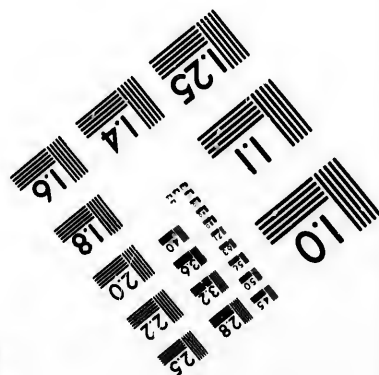
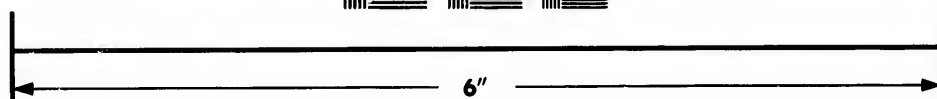
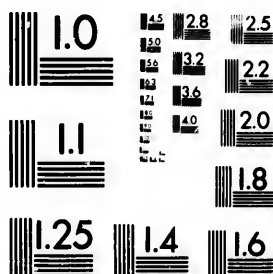


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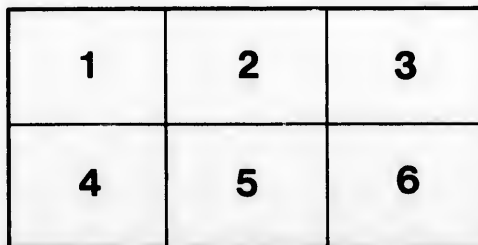
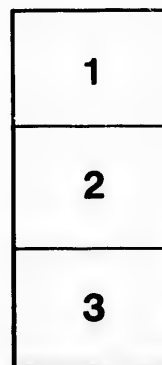
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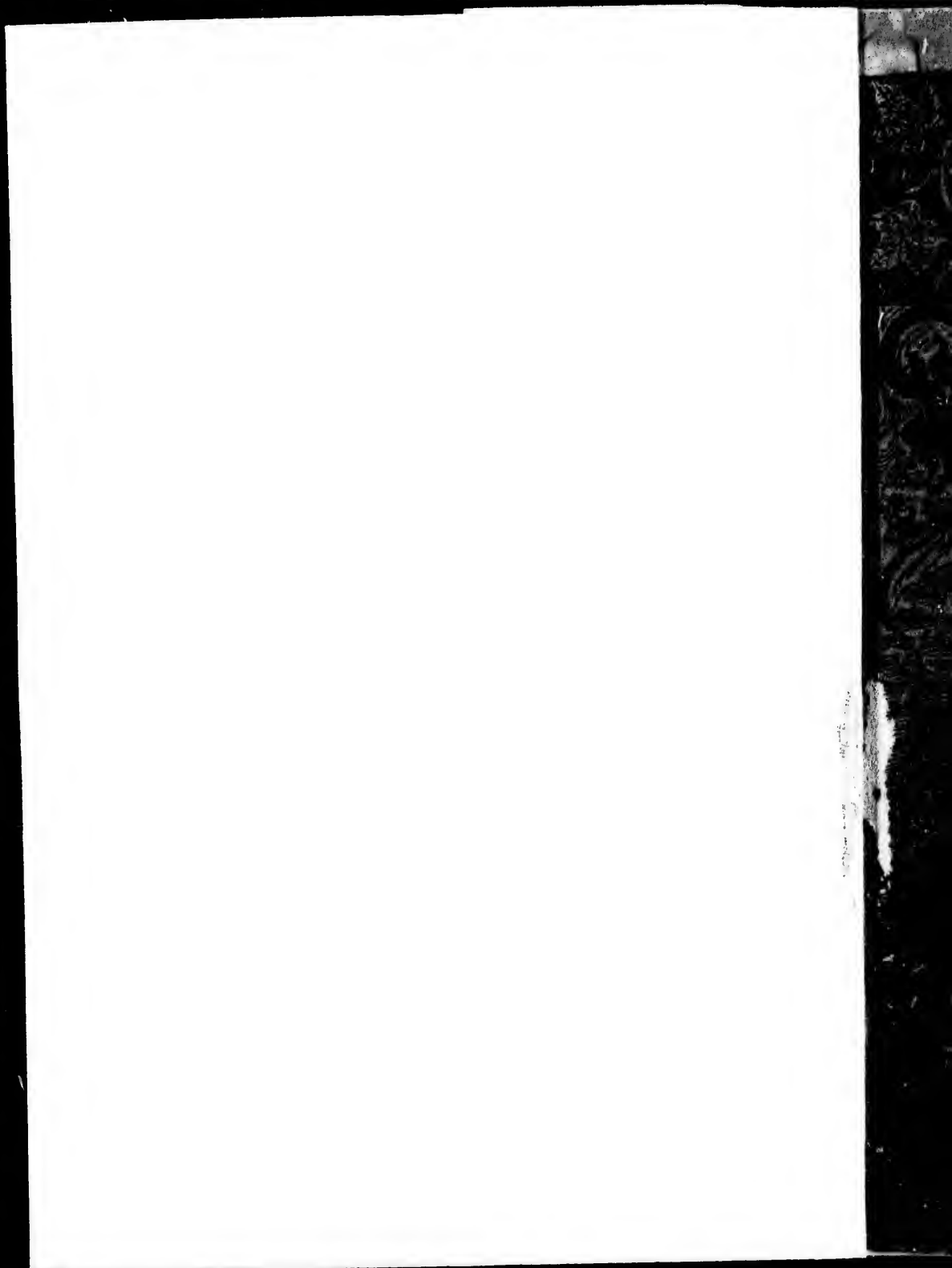
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CANADIAN PACIFIC



