.10 "
		" Darlington (Bowmanville) 3.30 "
		Ar. TORONTO 6.30 "

SAGUENAY RIVER LINE—OFFICIAL TIME TABLE.

From the 23rd of June to the 15th of Sept., 1892.

Distance.	PORTS.	STEAMER CANADA Leaves Tuesday.	STEAMER SAGUENAY. Lvs. Wednesday.	STEAMER CANADA. Leaves Friday.	STEAMER SAGUENAY. Leaves Saturday.
...	Lv. QUEBEC	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.
55	Ar. BAY ST. PAUL		11.30 a.m.		11.30 a.m.
66	" Eboulements		12.30 p.m.		12.30 a.m.
82	Murray Bay	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.
112	Riviere du Loup	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.
134	Tadouac	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.
166	" L'Anse St. Jean		9.00 p.m.		9.00 p.m.
207	Ha! Ha! Bay	*Wednes. a.m.	*Thurs'd'y a.m.	*Saturday a.m.	*Sunday a.m.
235	" Chicoutimi	" a.m.	" " a.m.	" " a.m.	" " a.m.
241	Lv. CHICOUTIMI	*R. " a.m.	*R " a.m.	*R " a.m.	" " a.m.
66	Ar. L'ANSE ST. JEAN		" " a.m.		" " a.m.
101	Tadouac	Wed. 2.30 p.m.	Thur. 2.30 p.m.	Sat. 2.30 p.m.	" 2.30 p.m.
123	" Riviere du Loup	" 5.00 p.m.	" 5.00 p.m.	" 5.00 p.m.	" 5.00 p.m.
153	Murray Bay	" 10.00 p.m.	" 10.00 p.m.	" 10.00 p.m.	" 10.00 p.m.
169	Eboulements		" 11.30 p.m.		" 11.30 p.m.
180	Bay St. Paul		* Friday a.m.		Monday a.m.
225	Quebec	Thur. 7.00 a.m.	Frid'y 7.00 a.m.	Sun. 7.00 a.m.	" 7.00 a.m.

*Indicates that the steamer arrives and leaves according to the tides. When the tide suits, the steamer proceeds to Chicoutimi before calling at Ha! Ha! Bay.

P.S.—From the 1st of May to the 13th of November, a steamer will leave Quebec on Tuesday and Friday at 7.30 a.m., and from June 23rd to September 15th an additional steamer will leave on Wednesdays and Saturdays.

Steamer "Saguenay" will commence on or about May 1, will run until about November 13, and call at all the Ports. Steamer "Canada" will commence about June 23, and run until about September 15, inclusive; will call at all the Ports except Bay St. Paul and Eboulements.

Returning, the departure from Murray Bay will be at 10 p.m., stopping at the way ports.

EDWARD KING, Agent, 27 Sparks St., Ottawa.

Where to Spend the Summer.

Established 1864.

◉ DANIELS' ◉ HOTEL ◉

PRESCOTT, ONT.

L. H. DANIELS, - - Proprietor.



REBUILT IN 1884 AT A COST OF \$10,000.



FIRST CLASS IN ALL ITS APPOINTMENTS.

Spacious Parlors, Pleasant and Cheerful Sleeping
Rooms.

Magnificent Billiard Halls and Fine
Sample Rooms.

ELECTRIC BELLS THROUGHOUT THE HOUSE
AND LIGHTED BY
ELECTRICITY.

Where to Spend the Summer.

Leaving River-du-Loup, we now proceed for TADOUSAC, which is situated near the mouth of the far-famed Saguenay River.

It is a wonderful old settlement, with enough eventful history of its own to supply material for a volume, were the records but available. It is undoubtedly the oldest European settlement in Canada, and perhaps in America. Before Champlain began to build Quebec it existed. Nay, before Jacques Cartier left St. Malo to find out Canada, near four centuries ago, Tadousac was the resort of the Basque fishermen, whose fathers had resorted thither before them. One writer, W. H. H. Murray, has evolved the theory that not only were the Basques here before Columbus was born, but that their ancestors, the sea-roving Iberians, visited this harbor even before Christ was sent to man or Rome was founded.



Cape Trinity.

So it is with profound reverence that one looks upon this spot, which is historically older than the country of which it is a part. It was the ancient metropolis of Canada, the chief trading station before one of the cities of to-day had sprung into existence. Here was erected the first stone house, and here, too, the first church. The present struc-

Take the "Black Diamond Line" for a Trip to Sydney or St. John's, Newfoundland, Office, 27 Sparks Street, Ottawa,

Where to Spend the Summer.

ture, a modern affair dating back scarcely 150 years, is built upon the site of the first place of worship, and it is said that the Angelus is rung out to-day with the bell by which it was sounded well nigh 400 years ago.

Proceeding up the Saguenay one is impressed with the wonderful works of Nature. Shæer rocks, rising to the height of 1,500 feet, where scarcely the hardy birch or pine can gain a footing! It reminds one of the Vale of Glendalough (in County Wicklow, Ireland), in whose depths lie

“That lake whose gloomy shore
Skylark never warbled o'er.”

Continuing onwards, CAPES TRINITY and ETERNITY are passed until HA-HA BAY is reached, and thence to CHICOUTIMI, the most important post of the Saguenay, at the head of navigation and the terminus of the Richelieu and Ontario Navigation Company's steamers.

After remaining here about an hour the steamer starts on its return trip. Passengers, however, may remain as long as the beauties of nature, or desire, may detain them, as the Company's tickets are good for the season.

The Richelieu and Ontario Navigation Company's steamers run from Toronto to Ha-Ha Bay, a distance of 800 miles. Tourists from the Capital may connect at Prescott, by taking the morning Canadian Pacific Railway Company's train at 7.30, catching the steamer about 10 o'clock passing down the St. Lawrence, and joining the lower steamers at Montreal. This is a very favourite way and a most enjoyable trip, running all the rapids. Leaving Prescott we soon begin to feel the force of the water, slight at first but gradually gaining strength until GALOP RAPID is reached. This, though not extensive, yet prepares the traveller for the “LONG SAULT,” a rapid of nine miles divided in the centre by an island. Steam is here shut off, but the force of the water carries the steamer along at the rate of twenty miles an hour, guided safely by experienced pilots.

CORNWALL, at the foot of the rapids, the great cotton factory town, is now touched. It is here the boundary line between Canada and the United States runs.

*Take the Steamer “Ocean” or “Persia” for Toronto, St. Catharines and
Hamilton, Office: 27 Sparks Street, Ottawa,*

Where to Spend the Summer.

STEAMER "OCEAN,"

HAMILTON,
TORONTO,
MONTREAL

OUR RECORD FOR THE ACCOMMODATION OF
Tourist and Pleasure Travel

IS UNSURPASSED.

The Appointments in all our Departments are Perfect for the Comfort and Safety of our Patrons.

THE POPULAR PASSENGER STEAMER



"OCEAN,"



Will leave as follows during the Season of Navigation :

GOING EAST.

HAMILTON every Saturday	10.00 a.m.
Toronto, " Saturday	4.00 p.m.
Kingston, " Sunday	9.30 a.m.
Brockville, " Sunday	3.00 p.m.
Prescott, " Sunday	4.00 p.m.
Cornwall, " Monday	3.00 a.m.
Arriving in Montreal, Monday	10.00 a.m.

GOING WEST.

Lvs. Jacques' Docks, cor. Colborne & Common Streets, Montreal, every Tuesday	7.00 p.m.
Cornwall, Wednesday	6.30 a.m.
Morrisburg, Wednesday	1.30 p.m.
Iroquois, Wednesday	3.30 p.m.
Prescott, Wednesday	7.00 p.m.
Brockville, Wednesday	8.30 p.m.
Kingston, Thursday	4.00 a.m.
Arriving at Toronto every Thursday	9.00 p.m.

Arriving in Hamilton Friday a.m. Connecting with G. T. R. East and West.

BAGGAGE CHECKED THROUGH.

NOTES FOR TRAVELLERS.

Connections at Toronto are made with Grand Trunk & Great Western Railways and C. P. R. Railway at Union Depot, and at Hamilton with G. T. R.

AGENTS:

George McKeaned, Royal Hotel Block, Hamilton.	Odette & Wherry, Windsor.	G. H. S. Kennedy, Morrisburg
David Abel, Port Dover.	F. S. Clark, 416 Richmond St., London.	J. Findale, Iroquois.
T. H. Turton, 217 St. James St., Montreal.	J. C. Norsworthy, Ingersoll.	Flack Bros., Cornwall.
W. A. Lewis, Lockport, N.Y.	C. H. Hill, Woodstock.	C. E. Morgan, Hamilton.
Philip M. Buckley, Niagara Falls, N.Y.	J. S. Brown & Son, Paris.	G. Jacques & Co., cor. Colborne and Common Sts., Montreal.
James Swift & Co., Kingston.	L. E. Blackadder, Brantford.	A. D. Mackay's Sons, Hamilton.
W. H. Dowsley, Brockville.	W. Cole, Galt.	S. Whitaker, 184 St. James St., Montreal.
W. A. GEDDES, Manager, 69 Yonge St., Toronto, and Geddes' Wharf, foot of Yonge St.	John Brown, Stratford.	
	L. D. Purkis, Prescott.	

EDWARD KING, Agent, 27 Sparks St., Ottawa.

Where to Spend the Summer.

Passing Cornwall, we enter LAKE ST. FRANCIS, which extends for forty miles, until near COTEAU LANDING, where the Canada Atlantic Railway have built a new steel bridge, and added another triumph to engineering skill.



Baptiste, the Indian Pilot.

And now comes a succession of rapids —Coteau Rapids, Cedar Rapids and Split Rock, so called from the enormous boulders at the entrance, which renders the navigating of it very exciting. We watch this great ledge against which the steamer seems to be borne, but just as we expect to feel the crash of timbers the dividing currents, aided by a skilful hand at the helm, catches the vessel and turns it out of danger's way. Then comes Cascades Rapids, and on into Lake St. Louis until LACHINE is reached. Opposite Lachine is CAUGHNAWAGA, an Indian Village near the entrance to Lachine Rapids, and near which the

Canadian Pacific Railway has recently constructed a magnificent bridge, spanning for the second time the mighty St. Lawrence. The steamer now glides quickly into the Lachine Rapids, the last and most dangerous and exciting of all, and so on till Montreal is reached, where the boats for the lower ports await her.

If the tourist from Ottawa, however, wishes to take the trip to Toronto he will take the Canada Atlantic Railway's Boston and New York train at 2.15 p.m. and proceed to Valleyfield, where direct connection is made with the steamers, the transfer being made by the railway company at 6 p.m. The journey from here to Prescott is performed during the night, passing through all the canals until that

: : Send to E. KING, 27 Sparks Street, Ottawa, for a list of : :
Cook's Tours.

Where to Spend the Summer.

point is reached in the morning. It is a town of about 4,000 inhabitants. Tourists staying in Prescott will find "Daniels' Hotel" all that is to be desired. Steaming on we soon reach Brockville, named after General Brock, who fell on Queenston Heights in 1812. It is a very pleasant town, thriving rapidly. After leaving Brockville, we are soon among the beauties of the thousand Islands, which extend for nearly 80 miles, and form the greatest collection of islands in the world. Standing on the deck one cannot but admire the ever-changing view of island, lake and sky, intermingling in a medley which to the eye of the lover of scenery forms a picture at once attractive and bewildering. Island joins island so closely that the passenger cannot trace the channel through which the steamer is to pass, and imagines she is running on the rocky shore, when, as if by magic, they break apart and the path is seen, though often so close to the shore that a pebble might be cast on the land. Beautiful summer residences and white-walled tents dot the islands in every direction, and the lights from these, when seen at night, remind one of the tales of the "Arabian Nights." The islands are famous for both fishing and shooting, myriads of wild fowl being seen here and the fish in great quantity and large in size. Alexandria Bay and Clayton (New York State) are the favourite resorts for summer visitors; the Thousand Island House on the former and the Frontenac at Clayton are all that visitors could desire. Proceeding, we soon reach KINGSTON, where Canada's military school is situated and which has turned out some of the finest soldiers of our day.

DESERONTO, BELLEVILLE, TRENTON, are soon passed, and going up the Murray Canal we pass BRIGHTON, COBOURG, PORT HOPE and DARLINGTON until

T O R O N T O

is reached in the morning at 7.30. Here the visitor would do well to pass a week or two. Long before Toronto was York it was a French trading post, established to intercept the commerce in furs, with the Indians, from going to Niagara and Oswego. The site is still marked by a pillar in the enclosure of the Exhibition Grounds.

The name of York was given the Capital of Ontario by Major-General Simcoe, the first Governor, in honour of the King's soldier son,

Assure your Life in THE EQUITABLE, the largest Assurance Society in the world. E. KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend the Summer.

— THE —
PASSENGER "PERSIA," STEAMER

J. H. SCOTT, - - Master.

Will leave as follows during the Season of Navigation :

GOING EAST.			
St. Catharines, Tuesday.....	1.00 p.m.	Prescott, Wednesday.....	2.15 p.m.
Kingston, Wednesday.....	8.00 a.m.	Cornwall, Wednesday.....	9.00 p.m.
Brockville, Wednesday.....	1.00 p.m.	Arr. in Montreal, Thursday..	9.00 a.m.
GOING WEST.			
Lve. Jacques' Dock, cor. Col- borne and Common Streets, Montreal, Friday.....	7.00 p.m.	Brockville, Saturday.....	8.30 p.m.
Cornwall, Saturday.....	6.30 a.m.	Kingston, Sunday.....	5.00 a.m.
Morrisburg, Saturday.....	1.30 p.m.	Arr. at Toronto, Sunday....	9.00 p.m.
Iroquois, Saturday.....	3.30 p.m.	Arr. at St. Lawrence Dock, St.	
Prescott, Saturday.....	7.00 p.m.	Catharines, Monday.....	8.00 a.m.

Tickets good until used. Accommodation and attention unsurpassed. The Boat has several large family Staterooms.

Passengers from the East can spend a full day at Niagara Falls,

Niagara, Queenston Heights, Brock's Monument, Grimsby Camp Ground,
 Niagara, Chautauqua, De Cew Falls, and Historical Points in the
 Niagara District, and return by the same trip of the Steamer,
 or if they wish can remain over a trip. There is
 no summer resort in America where a day
 or a week can be more pleasantly
 spent, than in and around

St. Catharines, Queenston Heights, Niagara & Niagara Falls

Toronto passengers leave Toronto every Tuesday morning at 7:30 by Steamer "Empress of India," for St. Catharines to connect with Steamer "PERSIA."

Fare from St. Catharines and Toronto to Montreal,	\$ 7.50
Fare from Montreal to Toronto,	7.50
Fare from Montreal to St. Catharines,	8.00
Fare for the Round Trip,	14.00
Fare from Prescott to St. Catharines,	5.00
Round Trip,	9.00

THE ABOVE RATES INCLUDE MEALS AND BERTH.

Toronto passengers can make close connection with the Steamer "Persia" by leaving Toronto on the early trip of the "Empress" every Tuesday at 7.30 a.m.

FOR TICKETS, BERTHS, OR ANY FURTHER INFORMATION, ADDRESS :

G. M. Gunn & Son, London.	E. R. Hellems, Welland.	L. D. Purkiss, Prescott.
J. Burns, Ingersoll.	C. H. McCrae, Dunnville.	J. H. Phillips, Ogdensburg N.Y.
Knight & Brown, Woodstock.	John Murray, Niagara Falls, O.	W. M. Doran, Iroquois.
Joseph Bullock, Paris.	D. Isaacs, Prospect House,	Flack Bros., Cornwall.
W. J. Grant, No. 8 James Street South, Hamilton.	Niagara Falls, N.Y.	G. P. Graham, Morrisburg.
Joseph Heffernan, Guelph.	Choate & Walsh, 122 Exchange St., Buffalo, N.Y.	G. Jacques & Co., 110 Common Street, Montreal.
J. W. Taylor, Galt.	W. A. Geddes, 69 Yonge Street, Toronto.	H. G. Hunt, St. Catharines
H. J. McGlashan, Brantford.	James Swift & Co., Kingston.	D. Battersby, 174 St. James St., (cor. St. John), Montreal.
D. K. McKenzie, St. Thomas.	T. J. B. Harding, Brockville.	Jas. Norris, St. Catharines.
John Brown, Stratford.		

Our Record for **SAFETY, SPEED and COMFORT** is **UNIMPEACHABLE.**

EDWARD KING, Agent, 27 Sparks St., Ottawa.

Send to E. KING, 27 Sparks Street, Ottawa, for a list of Cook's Tours, &c.

Where to Spend the Summer.

and bore that title until 1834. If one could look on the one hand and see Toronto of the olden times and on the other Toronto of to-day, the contrast could hardly be realized, as no city has made such gigantic strides in the short space of 100 years. Its population now exceeds 200,000, and its realty upwards of one hundred and fifty millions.

To the tourist and sight-seeker Toronto possesses many and varied places of interest. Situated as it is on a bay of Lake Ontario, with a broad vista of water to the south, it is specially adapted for visitors, and is one of the finest places for residence in Canada. It has become a great commercial city and an immense railway centre. It is the seat of the Law Courts and the Provincial Legislature, and the headquarters of many ecclesiastical denominations. Though a bird's-eye view of Toronto can be had from many of the architectural eminences, yet the best view is to be had from the Island, with the numberless ships lying between.

The places of interest and architectural beauty are numerous, a few of which are: The Custom House—Bank of Montreal and Board of Trade—The Telegraph Offices—Post Office—County Court Buildings—Headquarters of the Police Department and Fire Brigade—Masonic Buildings—St. James' Cathedral—Public Library—Metropolitan Methodist Church—Normal School—College of Pharmacy—Young Men's Christian Association—Collegiate Institute—Horticultural Gardens—The Reservoir and the Valley of the Don—Queen's Park and the new Parliament Buildings—McMaster Hall—The University—Knox College—Osgoode Hall, the seat of the Law Courts—Victoria Hospital for Sick Children—National Club—Governor's Residence—The New Fort—The School of Infantry—The Exhibition Grounds.

Toronto has two first-class theatres, "The Grand" and "The Toronto Opera House." It is also well supplied with several first-class hotels.

STEAMERS "OCEAN" AND "PERSIA."

These first-class screw steamers also make the trip from Montreal to Toronto, and on to St. Catharines and Hamilton, every week, the "Ocean" passing Prescott every Wednesday and the "Persia" every Saturday.

Take the Steamer "Ocean" or "Persia" for Toronto, St. Catharines and Hamilton. Office: 27 Sparks Street, Ottawa.

Where to Spend the Summer.

MERCHANTS' = LINE.

MONTREAL and CHICAGO.

GOING WEST.

Montreal, every Tuesday	10 a. m.	Port Dalhousie every Friday....	1 a. m.
Cornwall, " Tuesday	11 p. m.	Port Colborne, " Friday.....	3 p. m.
Morrisburg, " Wednesday....	7 a. m.	Cleveland, arrive " Saturday..	9.30 a. m.
Iroquois, " Wednesday....	10 a. m.	Cleveland, leave " Saturday..	1 p. m.
Prescott, " Wednesday....	2.30 p. m.	Windsor & Detroit " Sunday....	3 a. m.
Brockville, " Wednesday....	4 p. m.	Sarnia, " Sunday....	Noon.
Kingston, " Wednesday....	12 p. m.	Chicago, arrive " Wednesday	Noon.
Toronto, " Thursday.....	8 p. m.		

GOING EAST.

Chicago, every Friday.....	5 p. m.	Toronto, " Thursday....	8.30 a. m.
Sarnia, " Monday.....	12 noon.	Kingston, arrive " Friday.....	5 a. m.
Windsor & Detroit every Monday	10 p. m.	Kingston, leave " Friday.....	9 a. m.
Cleveland, every Tuesday....	1 p. m.	Brockville, " Friday.....	5 p. m.
Port Colborne, " Wednesday....	9 a. m.	Prescott, " Friday.....	6 p. m.
Port Dalhousie, " Wednesday.	12 p. m.	Montreal, arrive " Saturday...	Noon.



— THE FAMOUS STEAMERS OF THIS LINE —

"Acadia," "Alma Munro," and "Campana," sail from Montreal every Tuesday, passing Prescott every Wednesday at 2:30 p. m. for

CHICAGO,

— CALLING EN ROUTE AT —

**Brockville, Kingston, Toronto, Port Dalhousie, Port Colborne,
CLEVELAND, WINDSOR FOR DETROIT AND SARNIA.**

To those who wish an extended tour by water, nothing can be finer, more enjoyable or healthy, nor cheaper, than that offered by this line, passing through the Welland Canal (giving ample time for the tourist to visit the far-famed NIAGARA FALLS) remaining at CLEVELAND some hours, affording an opportunity to visit the "GARDEN CITY" of the Union. The ST. CLAIR and DETROIT RIVERS are passed in their turn, where the scenery is magnificent, passing through the STRAITS OF MACKINAC by daylight, and so on to CHICAGO, which must be seen to be appreciated. Here two days are allowed to view the city. The return trip to Montreal is so timed that the same stops are made, the same scenery enjoyed and the same facilities afforded until that City is reached.  Connection is made at Prescott with the steamers. 

EDWARD KING, Agent, Office: 27 Sparks St., Ottawa.

Where to Spend the Summer.

Passengers from the east can spend a full day at NIAGARA FALLS, Niagara, Queenston Heights, Brock's Monument, Grimsby Camp Ground, Niagara, Chautauqua, De Cew Falls, and historical points in the Niagara District, and return by the same trip of the steamer, or if they wish can remain over a trip. There is no summer resort in America where a day or a week can be spent more pleasantly than in and around St. Catharines, Queenston, Niagara and Niagara Falls.

ST. CATHARINES, celebrated for its MINERAL SPRINGS and their wonderful cures, is located on the Grand Trunk Railway, two and a half miles from Lake Ontario, 10 miles from Niagara Falls via Suspension Bridge, and 35 miles from Buffalo. Its population is about 15,000, and, with its beautifully shaded walks and delightful roads, possesses the rare advantage of city and country combined. The drives and views have long been celebrated for their picturesque beauty, especially LAKE ONTARIO, only two and a half miles distant, justly named the "COMO" of America, presenting some of the finest fishing facilities in the Dominion. The "Persia" does not go further than St. Catharines, but the "Ocean" proceeds to Hamilton.

QUEBEC STEAMSHIP COMPANY.

This Company's Steamer "Miramichi" leaves Montreal every alternate Monday at 4 p.m. and proceeds down the St. Lawrence, calling at Quebec, Father Point, Gaspé, Percé, Summerside, Charlottetown and Pictou. This is one of the finest tours in Canada, covering as it does over 1,000 miles, and combining a sea voyage with the additional advantages of frequent stops at the finest and most attractive summer resorts in the Dominion.

The City of Montreal is the largest and most populous city in British North America. It was founded by M. de Maissonneuve in 1642, on the site of an Indian village named Hochelaga, and dedicated to the Virgin Mary as its patroness and protectress, and for a long time bore the name of Ville Marie. It is laid in the form of a parallelogram, and contains some 300 streets, with a population of over 250,000. The traveller, in approaching the city from the river, is struck with the peculiar beauty of the large cut-stone buildings which front the majestic river, resembling in their solid masonry and elegance the buildings of

Take out an Accident Policy before you travel
E. KING, Agent, 27 Sparks Street, Ottawa.

Where to Spend the Summer.

Quebec Steamship Company

ST. LAWRENCE LINE.