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CANADIAN PACIFIC PRIMERS—III.

SUMMER TOURS

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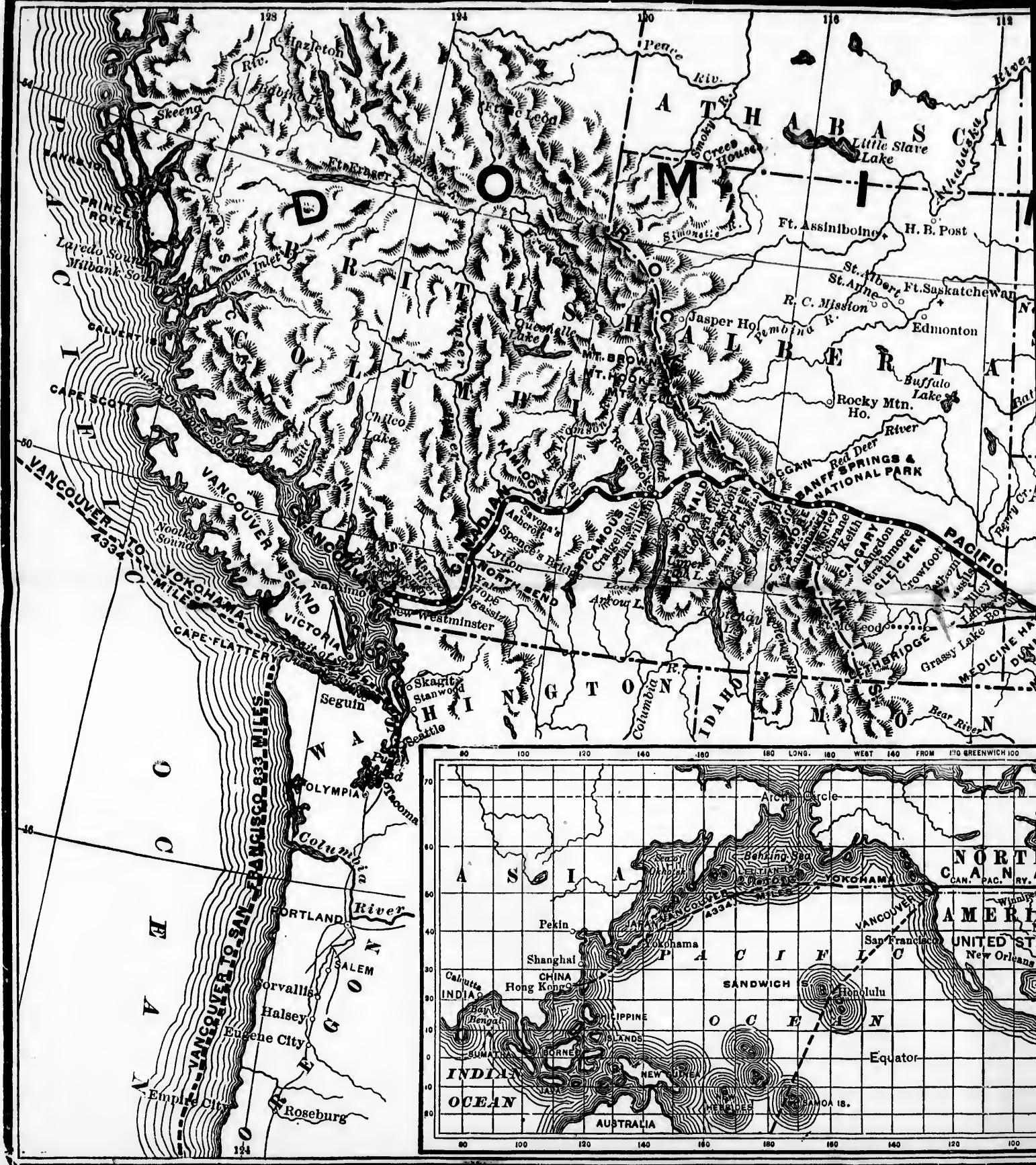