During the Season of Navigation the steel SS. MIRAMICHI is intended to sail as follows, for Pletou, N.S., calling along the Gaspé Coast and Prince Edward Island :

DOWNWARD.		1892.	UPWARD.		
Fortnightly from Montreal, at 4 p.m., and from Quebec the next day (Tuesday), at 2 p.m.	Monday,	May 16	Fortnightly from Pictou, N.S., on arrival of trains from Halifax and St. John in the evening.....	Monday,	May 23
	"	May 30		"	June 6
	"	June 13		"	June 20
	"	June 27		"	July 4
	"	July 11		"	July 18
	"	July 25		"	Aug. 1
	"	Aug. 8		"	Aug. 15
	"	Aug. 22		"	Aug. 29
	"	Sept. 5		"	Sept. 12
	"	Sept. 19		"	Sept. 26
	"	Oct. 3		"	Oct. 10
"	Oct. 17	"	Oct. 24		
"	Oct. 31	"	Nov. 7		

MAKING THE FOLLOWING SCHEDULE :

DOWNWARD—READ DOWN.		Distance.		UPWARDS—READ UP.	
Lve. Monday.....	5 p.m.	0	Montreal.....	Arr. Friday.....	
" Tuesday.....	2 p.m.	180	Quebec.....	Lve. Thursday.....	
" Wednesday.....		356	Father Point...	" Thursday.....	
" Thursday.....		623	Gaspé.....	" Wednesday.....	
" Thursday.....		658	Percé.....	" Wednesday.....	
" Friday.....		890	Summerside...	" Tuesday.....	
" Friday.....		604	Charlottetown..	" Tuesday.....	
Arr. Saturday.....		1009	Pictou.....	" Monday... 10 p.m.	

But the Company will not guarantee that the time in schedule will be kept, or take any responsibility for any deviation therefrom.

Stopping at each Place to allow Passengers a trip Ashore

BERMUDA LINE.

The new iron S.S. "ORIONOCO," 2,000 tons, and built expressly for this route, will leave New York for Bermuda on THURSDAY, 21st May, and every alternate Thursday until the 1st of January, when steamers will run weekly.

WEST INDIA LINE.

The new iron S.S. "TRINIDAD," 2,300 tons, "CARIBBEE," 2,000 tons, "BERMUDA," 1,400 tons, and "MURIEL," 1,400 tons will leave New York for St. Kitts, Antigua, Dominica, Martinique, Saint Lucia, Bardados and Trinidad every ten days. These steamers have excellent passenger accommodation. For further information apply to Quebec Steamship Co., Quebec, and New York.

A. E. OUTERBRIDGE & CO.,
Agents, 39 Broadway, New York.

ARTHUR AHERN,
Secretary, Quebec.

EDWARD KING, Agent, 27 Sparks St., Ottawa.

Where to Spend the Summer.

European cities. It would be useless to undertake an enumeration of all the places of interest in and about Montreal, for we believe that there are but few places on the American continent where can be found so much of interest to the traveller, whether in pursuit of pleasure or health, as in this city.

After passing all the magnificent scenery of the St. Lawrence below Montreal we reach QUEBEC, and here time is given to view one of the oldest cities in America, it being founded in 1608. Quebec is divided into what is known as the Upper and Lower Town, the former of which is strongly fortified. It is pre-eminently the stronghold of Canada, and is called the KEY OF THE PROVINCE. The Citadel, from its great elevation, affords a fine view of the river and surroundings. Standing on this eminence on a clear morning in summer, no grander sight can be had than viewing the mighty St. Lawrence as it rolls its course onwards to the sea, and watching the vessels coming up with their white sails set, looking in the bright sunlight like some monster-winged bird floating on the bosom of the water, bringing tidings of weal or woe from other lands. Here one could sit for hours

“ And come and come again,
That he might call it up when far away.”

Leaving Quebec, the eye is met with a succession of charming views; the white-housed villages, the green fields, stately forests, sloping beaches and towering mountains unite in forming a variegated and lovely picture. We stop at FATHER POINT, a marine telegraph station, where the ocean steamers take and leave their pilots. Gaspé and Percé Point are touched at ne: t—famous fishing resorts.

The steamer on its course passes through NORTHUMBERLAND STRAITS, with the brick-coloured shores of PRINCE EDWARD ISLAND on the one side and the shores of NEW BRUNSWICK and NOVA SCOTIA on the other, calling at SUMMERSIDE and CHARLOTTETOWN. After a few hours' sail the harbour of PICTOU, 1,050 miles from Montreal, is reached and the end of the “Miramichi's” voyage.

Connections are made here with the Intercolonial Railroad for HALIFAX and other points. The following are a few of the tours which can be taken in connection with the Québec Steamship Co. :

:: :: :: *Take the Quebec and Lake St. John Railway for the* :: :: ::
Haunts of the Ouananiche.

Where to Spend the Summer.

THE
ALLAN LINE ROYAL MAIL
STEAMSHIPS.

ALLAN LINE SERVICES.

Liverpool, Quebec and Montreal, (In Summer.)
Via Londonderry.

Liverpool and Portland, (In Winter.)
Via Londonderry and Halifax.

Liverpool and Baltimore,
Via Queenstown, calling at Halifax, N.S., & St. John, N.F.

Glasgow and New York,
Via Londonderry.

Glasgow and Boston,
Via Londonderry and Galway.

Glasgow and Philadelphia,
Via Londonderry and Galway

Glasgow, Quebec and Montreal,

London, Quebec and Montreal,

Glasgow, Liverpool and River Plate.

FOR TICKETS AND ALL INFORMATION APPLY TO

H. & A. ALLAN, 1 India St., Portland, 80 State St., Boston, Cor. Youville
and Common St., Montreal.

ALLANS, RAE & CO., H. BOURLIER,
Quebec. Toronto.

S. CUNARD & CO., AUSTIN, BALDWIN & CO.,
Halifax. 53 Broadway, New York,

— AND —

EDWARD KING,

27 Sparks Street, Ottawa.

Where to Spend the Summer.

- From Montreal by steamer to Quebec, by Q. S. S. Co. (including meals) to Summerside, Charlottetown and Pictou, by Intercolonial Railway to Halifax, by B. H. & P. E. I. S. S. Co. or Canada Atlantic S. S. Co. to Boston (meals and berth extra); or by Red Cross Line's direct steamer from Halifax to New York, or New York S. S. Co. (including meals and berth on the two latter)—To Halifax, \$19.00; to Boston, \$25.00; to New York, \$35.00.
- From Montreal same as above route to Halifax, thence by W. & A. R'y to Annapolis, by steamer to St. John, by International S. S. Co. to Portland and Boston, by Fall River Line from Boston to New York; or by New York, Maine and New Brunswick S. S. Co. direct from St. John to New York (meals and berth extra); or by New York S. S. Co. from St. John to New York (meals and berth included, fare \$5.00 extra)—To Portland, \$28.00; to Boston, \$29.00; to New York, \$33.00.
- Round Trip. Quebec S. S. Co. to Summerside, Charlottetown and Pictou, I. C. R'y to Halifax, and return to Quebec by I. C. R'y; thence R. & O. Nav. Co. to Montreal.
- Round Trip. R. & O. Nav. Co. to Quebec, I. C. R'y to Halifax and Pictou, Q. S. S. Co. to Charlottetown, Summerside, Quebec and Montreal—Montreal to Montreal, \$30.00; Quebec to Quebec, \$25.00.
- Round Trip. Quebec S. S. Co. to Gaspé, and return to Quebec by steamer "Miral" to Dalhousie, Intercolonial R'y to Quebec, and G. T. R'y or R. & O. Nav. Co. to Montreal—Montreal to Montreal, \$22.00; Quebec to Quebec, \$16.50.

All the Above Tours can be Reversed.

This company's line of first-class steamers run also to Bermuda and the Windward Islands. For invalids, and those desirous of wintering in a more moderate climate than our northern countries, this is a most delightful trip.

TRANSATLANTIC STEAMERS.

Passengers desirous of crossing the Atlantic, and making a tour in the British Isles, and the European Continent, can do so by taking the old established Allan Line of Steamers, which sail from Montreal every Wednesday at daylight, and Quebec every Thursday at 9 a.m., during the months from May to November, and from Portland every alternate Thursday, and Halifax every alternate Saturday during the months from November to May. These steamers are first-class in every way, being fitted up with airy and roomy staterooms, ladies and gentlemen's Parlours, Library, Music Room and Smoking Room, are lighted with electricity and heated with steam.

Those desirous of making the trip via New York can take any of the lines from that port. The Allan State Line runs to Glasgow. The Cunard Line, the oldest established line crossing the ocean, runs to Liverpool. The "Cunard" Company are building two new

*:: :: Take the old-established Allan Line for a trip to England. :: ::
Office: 27 Sparks Street, Ottawa.*

Where to Spend the Summer.

BLACK = DIAMOND = LINE.

MONTREAL

— TO —

**Charlottetown, P.E.I., Sydney, C.B.
and St. Johns, N'f'd.**

S.S. COBAN,	1350 tons burden,	Capt. Robt. Fraser.
“ BONAVISTA,	1700 “ “	“ “
“ CACOUNA,	2000 “ “	John McPhail.
“ CAPE BRETON,	2500 “ “	Jas. Reid.
“ THORNHOLME	2500 “ “	H. W. Gould.

PASSENGER FARES.

— INCLUDING MEALS AND BERTH. —

	CABIN.	STEEERAGE.	
	SINGLE.	RETURN.	
		SINGLE.	
Montreal to St. Johns, Nf'd.	\$30 00	\$50 00	\$15 00
Montreal to Charlottetown	18 00		
Montreal to Pictou	20 00		
Montreal to Halifax	22 00		
Montreal to Sydney	18 00	30 00	
Sydney to St. Johns, Nf'd.	12 00		

— For tickets and other particulars, apply to —

KINGMAN, BROWN & CO.,
General Agents, 14 Custom House Square, Montreal.

PEAKE BROS. & CO.,
Charlottetown.

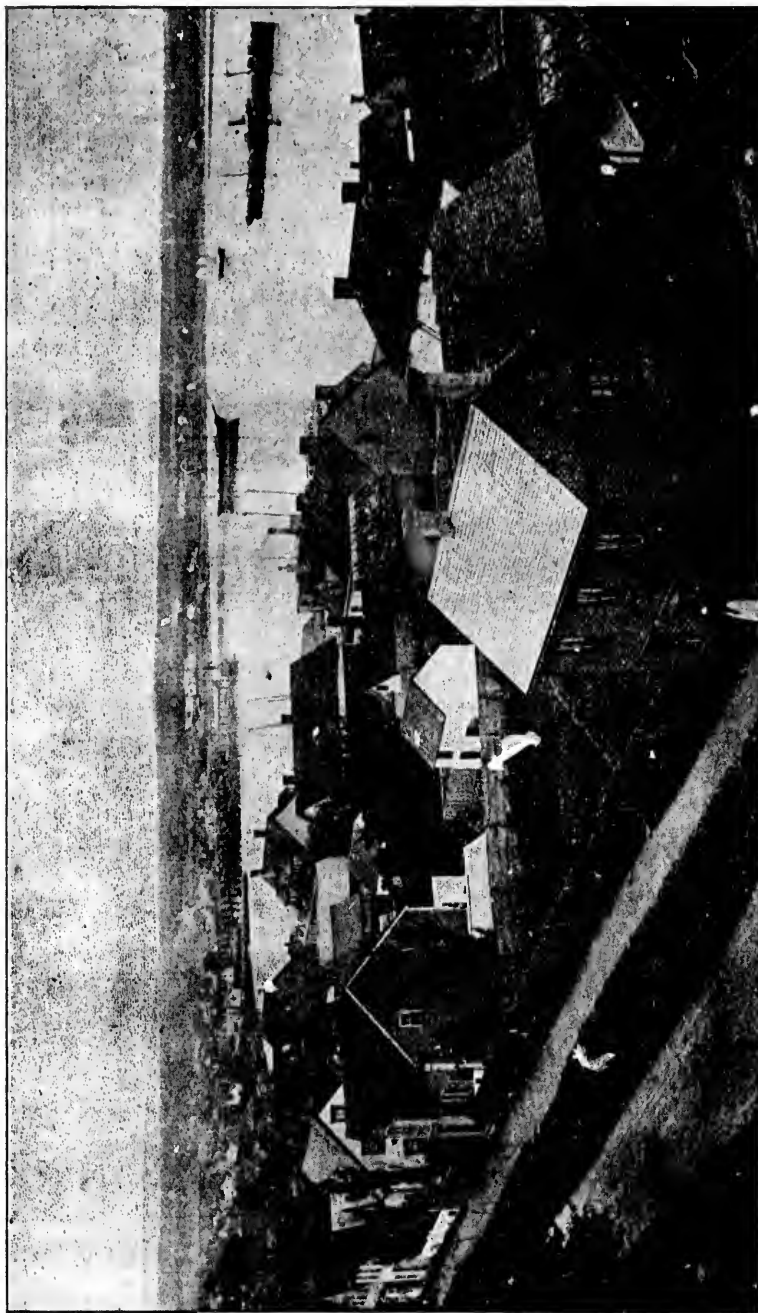
VOOGHT BROS.,
North Sydney.