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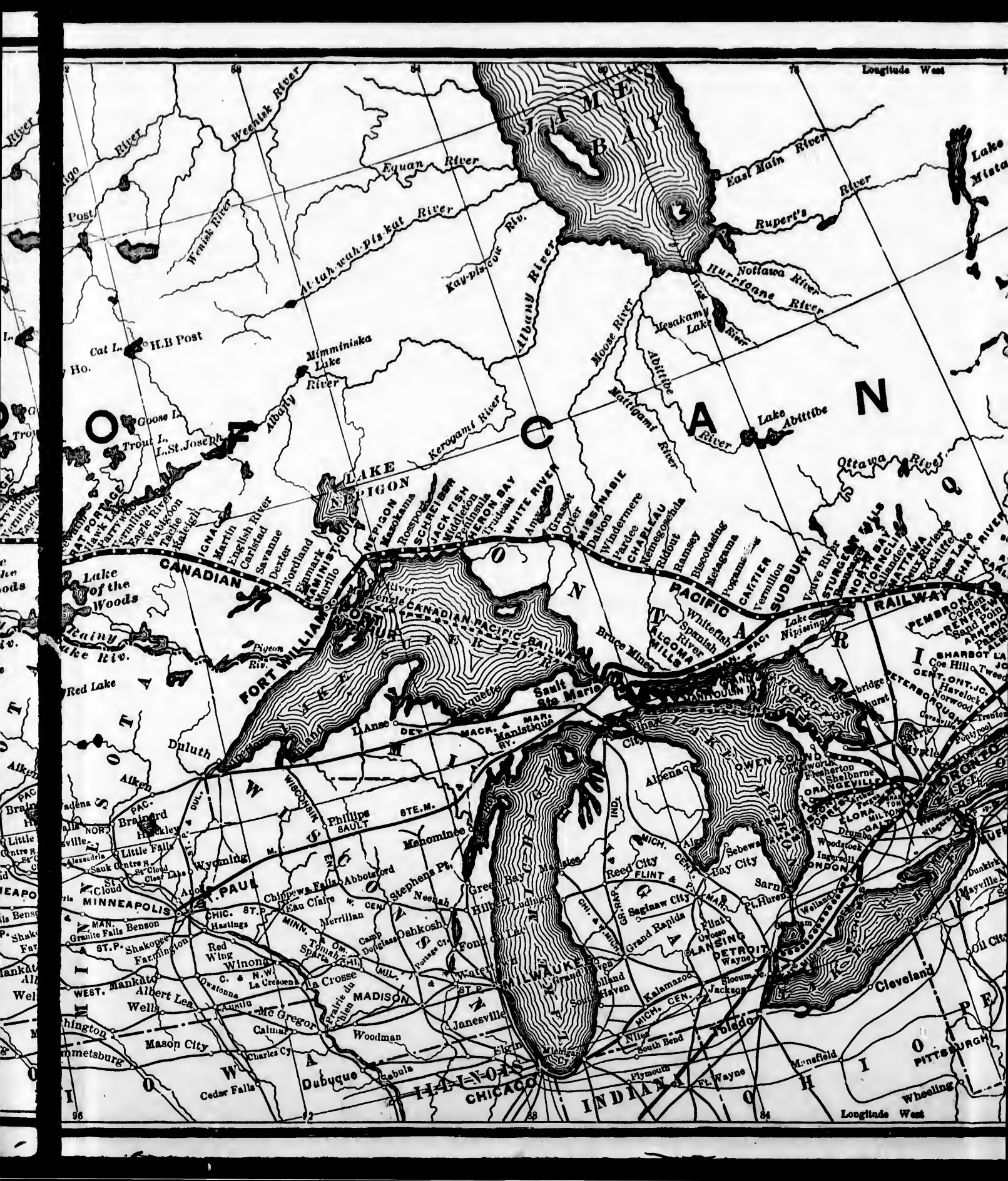
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CANADIAN PACIFIC RAILWAY
MONTREAL

1888









Map of
THE
Canadian Pacific
RAILWAY
AND ITS
CONNECTIONS

CANADIAN PACIFIC RAILWAY

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LUCIUS TUTTLE	Passenger Traffic Manager	Montreal.
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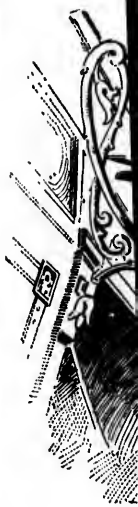
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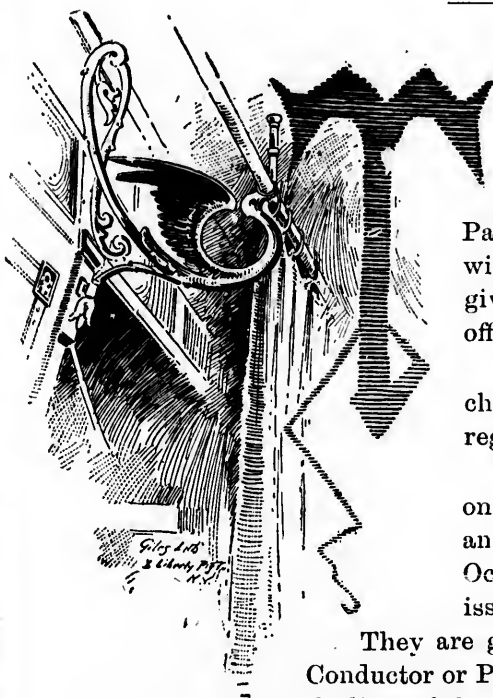


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General Information



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

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

Unless otherwise specified, they are on sale from 1st June to October 15th, and are available for travel until October 31st of the year in which issued.

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

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

Round Trip Tours going one way and returning another, when marked "R. W.," can be reversed, at the time of ticket purchase, for the convenience of tourists.

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

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

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

Where steamship routes are marked thus †, it indicates that meals and berths are included on steamships, and that no extra charge will be made for them. If not so marked they do not include meals or berths.

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

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are forming, be glad to send such an agent to render assistance and give desirable information to applicants. Special First-class Sleeping Cars will be reserved for parties of eighteen or more first-class passengers; and when destined to a point west of Port Arthur will be reserved for parties of fifteen or more passengers. The rate will be about \$40.00 per day for the use of the sleeping car in addition to the price of passage tickets.

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

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The route from Niagara Falls to Toronto, where the Canadian Pacific Railway is reached, will, until the close of navigation, be by the New York Central & Hudson River R.R. to Lewiston wharf, thence by Niagara Navigation Company to Toronto; or by the Michigan Central R.R. to Niagara, thence by Niagara Navigation Company to Toronto. The steamers of the Niagara Navigation Company are the new Clyde-built Steamer *Cibola*, which, it is expected, will be put on the route in June or July, and will make the lake trip in about two and a half hours; and the well-known favorite, the *Chicora*. The route from Detroit to St. Thomas, where the Canadian Pacific Railway is reached, is by the Michigan Central R.R. Through Sleepers are run between Chicago and Toronto. The route from Sault Ste. Marie for Miscellaneous Tours is by Canadian Pacific Steamship line to Owen Sound unless otherwise specified.

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

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shewn; but tickets for many of the tours may be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Department mentioned on pages 2 and 161.

Correspondence is respectfully invited.

ROBT. KERR,

General Passenger Agent,

WESTERN AND PACIFIC
DIVISIONS,

WINNIPEG.

D. McNICOLL,

General Pass. Agent,

ONTARIO & ATLANTIC AND
EASTERN DIVS.

MONTREAL.

LUCIUS TUTTLE,

Passenger Traffic Manager,

MONTREAL, CANADA.



INTERIOR OF SMOKING ROOM, SLEEPING CARS.

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ADVANTAGES OFFERED
BY THE
CANADIAN PACIFIC RAILWAY
TO PROMOTE TRAVEL

Return First Class Tickets, good for a period of 30 days, are sold between stations east of Port Arthur at a reduction of one-sixth from regular rates.

One Thousand Mile Tickets for \$25.00, good for one year and available over all portions of the line east of Sault Ste. Marie and Sudbury Junction, are sold at principal stations.

Commutation Trip Tickets, good for 10, 26 or 52 trips within three months, and available for families and their guests travelling singly or in parties, are on sale between cities and their suburban resorts, within a radius of about forty miles, at rates varying from one to two cents per mile.

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

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

Sportsmen, travelling together in parties of five or more, will be issued return tickets, good for one month, to sporting grounds on the line of the Canadian Pacific Railway, at greatly reduced rates. 200 lbs. of baggage and camp equipment, consisting of tents, canoes under 20 feet in length, camp utensils, etc., including a fish or game catch of 50 lbs. in weight, will be carried free for each sportsman. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Railway Company.



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Fishing and Shooting



FISHING along the line of the Canadian Pacific is good at almost as many points as there are stations. Particularly should be mentioned the upper Ottawa and its tributary streams, especially those coming in from the northward; and the rivers that flow down from the Laurentian hills into the St. Lawrence, between Montreal and the Saguenay. The hills in the neighborhood of Calumet and the vicinity of Mastigouche, north of St. Felix de Valois, are specially popular with anglers. Havelock, a station in Ontario, near Sharbot

lake, is a good centre for fishing excursions; conveyances can be obtained there at reasonable rates, and good waters are near by. In the

Trent river, above the station, trolling is good for maskinonge and bass. Below, for five miles, are many choice spots for still fishing for bass. Healy Falls and the river for several miles below is especially recommended. North of Havelock is a chain of lakes, where boats and boatmen can be had, and accommodation in farm houses. These lakes abound in very large bass and maskinonge. The whole of that region is well stocked with game, especially deer and partridges. Sharbot lake, nearer the railway, offers similar attrac-



SHOOTING WILD GEESE IN MANITOBA.

tions; and in the Mississippi river and lake, near Carleton Place, excellent sport with the rod is always to be had. The county of Grey, in western Ontario, contains many good trouting streams, and anglers can scarcely go amiss in any part of the Muskoka region.