J. E. BURCHELL,
Sydney.

HARVEY & CO.,
St. Johns, Nfid

EDWARD KING, 27 Sparks Street, Ottawa.

Where to Spend the Summer.



SYDNEY, C. B.

Where to Spend the Summer.

large boats of 14,000 tons burden, which are expected to be on the service this coming summer. The safety and comfort by this line has been so long known that it has passed into a proverb "That the ships of the Cunard Line cannot be sunk." The Inman Line with its gigantic "City of New York" and "City of Paris" also run to Liverpool. The French Line running to Havre touches at Southampton, as also do the palace steamers of the Hamburg, American and North German Lloyd. The Netherlands Line touches at Boulogne-sur-Mer. Tours can be arranged from Ottawa by any of these lines to Liverpool and Glasgow, and thence over any route in the British Isles and the European Continent.

BLACK DIAMOND LINE.

Passengers by the steamers of this line traverse the unrivalled scenery of the River and Gulf of St. Lawrence, Northumberland Straits, and the Atlantic Ocean, visiting in turn the spacious and beautiful harbours of Quebec, Charlottetown, Sydney, Cape Breton, and St. Johns, Newfoundland. The tourist in search of health and recreation, making the round trip in one of these steamers, will find every comfort, and make in about eighteen days a voyage on salt water of over 3,000 miles, passing in sight of beautiful coast scenery most of the time, thereby avoiding the monotony of an ordinary ocean voyage.

The steamers of this line are English built, full powered, and of the highest class, the "Bonavista" and "Coban" being specially fitted for the passenger trade in the Gulf of St. Lawrence, having comfortable saloons, handsome staterooms, ladies' cabin, smoking room, bath room with hot and cold water, and carrying an experienced stewardess.



:: Travel by the Canada Atlantic Railway to Montreal or New York. ::
Office: 27 Sparks Street, Ottawa.

Where to Spend the Summer.

CANADA ATLANTIC

RAILWAY.

— IS THE —

SHORTEST LINE and MAKES FASTEST TIME

— BETWEEN —

OTTAWA AND MONTREAL.

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Superior Buffet Pullman Parlor Cars on all trains.

The most pleasant and favorable route between Ottawa, Boston, New York, and intermediate points, via Rouse's Point, N.Y., passing over the New Steel Bridge across the St. Lawrence River.

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Commencing June 1st, 1892, a daily steamer (the "Paul Smith,") will run between Valleyfield and Montreal, until October 1st,—running all the rapids. Close connections with morning trains from all points East and West.

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Where to Spend the Summer.

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This is the shortest route between the Capital and New York and Boston, via Rouse's Point, crossing Coteau Bridge and the St. Lawrence River. This steel riveted truss bridge, which is over a mile long, was opened for passenger trains in the beginning of 1891, and is a marvel of beauty and engineering skill. It spans the fast flowing waters of the St. Lawrence, just above the Coteau Rapids, whose white-topped crests are plainly visible from the train. Above the bridge to the west, the river is very wide and sweeping, and it is in these swift waters that the noted black bass abound. Just to the east of the bridge is the picturesque and quaint town of Valleyfield, situated on the river and canal, where local steamers and yachts are open for charter, and run through the Coteau, Cedar and Cascade Rapids. Valleyfield is also the headquarters for anglers; and at the "Queen's Hotel," presided over by the celebrated Joseph St. Onge, known to the tourist and fisherman as "Joe," comfortable accommodation can be found. Joe is fully posted on the river and its numerous attractions, and can put the lover of the rod into the hands of the best guides on the river.

PIC-NIC, PLEASURE AND CAMPING GROUND.

Where the waters of the St. Lawrence are calmest in the bay, and where they are swiftest, running with the speed of a race-horse, till they tumble and roar into the rapids beyond, nestles CLARK'S ISLAND, the famous pleasure ground of this vicinity. Here boating, bathing, and fishing can be indulged in with safety, and amongst its trees on the river banks can be found the most delightful shade for a day's outing. Arrangements for summer boarding, camping, pic-nicing, fishing (and goose shooting in the fall), or running the rapids, can be made by applying to the Company's excursion Agent, George H. Phillips, Valleyfield. P. Q.

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“Thou who would'st see the lovely and the wild
Mingled in harmony on Nature's face,
Ascend our rocky mountains. Let thy foot
Fail not with weariness, for on their tops
The beauty and the majesty of earth,
Spread wide beneath, shall make thee to forget
The steep and toilsome way. There as thou stand'st,
The haunts of men below thee, and around
The mountain summits, thy expanding heart
Shall feel a kindred with that loftier world
To which thou art translated, and partake
The enlargement of thy vision. Thou shalt look
Upon the green and rolling forest tops
And down into the secrets of the glens,
And streams, that with their bordering thickets strive
To hide their windings. Thou shalt gaze, at once,
Here on white villages, and tilth, and herds,
And swarming roads, and there on solitudes,
That only hear the torrent, and the wind,
And eagle's shriek.

* * * * *
To stand upon the beetling verge and see
Where storm and lightning, from that huge gray wall,
Have tumbled down vast blocks, and at the base
Dashed them in fragments, and to lay thine ear
Over the dizzy depth, and hear the sound
Of winds that struggle with the wood below,
Come up like ocean murmurs. But the scene
Is lovely round.”—BRYANT.

The Canada Atlantic is also the shortest route to Montreal, communicating with the Grand Trunk Railway and the Company's steamer “Gatineau” at Coteau for that point, and thence to Point Levis, where the Grand Trunk joins the Intercolonial Railway.

INTERCOLONIAL RAILWAY.

The journey over the Intercolonial Railroad for the first 200 miles or so, passes through a purely French-Canadian country. A quiet people are these “*habitants*” of the Lower St. Lawrence, simple in their

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Where to Spend the Summer.

• — T H R — •

Intercolonial Railway of Canada

THE FAVORITE AND FASHIONABLE ROUTE

— FOR —

Canadian and United States Summer Travel,

— AND —

DIRECT ROUTE

To the famous seaside and fishing resorts of the
Lower St. Lawrence and Baie des Chaleurs,
and of New Brunswick, Nova Scotia,
Prince Edward Island, Cape Breton,
and the Magdalen Islands.

NEW AND ELEGANT BUFFET PARLOR, SLEEPING AND DAY CARS
RUN ON THROUGH EXPRESS TRAINS.

ROUND TRIP TOURIST AND SUMMER EXCURSION TICKETS, issued between 1st June and 30th September, and good for return up to 31st Oct. Saturday Excursion Tickets issued at Single First-Class Fare, good going by any passenger train of Saturday, and for return by day or night passenger trains of Monday. Thirty day return tickets issued at one and a-half single fare, also 500 and 1,000 mile tickets can be procured at Agencies and principal Stations of this Railway.

THROUGH EXPRESS TRAIN CARS BRILLIANTLY LIGHTED BY ELECTRICITY.

Illustrated Guide Books to the Intercolonial Railway, with Maps, Hotel Lists, etc., also Time Tables, showing Rail and Steamboat connections, can be had on application to G. W. ROBINSON, General Agent, 136½ St. James St., Montreal, or to A. BUSBY, General Passenger Agent, Moncton, N.B.

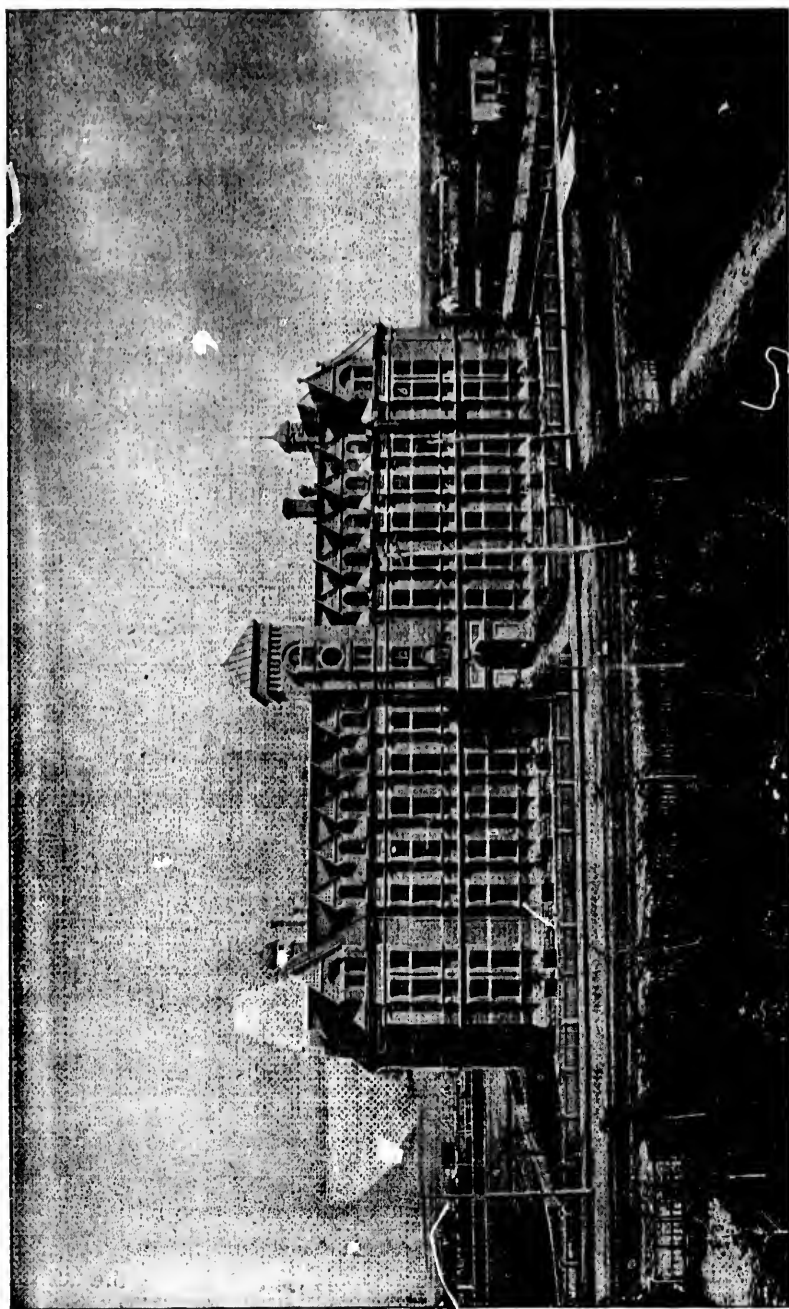
D. POTTINGER, Chief Superintendent.

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— 34 —

Where to Spend the Summer.



INTERCOLONIAL RAILWAY OFFICES, MONCTON, N.B.

Where to Spend the Summer.

tastes, primitive in their ways, and having an abiding devotion to their tongue and church.

One of the most familiar sights, on the train, at the station or riding along the highway, is the sombre-garbed French priest. The village curé is a man whom it is a pleasure to meet; well informed, affable, and a lover of the land in which he lives, there is nothing of the ascetic in his nature.