North of Lake Superior, the Nepigon, Steel, Jackfish and other streams are almost inexhaustible, and many of them have scarcely been touched yet. The Nepigon is already prominent (see page 81). At Nepigon station canoes and crews of experienced Indians may be hired, and provisions secured for a camping trip up Nepigon river, where the biggest of trout are caught, besides whitefish and other species. This river is about 40 miles long, and abounds in good camping and angling places amid grand scenery; at its head is the great Lake Nepigon. An illustrated pamphlet, descriptive of the Nepigon region; and another furnishing a detailed account of fishing resorts in Ontario, will be sent to anyone applying to one of the officers or general agents of the Company.

Hunting for moose, cariboo and deer is always good on the upper Ottawa, along the railway line north of Georgian bay, and everywhere north of Lake Superior. Mattawa and North Bay are the best headquarters for hunting trips.

On the plains wildfowl and deer-shooting can be got almost anywhere at suitable seasons.

In the Rocky Mountains both game and fish are abundant near the railway,—bear, moose, cariboo and birds; and in the streams and lakes, trout, salmon trout and salmon. The neighborhoods of Banff (see p. 90) and Glacier, where good hotels exist, are especially favorable for big game; while the region of the Shuswap lakes, for which Sicamous is a convenient centre, abounds in opportunities for sport of every kind.



OUR FISH STORY TELLER.



Eastern Tours

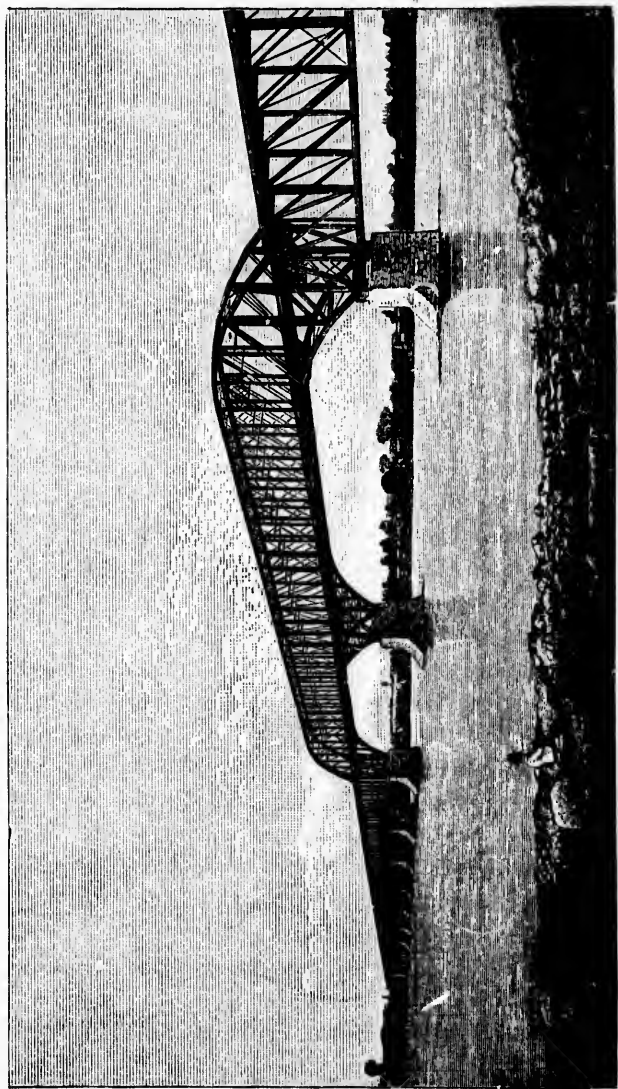
I.

TO PORTLAND AND THE SEA COAST VIA THE WHITE MOUNTAINS.

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

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

The route from Montreal is the same in all cases as far as St. Johnsbury, Vt., passing over the new St. Lawrence bridge and that part of the Canadian Pacific system formerly known as the "South-eastern Railway," to Newport, Vt., and thence by the Boston & Maine R. R. to St. Johnsbury; or, in some cases, to Wells' River, Vt.



ST. LAWRENCE BRIDGE, NEAR MONTREAL.

The new St. Lawrence bridge is a steel cantilever, spanning the St. Lawrence river at Lachine, about 5 miles above Montreal. Its massive and skillful structure (the channel spans are each 408 feet in length) make it an extremely interesting object in itself; while its height and situation permit the traveller a view up and down the great river that is surprisingly beautiful. The banks of the river are dotted with French villages, of which historic old Lachine and the Iroquois town of Caughnawaga are most prominent; while in the distance are seen the graceful outlines of many mountains, and the spires of Montreal.