Passing a number of picturesque villages, the first summer resort of any note is KAMOURASKA, a village beautifully situated on the shores of the St. Lawrence, after a pretty drive of five miles from St. Paschal station, which is 89 miles from Point Levis. It has great natural advantages, and the bathing is especially good. A number of picturesque islands in the vicinity afford additional pleasures to boating parties.

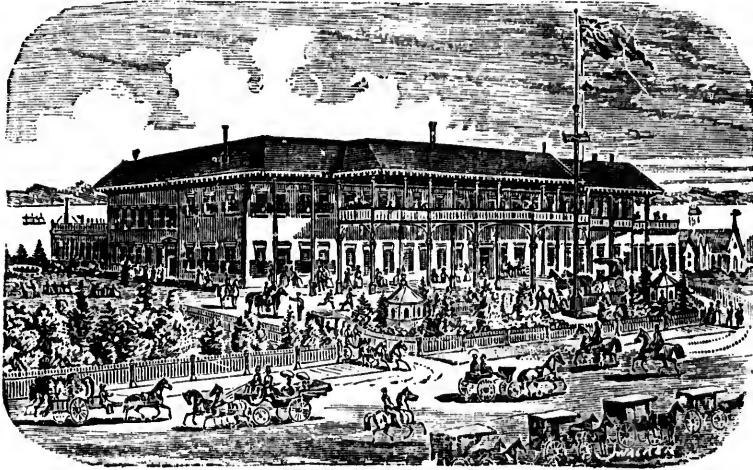
RIVIÈRE DU LOUP.—Nobody ever stopped at Rivière du Loup because the first impression of the village, as seen from the railway station, gave the idea of a popular summer resort. There is a railway look about the place, and with good reason, for it is an important point on the Intercolonial, and before that road was built it was the eastern terminus of the Grand Trunk line. Here also are the offices of the Temiscouata Railway, which runs into New Brunswick and connects with the systems that open up the western part of that Province. Yet, Rivière du Loup is a summer resort as well; and one of long established reputation. Situated near the confluence of the Rivière du Loup and the St. Lawrence, and being on the shore of the latter, the place abounds in picturesque scenery of all kinds. Near the railway, the smaller river has a descent of more than 200 feet, by a succession of falls which make their way through a gorge over which high and precipitous rocks stand sentinel.

CACOUNA.—Six miles below Rivière du Loup is Cacouna Station. The name has a musical sound, but as seen from the cars there is little to attract the eye. The Cacouna of which the pleasure-seeker is in search is three miles distant, and is reached by an easy drive over the smooth highway that descends to the shore. Then the great watering place of the Lower St. Lawrence invites the stranger to tarry and take his rest.

Send your Name, Age, and Address to E. King, 27 Sparks Street, Ottawa, and get results of THE EQUITABLE'S Life Policies maturing in 1892.

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Peter Donegan is an authority on all that relates to Cacouna. He has seen it grow, and has helped to make it beautiful. "I put flowers in the place of thistles," is his boast, and he tells how great holes, eight feet deep and nine in diameter, were made in the rocks, that he might plant the trees which cast a grateful shade to-day. The name Cacouna signifies "the place where many Indians are buried." One would think that there should be a legend connected with this, but it is peculiarly aggravating to find that no one, not even the oracular Donegan, has any idea of the origin of the name.



St. Lawrence Hall, Cacouna.

Bic !—Beautiful Bic !—A village on the low land by the shore, with the mountains separating it from the country beyond, confronted the engineers when they sought to locate the line of the Intercolonial at a point 55 miles below Rivière du Loup. It was Bic ; then, as now, termed the BEAUTIFUL. To-day the railway winds around the mountain, 150 feet above the post road, passing places where the rock was blasted to a depth of 80 feet that a bed might be made for the track. On the one side the steep declivity rises to a height of 250 feet above the passing train ; on the other is a panorama of bay, river and islets, which seem as the environment of an enchanted summer land. From this height is the St. Lawrence, 25 miles from shore to shore, and

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Issues Policies on all the New and Approved Plans.

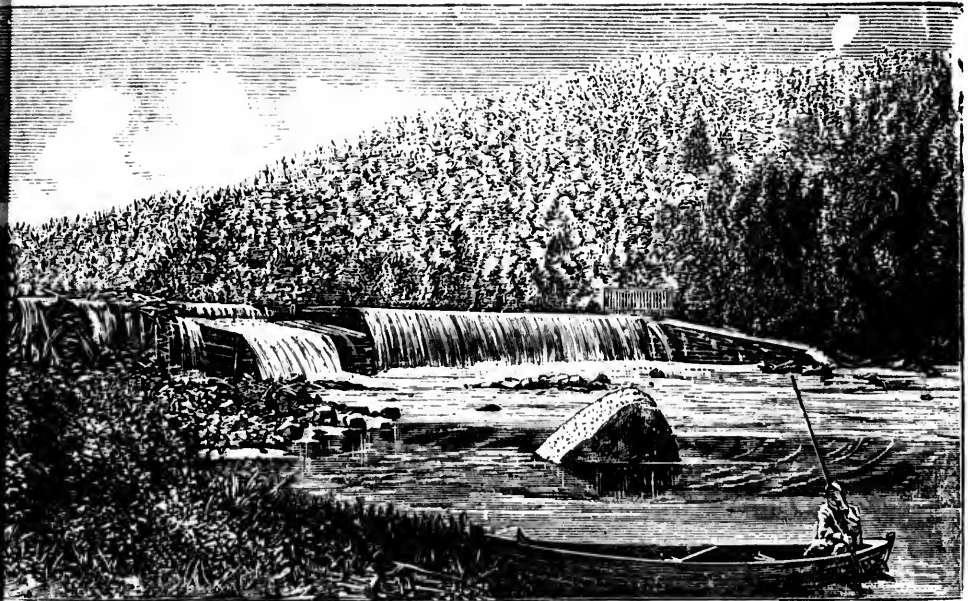
Its Policies become Incontestable two years from date of issue.
They provide for a paid-up policy after three years.
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Send your name, address and age, and get results of policies maturing in 1892.

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rapidly widening in its journey until it merges with the world of waters.

RIMOUSKI and the HERMIT.—Many people only know of RIMOUSKI as a place where the ocean steamers receive and land mails and passengers on the voyage to and from England. The village of ST. GERMAIN DE RIMOUSKI, which is its full title, is a place where the law and gospel flourish, because it is the shire town of the county and the seat of the Bishop of the Diocese. The cathedral, bishop's palace, seminary, convents, and other buildings devoted to religious uses, are imposing structures of stone, erected at a large cost. The clergy are



At Rimouski.

seen at every turn, and the French language is heard in every house. Save at the hotels and some public offices, the thousands of English who have passed through RIMOUSKI have done very little to leave the sound of their tongue or the impress of their journey.

LITTLE METIS is situated on the shores of the St. Lawrence at a point where the estuary begins to widen out so that the opposite shore is a faint line in the distance and much of the horizon is as level as

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HEAD OFFICE OF CANADA :

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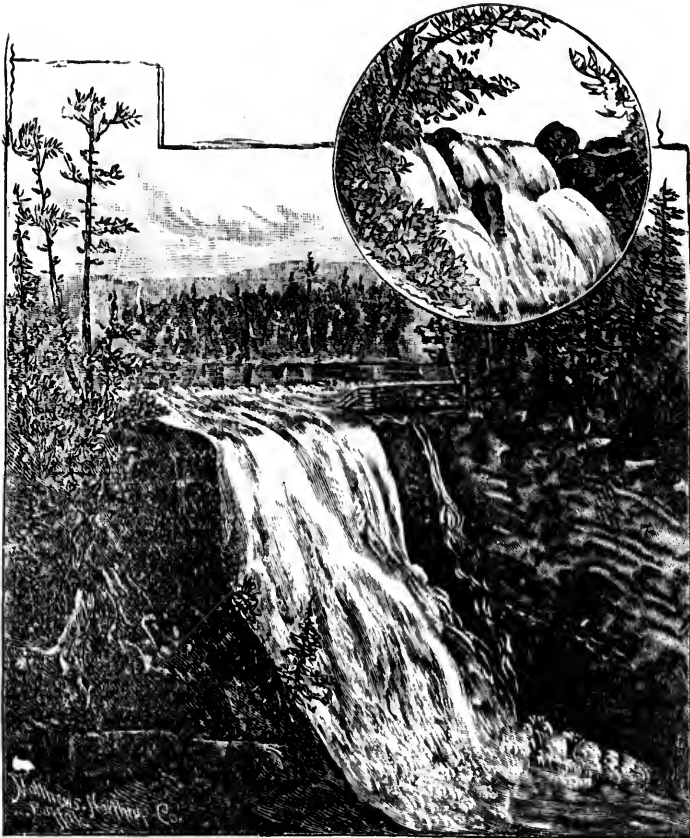
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27 Sparks Street, Ottawa.



Metis Falls.

upon the ocean. This gives the place more of a sea-side resort look than many less favoured watering places, and the salt waves rolling in upon the sandy beach confirm the impression. The beach is about 4 miles long, hard, smooth, and safe for bathers. The scenery is varied and attractive. One may drive for miles along the shore and enjoy the panorama and the sea breeze until weary. Inland are beautiful vales with nooks and brooks and charming bits of landscape. All the farmers have waggons to hire, and drives may be had at a small expense. One of these is to the Falls, seven miles away. Here a heavy body of water pours over the rocks with a grandeur which must be seen to be

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Where to Spend the Summer.

appreciated. Both GRAND and PETIT METIS Rivers have waterfalls, situated among most enchanting scenes of the forest.

Leaving the St. Lawrence, the course of the traveller is south to the METAPEDIA VALLEY. Passing Tartague, the railway, which has kept clear of the mountain ranges by following the shore for 100 miles, makes a bold push and crosses the hills at Malfait Lake. Here the traveller is nearly 750 feet above the sea, higher than he has been since he left Quebec, and higher than he can be on any other part of the line. Down the grade the cars go, until again on the level, in the midst of a beautiful valley, where the hills rise on each side six and eight hundred feet for a distance of many miles.

Some moose are to be traced in the vicinity of the Metapedia Valley, but if one seeks for them he will do better by penetrating the wilds of the Gaspé peninsula. Cariboo, however, are still to be found in abundance in all parts of the country ; and the trapper will be at no loss to find the haunts of the beaver and other fur-bearing animals. Partridges are to be found everywhere, close to the line of railway, and very often can be shot without leaving the track.

CAMPBELLTON.—This is the first stopping place in New Brunswick, and a village with great possibilities. It is conveniently situated, because it is a central point on the Intercolonial, neither too far south for the people who are above it, nor too far north for those who are below. It is 303 miles from Quebec, 371 from Halifax, and 274 from St. John, and it lies amid one of the finest regions for sport on the continent. The Restigouche and Metapedia, with their tributaries, afford only a part of the fishing to be had, while the land to the west and north contains all manner of game to entice the sportsman to its forests. Besides, Campbellton looks into the fair and famous Baie des Chaleurs, which is of itself worth coming from afar to sail upon ; and it is convenient as a cool, but not cold, summer resort, with every facility for salt water bathing, salt water fishing, and a good time generally.

DALHOUSIE.—One of the fairest spots on the line of the Intercolonial is to be found in the town of Dalhousie. Even when this place was not connected with the railway, it attracted large numbers of visitors, and now that it is so easy of access, it is one of the most popular of summer resorts. Its location at the mouth of the Restigouche, where

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On the Restigouche.

the glorious Baie des Chaleurs begins, would in any event make the site one of unusual beauty ; but Nature has done much for Dalhousie in giving it hills and heights which command a prospect of sea and land as far as the eye can reach. All varieties of scenery may here be found, from the gently murmuring groves to the ragged rocks of most fantastic form which in places skirt the shores. The harbour, with a depth of more than ten fathoms, and in places with from 15 to 20 fathoms, is an excellent one for all purposes. Protected by a natural breakwater of islands, it is perfectly safe for all kinds of boating, and is large enough to afford an abundance of room for recreation. Beyond it are the broad River Restigouche and the Baie des Chaleurs. Fine beaches and water of moderate temperature tempt the bather. The sheltered position of the place gives it a freedom from raw winds, and fog, that terror of so many tourists, is never known around this shore. It is not only a spot where the strong and healthy may enjoy themselves, but it is one where the weak may become strong, and the invalid take a new lease of life. Dalhousie has a special attraction for those who

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Accident Insurance Company of North America.

THE GUARANTEE COMPANY OF NORTH AMERICA.

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Security Bonds granted to persons in positions of trust. This method is superseding that of personal bonds, and is specially adapted for bank clerks, cashiers, collectors, and persons in any official position of trust.

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OTTAWA, ONT.

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wish to enjoy the comforts and luxuries of a fashionable watering place. The INCH ARRAN HOUSE is to the Maritime Provinces what the St. Lawrence Hall, at Cacouna, is to the Province of Quebec, the leading seaside hotel. It is beautifully situated, close to the shore, and has at its door a long stretch of beach on which the most timid need not fear to experience the delights of salt water bathing. The hotel itself is admirably designed, and has accommodation for 300 people. Every sleeping apartment is of good size, well lighted, and so situated as to command a pleasant view of the bay or the surrounding country. Were the house crowded to nearly its full capacity no reasonable man would be found to complain that he had arrived too late to get a good room. About 200 persons can be comfortably seated around the tables in the dining hall at one time, and should the weather be unpleasant, they can take their after-dinner promenade on the unusually broad piazza, which extends around the main building to the length of a fifth of a mile. The establishment is conducted under the able management of Mr. Jerome F. Hale, one of the most popular hotel men of New England; an excellent table is provided, and guests have all the comforts and enjoyments usually to be found at a seaside resort. Boating can be enjoyed with safety; row boats and sailing boats in charge of experienced men can be hired at the office. The walks and drives are exceedingly beautiful, the roads excellent, and there is a livery stable on the premises. The views from the hotel and its immediate surroundings, viz.: from Dalhousie Mountain behind it; from Tracadiegash Mountain on the opposite shore of the Bay; from the Sugar Loaf Mountain near Campbellton, and from Morrissey Rock, are very fine.

The steamer that leaves Dalhousie twice a week for Percé, calls at all places of interest on the Gaspé coast. Among these are Carleton, New Richmond, New Carlisle, Paspébiac and Fort Daniel, and such famous fishing rivers as the Cascapedia, Bonaventure, Escuminac and Nouvelle, Little Pabos, and others. Of these the most famous is the Cascapedia, the river of the Governor-General of Canada.

LA BAIE DES CHALEURS.—This is one of the most beautiful havens in America. Ninety miles long and from 15 to 25 broad, there cannot

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PURITY CIGARS

POULIN & GIRARDIN,
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— FOR ALL QUALITIES OF —

Guns, Rifles, Revolvers,
Canvas Hunting
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Ammunition, Fishing Tackle, English
Safety Bicycles, Sundries & Repairs,

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Orders by mail will have prompt attention.

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When writing, please mention this advertisement.

Where to Spend the Summer.

be found in its waters either rock or other hindrance to the safe passage of the largest ships. For many miles the Intercolonial runs close to the shore, and few fairer sights are to be seen than the broad and beautiful expanse of water, with its numerous little inlets on the New Brunswick side, and the lofty and imposing mountains rising gradually on the shore of Quebec. For miles, too, the land is settled, and the green fields of well-tilled farms add another charm to the scene. Of a summer day, with a gentle breeze rippling the smooth surface of the water, the yachtsman feels that he has at last found the object of his dream. There is no finer yachting bay on the North Atlantic coast.

BATHURST.—The early settlement of what is now Bathurst dates back to the first of the seventeenth century, when the French were masters of the land. As early as 1645 the Jesuits had a station at the mouth of the Nepisquit, and in two years they built a chapel near the site of the present town. The streets of Bathurst intersect each other at right angles; they are well graded, roomy, and shaded by numerous trees. The soil is so sandy that mud is never seen, and altogether the town is a very agreeable place for both residents and visitors. There are numerous pleasant drives. One is to the Tete-a-gauche, or Fairv River, the falls of which are about seven miles from the town, and flow through a rocky gorge.

MONCTON.—Moncton is a railway centre, the heart of the Intercolonial, from which the busy operations of the system are controlled. There is a railway odour in the air; bells ring and whistles blow at all hours of the day and night, and railway men are found at every turn. The railway has done a good deal for Moncton, and Moncton has done a good deal for itself. The people are enterprising as well as enthusiastic, and have not only courage in the present, but unbounded faith of the future. They have a sugar refinery, a cotton factory, and many other industries of importance. They have erected fine public and private structures, and while they have outstripped the citizens of larger places in availing themselves of applied electricity, they are now coming to the front with an electric railway. A watering place convenient to Moncton, and in favour with its people, is Buctouche, reached by a run of 32 miles over the Buctouche and Moncton Railway.

Assure your Life in THE EQUITABLE, the largest Assurance Society in the world. E. KING, Agent, 27 Sparks Street, Ottawa.

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PARK * HOTEL.

HOT SPRINGS, ARK.

A New, Modern Built Fire-Proof and only Strictly
FIRST-CLASS HOTEL.

= OPEN ALL THE YEAR. =

Its massive walls of brick and mortar are monuments of beauty and solidity. Better protected against fire than any hotel in the country. Immense fire walls. Numerous outside iron stairways and fire escapes. Also, a complete system of alarms in each room, by means of which each guest may be immediately awakened.

Delightfully located in a park of ten acres. Natural forest trees. Lawn tennis and croquet grounds. Bicycle track. Beautiful flower beds, fountains, etc.

Every room lighted by electricity and heated by steam. Baths and suites on every floor. A large linen closet with each room.

The most elegant breakfast room in the country. Absolutely fire-proof—being built entirely of brick, mortar and tile—and besides having the regular Hot Springs baths, is provided with Turkish, German-Needle, Massage and Electric baths. Letters of inquiry promptly answered.

Take the IRON MOUNTAIN RAILWAY from ST.
LOUIS to HOT SPRINGS.

R. E. JACKSON, MANAGER.

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Seven miles beyond Moncton, on the Intercolonial, is Painsec Junction, from which a branch runs to Shediac and Point du Chene. Painsec is the French for dry bread, though nobody appears to know why the title was bestowed on this part of the country. It need not frighten the traveller, for he is on his way to a land famous for oysters and other good cheer, to say nothing of many other things that will contribute to his pleasure.

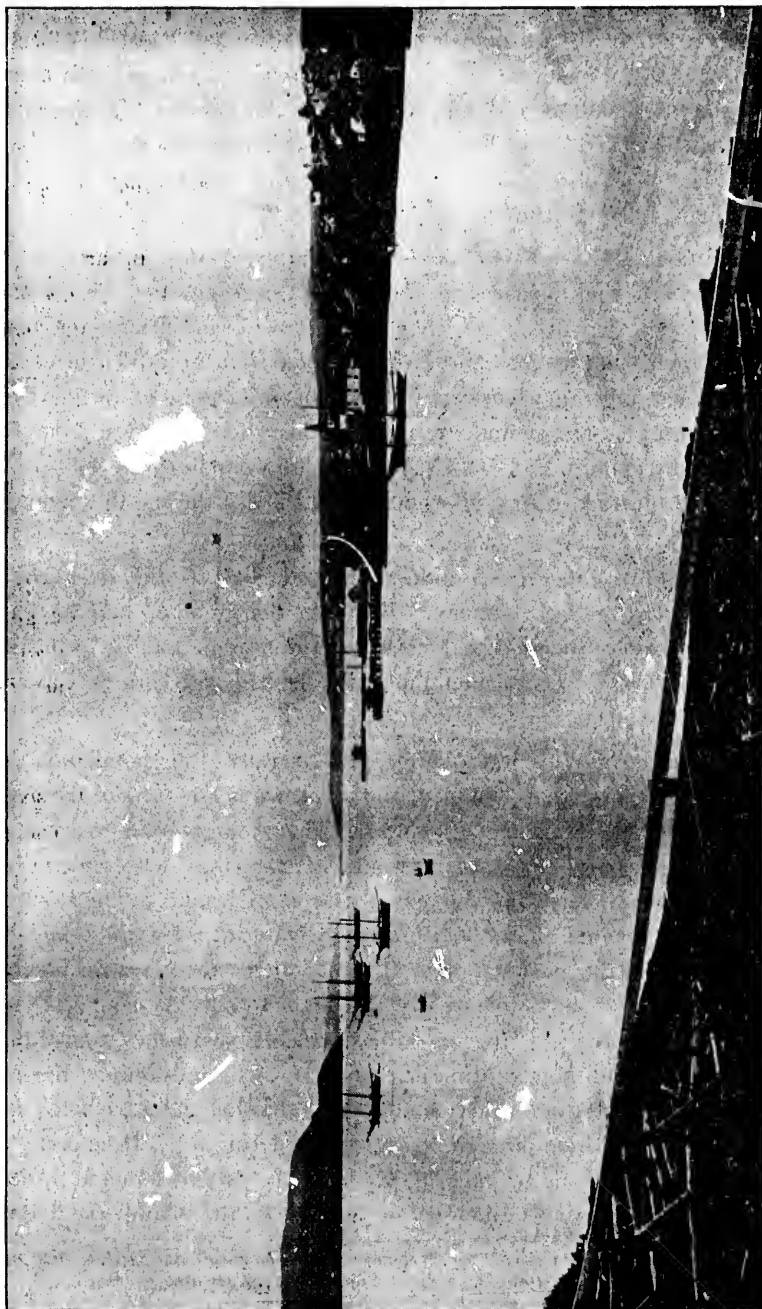
SHEDIAC.—Every one has heard of the Shediac oysters, those marvels of flavour on the half shell or in an A 1 stew. This is the place where they live when they are at home, and where one may admire their open countenances as they come fresh from their element. Shediac has more than oysters to recommend it, however, for it is one of the most pleasant summer resorts on this shore. As yet, strangers have hardly found it out, but its beauties are well known to the people of New Brunswick, many of whom pay it a visit during the summer months.

POINT DU CHENE, two miles below Shediac, is the deep water terminus and port of shipment. Here, in the summer, may be seen large numbers of square-rigged vessels, loading with lumber for places across the ocean. Daily communication is had with Prince Edward Island by steamer.

AMHERST.—Within a quarter of a century the population of Amherst has more than doubled, and the town is now one of the most thriving in the Maritime Provinces. The stranger who visits it at intervals of a year or two, sees new and substantial evidences of growth and prosperity every time he comes and looks around. The Government Experimental Farm is situated at NAPPAN, a few miles beyond Amherst, and the next station is MACCAN, where the Nova Scotia coal fields begin to show themselves. A branch railway connects the Intercolonial with the Joggins Mines, which have a heavy annual output, and beyond them is Minudie, famous for its grindstones. Beyond Maccan is Athol, from which one may take the stage for Parrsboro', and have a pleasant drive through a very beautiful country. If he prefer to go to the latter place by rail, he can leave the Intercolonial at Springhill Junction and make a journey of 32 miles on the Cumberland Rail-

Take the Steamer "Ocean" or "Persia" for Toronto, St. Catharines and Hamilton, Office: 27 Sparks Street, Ottawa,

Where to Spend the Summer.



STRAITS OF CANSO.

Where to Spend the Summer.

way. On the way he may stop at the Springhill Mines, where he will get an idea of what a Nova Scotia coal mine can yield.

STRAITS OF CANSO—If the Atlantic be a highway for the commerce of nations, what but a by-way, or a convenient short-cut, is the Strait of Canso. It is the great canal which nature has placed between the ocean and the Gulf of St. Lawrence, by which not only is distance shortened but the perils of the sea are, in many cases, reduced to a minimum.

The Intercolonial Railway reaches the Strait of Canso at MULGRAVE. If one is not in a hurry to proceed to Cape Breton, he may spend a few days to advantage in the vicinity of Mulgrave, where there is not only some impressive scenery, but good bathing and fishing. Morrison's Lake, which lies under the shadow of Cape Porcupine, is two miles from the wharf and is reached by easy road.