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

From Newport the Passumpsic Division of the Boston & Maine R. R. runs southward toward Burke mountain, crosses the height of land, and descends the winding little river from which this portion of the railroad takes its name. This is a district of lovely foot-hills, over which the Green mountains show their statelier heads. The villages in this part of the state manifest by the neat and well-kept air of their houses and farms the prosperity and refinement of the people. St. Johnsbury is a large town whose people are noted for their high degree of culture. Here is the manufactory of the celebrated Fairbank's scales.



OLD MAN OF THE MOUNTAIN.

Starting from Quebec, the traveller reaches Newport by taking the Quebec Central Railway, which leads along the upper valley of the Chaudiere, overlooking its pretty French settlements for a long distance, then crosses into the "Eastern Townships," reaching the metropolis of that English-speaking district at Sherbrooke,—a junction-point where the eastern extension of the Canadian Pacific Railway, now under construction between Montreal and St. John, N.B., crosses the Grand Trunk. Between Sherbrooke and Newport, on the Boston & Maine R. R., the rocky borders of Lake Massawippi are skirted, whence comes a large product of asbestos and other minerals, and where great quantities of wood pulp are manufactured.

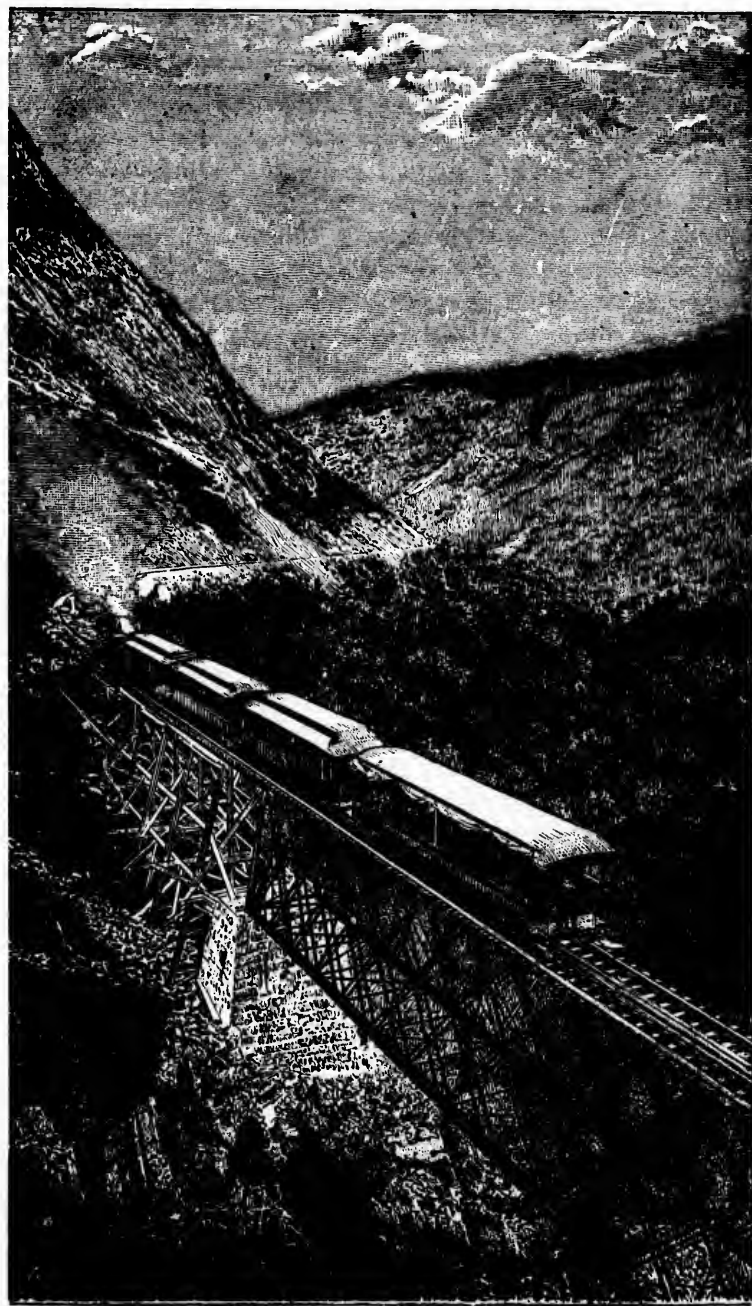
From St. Johnsbury the White Mountains division of the Boston & Lowell R.R. runs eastward to the Connecticut valley, which is crossed at Lunenburg near the large village of Lancaster, N.H. The Connecticut valley in this part is bordered by beautiful meadows, whence rocky terraces rise to the background-hills.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

side of the Riviera and the Swiss Alps have tourists' hotels and the system of private accommodation for summer visitors reached such a degree of perfection as characterizes those in the White Mountains and along the adjacent sea-coasts.