CAPE BRETON.—Cape Breton is usually spoken of as an island, but it actually consists of a number of islands, while there are numbers of peninsulas out of which even more islands could be made were there any occasion for the work. Water, fresh and salt, has been distributed very liberally in this part of the world, and it is to this that Cape Breton owes much of its charm as the paradise of the summer tourist.

The land does its share as a part of the beautiful picture. There is enough of it and some to spare, for of the more than two and a half million acres only about a moiety of it is fit for cultivation. The rest of it is good for other things. The productive coal measures, for instance, cover about 250 square miles, and there are other sources of wealth in the earth, some of which are known and some of which are not yet developed. Whether the land is good or not is of little moment to the pleasure-seeker; it is enough for him that it is one of the finest places in America for a summer outing. The railway begins at Point Tupper, just across from Mulgrave, and has a length of ninety miles.

BRAS D'OR.—Who can describe the beauties of this strange ocean lake, this imprisoned sea which divides an island in twain? For about fifty miles its waters are sheltered from the ocean of which it forms a part, and in this length it expands into bays, inlets and romantic havens, peninsulas and broken lines of coast, all combining to form a scene of

∴ ∴ ∴ Take the Quebec and Lake St. John Railway for the ∴ ∴ ∴
Haunts of the Ouananiche.

Where to Spend the Summer.



BRAS D'OR.

Where to Spend the Summer.

rare beauty, surpassing the power of pen to describe. At every turn new features claim our wonder and admiration. Here a cluster of fairy isles, here some meandering stream, and here some narrow strait leading into a broad and peaceful bay. High above tower the mountains with their ancient forests, while at times bold cliffs, crowned with verdure, rise majestically toward the clouds. Nothing is common, nothing is tame; all is fitted to fill the mind with emotions of keenest pleasure.

Every one who wants to see the beauties of Cape Breton will go to **BADDECK**, that picturesque village which rises gently on a graceful incline from a land-locked harbour. The situation is a most happy one, while no description can convey an adequate idea of the charms of the scenery. Everything looks bright and beautiful: sky, sea, and green-clad hills, are shown in their fairest hues, while all the surroundings are such as to fill the soul with a sense of peace and rest.

SYDNEY.—Sydney, which dates its foundation back to 1783, is not an old town as towns go even in Canada, but it has a wide and enviable reputation. Its bituminous coal is of a quality for which people everywhere are willing to pay the highest price, and there is a never-failing supply of it. The quantity in the fields of Cape Breton is estimated at a thousand million tons. This does not include the numberless seams less than four feet in thickness, nor the vast body which lies under the ocean between Cape Breton and Newfoundland, one area of which is believed to contain 2,500 acres, with an estimated yield of 35 million tons.

HALIFAX.—Everybody has heard of Halifax, the City by the Sea, and its fair and famous harbour. This harbour, they have been told, is one of the finest in the world—a haven in which a thousand ships may rest secure, and yet but a little way removed from the broad ocean highway which unites the eastern and the western worlds.

Halifax is located in a peninsula and founded on a rock. East and west the sea comes in, robbed of its terrors and appearing only as a thing of beauty. The water on the west is the North-West Arm, a stretch of about three miles in length and a quarter of a mile in width. To the south and east is the harbour, which narrows as it reaches the upper end of the city and expands again into Bedford Basin, with its ten square miles of safe anchorage. It is a strong city in every way. It

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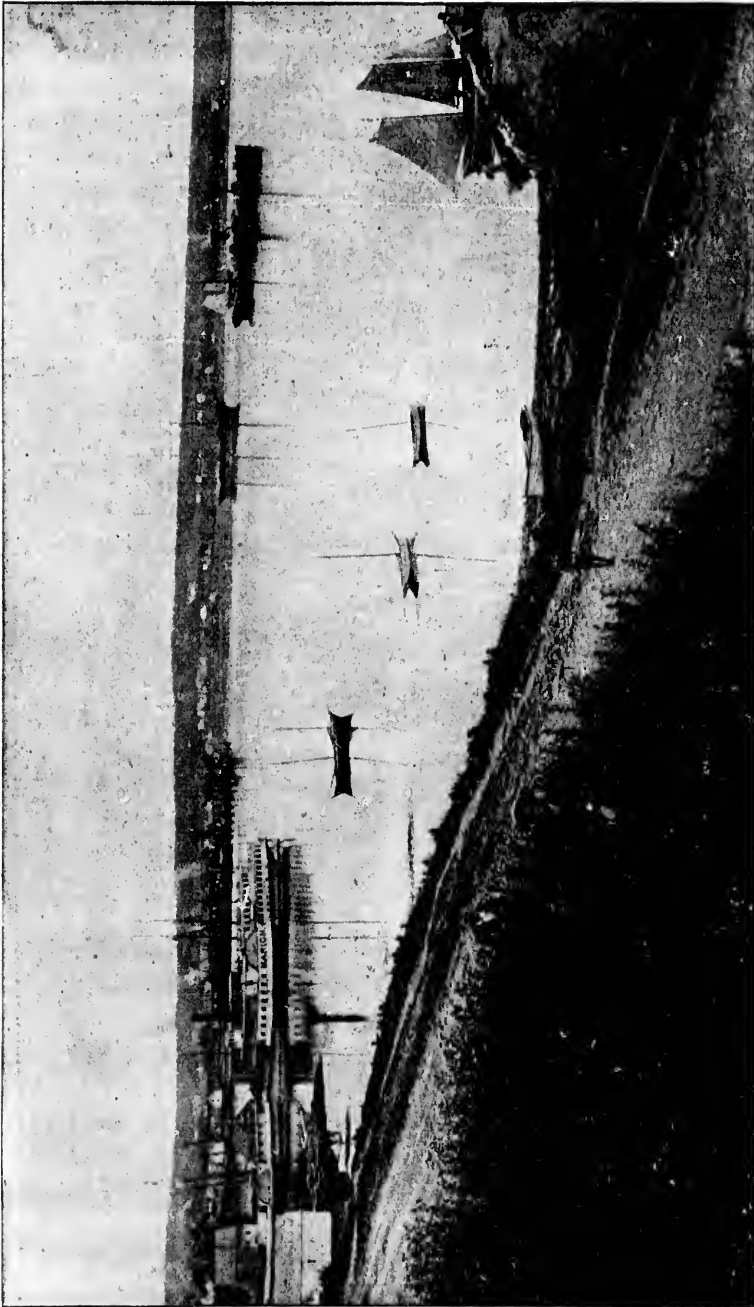
has great strength from a military point of view ; it has so many solid men that it is a strength financially ; it is strongly British in its manners, customs and sympathies ; and it has a strong attraction for visitors. Chief among the fortifications is the Citadel, which crowns the city, commenced by the Duke of Kent, and altered, varied, and transposed until it has become a model of military skill. Its history has been a peaceful one, and is likely to be. The strong attractions for visitors are so numerous that a city guide book is necessary to explain them in their proper order. The drives can be varied according to the taste and the time of the sojourn. To skirt the city one may drive down the Point Pleasant Road and up to the North-West Arm. This gives a fine view of the harbour and its objects of interest. The Arm is a beautiful place, and around it are many elegant private residences, the homes of men of wealth and taste. This is one of the most pleasant parts of Halifax. From the Arm one may drive out on Prospect Road and around Herring Cove. The view of the ocean had from the hills is of an enchanting nature. Before we bid adieu to Halifax, the visitor will have leisure to examine the Intercolonial Depot before the departure of the train. The building is a fine specimen of architecture, handsome in appearance, roomy, comfortable and in every way adapted to the wants of the travelling public. It is so fitted up and so convenient that the ordinary nuisance of having to wait for a train is so thoroughly mitigated that it is converted into a pleasure.

The trains of the Windsor and Annapolis Railway run from this depot, and can be taken twice a day by those who wish to visit the far, fair Annapolis Valley. The main line is left at Windsor Junction, and the traveller prepares himself to see the beauties of the "Garden of Nova Scotia."

ST. JOHN.—A journey of a little more than three hours is required to take one from Moncton to the commercial capital of New Brunswick. The city has had two great epochs in its history. The first of these was the landing of the Loyalists, on the 18th of May, 1783, and the second was the "Great Fire," on the 20th of June, 1877. In the one instance, some patient and persevering settlers began to build a city on a rock ; in the other the results of nearly a century of labour were blotted out of existence in less than a day. The fire swept over two

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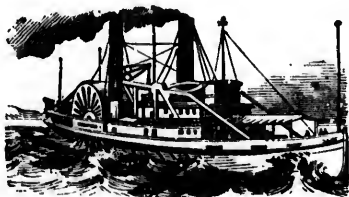
Where to Spend the Summer.



SYDNEY HARBOUR.

Where to Spend the Summer.

hundred acres of the business district, destroyed more than 1,600 houses, occupying nine miles of streets, and caused a loss which has been estimated at figures all the way from twenty to thirty million dollars. The destruction was swift and complete. St. John is holding its own among the cities of Canada, and its growth is a healthy one. It is a terminus of the Intercolonial, Canadian Pacific, and Shore Line Railways, and its varied industries are giving it a wealth and importance of which it scarcely dreamed in former years. By the addition of Portland, it has become the fourth city in the Dominion as regards population, and, thanks to the many buildings of modern style, it is a good-looking city as well. Fine specimens of architecture are seen in the Intercolonial depot, the Custom House, Post Office, Churches, and numerous other buildings, public and private. The wide straight streets cross each other at right angles, and the location of the city is admirable in every respect. A very attractive drive is over the Suspension Bridge. The river St. John takes its rise in the State of Maine, and flows over 450 miles until it empties into the harbour in the Bay of Fundy. It, with its tributaries, drains two million acres in Quebec, six millions in Maine, and nine millions in New Brunswick. Yet this great body of water is all emptied into the sea through a rocky chasm a little over 500 feet wide. Here a fall is formed. It is a peculiar fall. At high tide the sea has a descent of 15 feet into the river, and at low tide the river has a like fall into the sea. It is only at half-tide, or slack water, that this part of the river may be navigated in safety. At other times a wild tumult of the waters meet the eye. Across this chasm the Suspension Bridge, seventy feet above the highest tide, with a span of 640 feet, is stretched. St. John is a maritime city. Its wharves are always in demand for shipping, and vast quantities of lumber, etc., are annually exported to other countries.



Take the "Black Diamond Line" for a Trip to Sydney or St. Johns, Newfoundland. Office, 27 Sparks Street, Ottawa.

Where to Spend the Summer.



HALIFAX RAILWAY STATION.

QUEBEC AND LAKE ST. JOHN RAILWAY.

LAKE ST. JOHN and the haunts of the Ouananiche, or fresh water salmon, is reached by this line of railway, which has its starting point at Quebec. To the sportsman or pleasure and health seeker, this line affords the opportunity of visiting some of the finest places of interest in the Province of Quebec. En route one passes the beautiful falls of Indian Lorette near the Indian village of that name, which shelters the remnant of the tribe of the Hurons.

LAKE ST. JOSEPH.—A charming lake eight miles long by twenty miles in circumference. The steamer "Ida" runs upon this lake, from the deck of which the scenery is seen to the best advantage.

LAKE EDWARD.—This lake is twenty-one miles long and full of picturesque islands. It has been leased by the railway, and free permits for fishing are given to the patrons of the line.

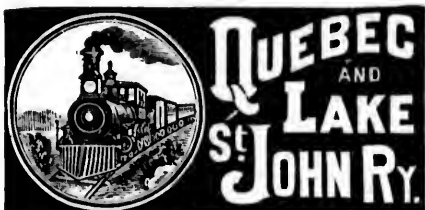
LAKE ST. JOHN.—This is a magnificent sheet of water, with numerous rivers running into it. It lies at the head of navigation of the River Saguenay, and it is here that the famous fresh water salmon (Ouananiche or Wa-na-nish) weighing from five to fourteen pounds may be freely taken. Accommodation is amply provided at the Hotel "Roberval" on the western side of the lake, and the "Island House" on the other. The former has accommodation for 300 guests, and the latter for 100. Every attention will be paid visitors, and information cheerfully given by addressing T. Kenna, Superintendent of Hotels, Roberval. The steamers "Mistassini," "Undine" and "Peribonca" ply on this lake, a trip on any of which being most delightful and picturesque.