From Bethlehem Junction short branch-lines lead to The Maplewood and to Bethlehem. The former is an immense hotel, one of the most modern in the mountains, and surrounded by elegant cottages. Bethlehem, an older town, with numerous summer hotels and boarding houses, is one of the largest and best known villages in the region, particularly noted for its freedom from hay fever, and for the exquisite landscapes in all directions.

A side-trip to the Profile House may be made from Bethlehem Junction by a railway ten miles in length. This celebrated hotel is situated in a deep cleft between the Franconia and Lafayette ranges at the source of the Merrimac. Near here is that far-famed "Old Man of the Mountain"—a colossal profile jutting from the brow of a tremendous cliff, which gives a name to the whole locality. Six miles below the Profile is The Flume and the Flume hotel, reached by a pleasant stage journey; and a few miles further down, a carriage ride will take the traveller to North Woodstock, whence he can proceed by rail as described on page 29.

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



APPROACHING THE CRAWFORD NOTCH.

The summit of the mountain is occupied by a large hotel, a signal station of the United States Weather Service, a newspaper office, and the stables and offices of the stage company. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded. It is not often during the summer months that clouds enshroud the peak for more than a few hours at a time, so that no one need fear to include an excursion to this loftiest point of outlook in eastern America through fear that his time will be wasted. The inclined railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. It is a narrow-gauge track, laid upon a low trestle work carrying it evenly over the inequalities of the rocks, and the steepest grades amount to scarcely more than one foot of rise in each three of advance. The total length of the line is nearly three miles, and the time of ascent about one and a half hours. A locomotive and one car constitute the train, and they are able to ascend by means of heavy cog-wheels locking into a third rail laid in the middle of the track and furnished with cog-teeth. The locomotive thus climbs a sort of ladder, the side rails merely guiding and supporting its weight. Precautions for safety are so numerous that an accident is simply impossible.

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

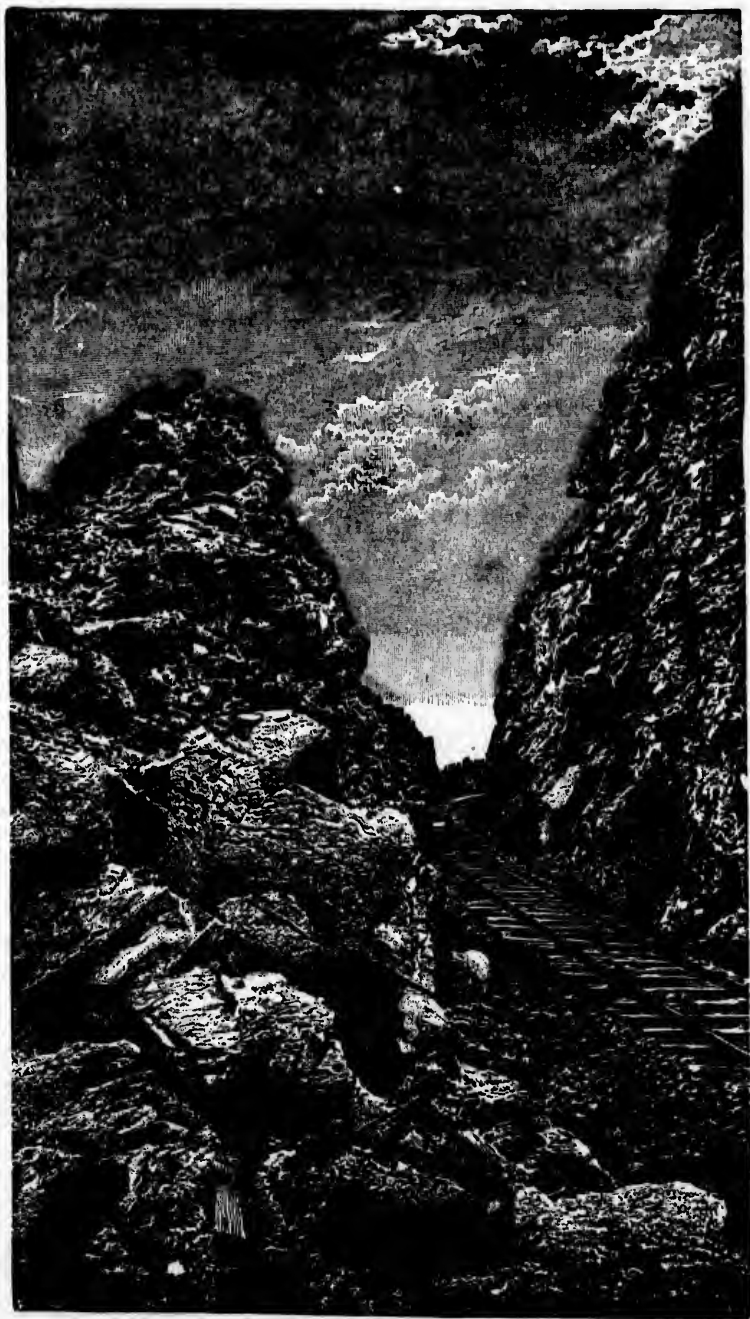
A narrow pass leading southward from Fabyan's carries the Portland & Ogdensburg Railroad from the Connecticut slope to that of the Atlantic. In the jaws of this pass, one-half mile beyond Fabyan's, stands the Mount Pleasant House, and four miles further we come to the celebrated Crawford House, occupying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