QUEBEC, MONTMORENCY, AND CHARLEVOIX RAILWAY.

This line of railway carries one to the famous Montmorency Falls, about six miles below Quebec, also to the noted shrine of Ste. Anne de Beaupré. Tourists to Quebec should not miss a visit to this wonderful place. At almost every hour of the day trains are running from Quebec for the benefit of the sight-seeing public. Excursions from all parts of

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MAGNIFICENT SCENERY * BEAUTIFUL CLIMATE.

Hotel Roberval, Lake St. John, recently enlarged, has first-class accommodation for 300 guests, and is run in connection with the "Island House," a new hotel built on an island of the Grand Discharge of Lake St. John, in the centre of the "Ouananiche" fishing grounds. Daily communication by the new fast steamer across the lake. The fishing rights of Lake St. John and tributaries, an area of 20,000 square miles, are free to guests of the hotels.

For information as to hotels, apply to hotel managers; for folders and guide books, to **EDWARD KING, J. E. PARKER, Sparks Street, Ottawa**, and to ticket agents of all principal cities.

ALEX. HARDY,

Gen. F. & P. Agent,

Quebec, Canada.

•=====•
J. S. SCOTT, Sec. & Manager.

Where to Spend the Summer.

Canada to this wonderful shrine are made, and thousands of helpless humanity yearly recover the best of health and strength. Truly the days of the "Pool of Siloam" are with us again.

TEMISCOUATA RAILWAY.

This is the only rail route between Quebec and Northern New Brunswick. Starting at Rivière du Loup, it winds its way through a country noted for the grandeur of its scenery, passing for twenty miles along the shore of the famous Temiscouata Lake, than which there is none better for trout and touladi fishing. Excellent hotel accommodation is provided at Fort Ingalls, Cloutiers, Notre Dame du Lac and Edmunston, where guides, livery and boats can be had at reasonable terms.

THOMAS COOK & SON.

Who has not heard of Cook's tours, comprising as they do the circuit of the world, and carrying the traveller to all the finest and most interesting places on the face of the known (and it might be said unknown) earth? A slight account of the wonderful work done by this well known firm may not be uninteresting to the tourist. On the 5th July, 1841, the first excursion train arranged by Mr. Thomas Cook ran from Leicester to Loughborough; the firm has therefore completed over fifty years of their business of travel. From a small beginning their business has increased to such magnitude that during the year 1890 they sold 3,262,159 tickets at their different offices and agencies. They have 30,348 different travelling tickets in force, giving facilities over 1,823,959 miles of railways, oceans and rivers.

There are 360,495 miles of railway in operation in the world, and Messrs. Thomas Cook & Son supply tickets which are available over 344,739.

They represent all the best steamship and steamboat lines in all parts of the world. They own steamers plying on the Nile, and are the contractors for carrying the Egyptian mails. They conveyed General Gordon's ill-fated expedition to Khartoum, carrying him as far as Korosko. Before leaving them he wrote the following letter, dated 1st February, 1884:

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"GENTLEMEN,—Before leaving for Berber, I would wish to express to you my own and Lieut.-Colonel Stuart's thanks for the admirable manner in which we have been treated while on your steamers. Your agents have also on every occasion shown themselves kind and obliging, and have in every way assisted us to the best of their ability.

"Hoping that I may perhaps again have the pleasure of placing myself under your guidance,

"I remain, ever yours truly,

(Signed), C. E. GORDON,
"Major and Governor-General."

Arrangements can be made for tours in Canada, the United States of America, across any ocean, England and the European Continent, and in fact any and everywhere.

Herewith are given a few of the tours already arranged for, with the route taken. Intending tourists can either join any of these trips or make them themselves, but if he desires to avail himself of the guidance of one of their conductors, it would be well to make early application. All information cheerfully given at any of the firm's branches or agencies.

The first June party, visiting Ireland, Scotland, England, Holland, Belgium, the Rhine, Germany, Switzerland, France and Italy, will leave New York by Cunard Line Steamer "Etruria," Saturday, May 21st, 1892. A tour occupying three months. Cost of membership, first-class throughout, \$725.

ROUTE :

New York, Queenstown, Cork, Bandon, Bantry, Glengariff, Killarney, Dublin, Dundaik, Warrenpoint, Rosstrevor; jaunting car to Newcastle, rail to Belfast, Portrush; electric car to Giant's Causeway; return to Belfast; Glasgow, Loch Lomond, Loch Katrine, Trossachs, Stirling, Edinburgh, Melrose, London, Harwich, Rotterdam, Amsterdam, the Hague, Antwerp, Brussels, Cologne, Bonn, steamer on the Rhine to Mayence, Heidelberg, Baden-Baden, Schaffhausen, Lucerne, Alpnacht, Brunig Pass, Giessbach, Interlaken, Berne, Lucerne, Geneva, Chamounix, across the Tete Noir Pass to Martigny, Brieg, Simplon Pass, Domo d'Ossola, Baveno, Lake Maggiore, Arona, Milan, Verona, Venice, Florence, Rome, Naples, Pisa, Genoa, Turin, Mont Cenis, Macon, Dijon, Paris, Rouen, Dieppe, Newhaven, London, Liverpool, New York.

FARE INCLUDES :

HOTELS.—Three meals per day, including plain breakfast, meat lunch and table d'hote dinner (according to custom of country).

FEES.—To hotel servants, porters and for sight-seeing while with the conductor.

BAGGAGE.—On the Atlantic 250 lbs.; in England 150 lbs.; on the Continent 60 lbs. free.

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CARRIAGE DRIVES AND EXCURSIONS.—To Blarney ; at the Lakes of Killarney (boat and car) ; Dublin, Glasgow, Edinburgh, Melrose (to Abbotsford), London (three days), Rotterdam, Amsterdam, Antwerp, Brussels, Heidelberg ; excursion on Lake Lucerne and to the Rigi ; Interlaken (Grindelwald), Geneva, Milan, Venice (gondolas), Florence, Rome (three days), Naples ; excursions to Mount Vesuvius, Pompeii and Herculaneum ; Genoa, Paris (three days). All the necessary expenses as per programme, including the services of a qualified conductor, who will act as guide and interpreter.

The special short tour to Ireland, Scotland, England and France will leave New York by the Cunard Line Steamer "Etruria," Saturday, May 21st, 1892. An interesting tour occupying six weeks. Cost of membership, first-class throughout, \$455.

ROUTE :

New York, Queenstown, Cork, Bandon, Bantry, Glengarriff, Killarney, Dublin, Dundalk, Warrenpoint, Rosstrevor, Newcastle, Belfast, Portrush, Giant's Causeway, Belfast, Glasgow, Loch Lomond, Loch Katrine, Trossachs, Callandar, Oban, Loch Lynne, Benavie, Glencoe, Fort William, Caledonian Canal, Gairloch, Loch Lochy, Oich, Inverness, Aberdeen, Ballater, Braemar, Pitlochrie, Forth Bridge, Edinburgh, Melrose, London, Newhaven, Dieppe, Rouen, Paris, London, Liverpool, New York.

FARE INCLUDES :

HOTELS.—Three meals per day, including plain breakfast, meat lunch, table d'hôte dinner (according to custom of country).

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ROUTE NO. 1A.—New York, Canadian Pacific Railway to Vancouver, C. P. R. Steamer to Yokohama, Shanghai, Hong Kong, thence by Peninsular and Oriental Steamship Navigation Co. to Singapore, Ceylon, through the Red Sea and Suez Canal to Port Said, Malta, Gibraltar, London, Midland Railway to Liverpool, and by transatlantic steamer to New York, Boston, Quebec or Montreal. First class, \$610.00.

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ROUTE NO. 5.—New York by various routes to San Francisco, Mail steamer to Yokohama and Hong Kong, steamer Sydney, Peninsular and Oriental steamer to Melbourne, Adelaide, King George's Sound, Colombo, Calcutta, rail to Benares, Lucknow, Cawnpore, Agra, Delhi, Jeypore, Bombay, P. & O. steamer Aden, Ismailia, rail to Cairo, Alexandria, steamer Brindisi, Naples, Rome, Genoa, Turin, Mor. Cenis, Paris, Calais, Dover, London, Midland Railway to Liverpool, and by any one steamer to New York. First class, \$1000.00.

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ROUTE NO. 2.—New York *via* Shenandoah Valley route to New Orleans, Houston, San Antonio, El Paso, Los Angeles, San Francisco, Ogden, Omaha, Chicago, New York; or *vice versa*. First class, \$148.00. Side trip, Berenda to Yosemite Valley and return, \$45 extra.

ROUTE NO. 3.—New York *via* Cincinnati, New Orleans, Houston, San Antonio, El Paso, Los Angeles, San Francisco, Salt Lake City, Denver, Chicago, New York; or *vice versa*. First class, \$140.00. Side trip: Berenda to Yosemite Valley and return \$45 extra; San Francisco to Monterey and Santa Cruz and return, \$7.50.

Norfolk and Washington.

ROUTE NO. 101.—New York by Old Dominion steamer to Norfolk; thence by steamer up the Potomac (meals and berth included) to Washington; rail to Baltimore, Philadelphia, and back to New York, \$15.25.

Norfolk and Richmond.

ROUTE NO. 102.—New York, by Old Dominion steamer to Norfolk, returning same way, \$13.00.

ROUTE NO. 103.—New York, by Old Dominion steamer to Norfolk and up the James River to Richmond, returning same way, \$14.00.

ROUTE NO. 104.—New York, by Old Dominion steamer to Norfolk, thence up the James River to Richmond, returning by rail *via* Fredericksburg, Washington, Baltimore and Philadelphia to New York, or *vice versa*, \$19.00.

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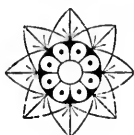
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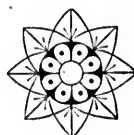
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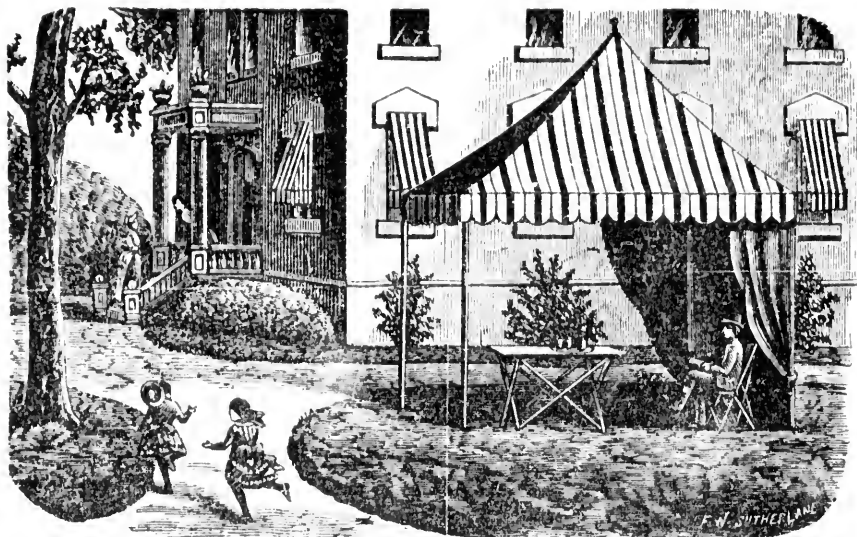
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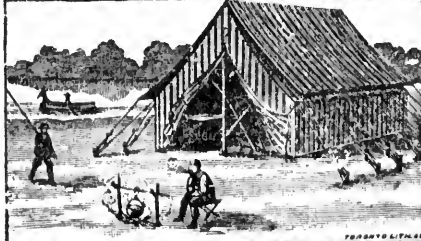
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