Turning southward from the Crawford House the railway next passes through the narrow "Gate of the Notch," winds its way by skillful engineering along the sheer western slope of Mounts Willey and Field, and thence follows the Saco through its narrow canyon for

several miles down past the Willey House, Bemis, Upper Bartlett, Glen Station, Lower Bartlett and the Intervale House, to North Conway, where the valley expands into bright intervalles that furnish some of the most beautiful scenes in New Hampshire.

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

The Portland & Ogdensburg Railroad proceeds southward from North Conway to another pretty village, Conway Centre, on the



THE "GATE" OF THE CRAWFORD NOTCH.

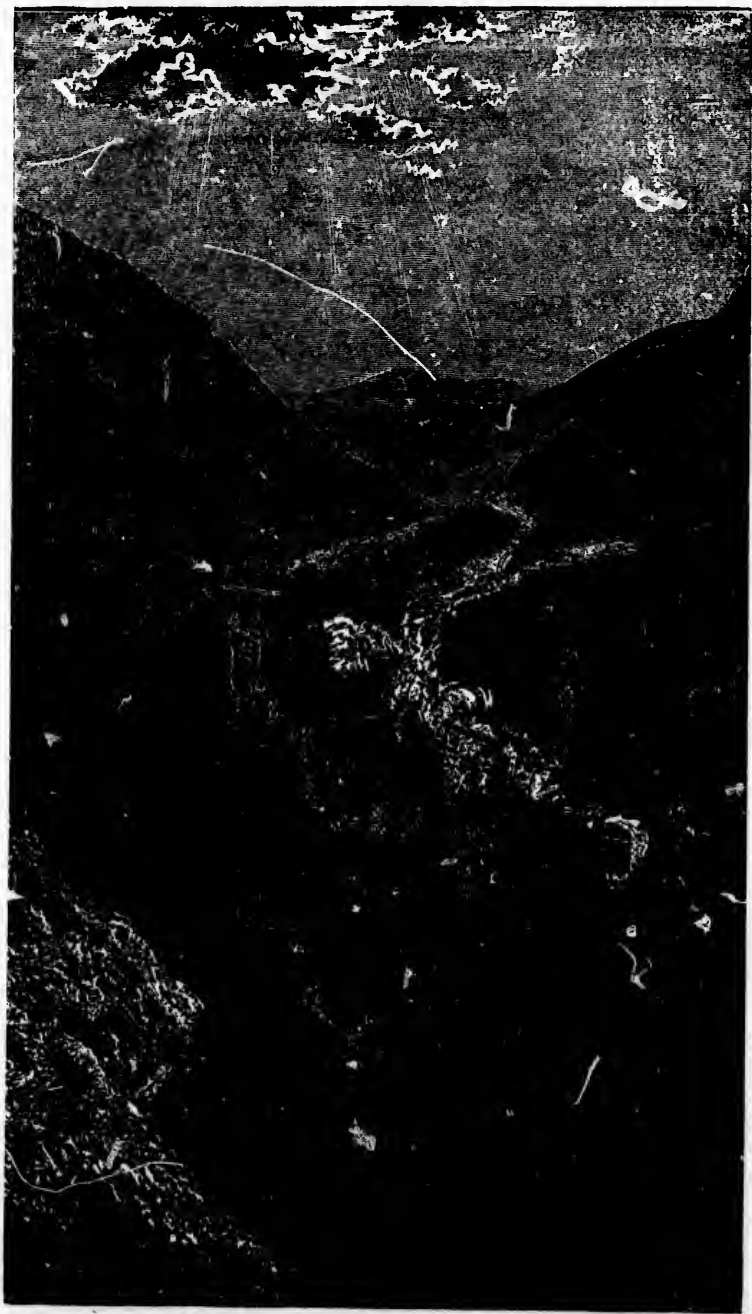
banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago lake to Portland, Me. This is a rich farming country, presenting charming landscapes, and many different tours will be found which include it; among them one line of routes leading to Bar Harbor and the Maritime Provinces, and another to Old Orchard Beach and Boston. (See page 31).

II.

TO BOSTON VIA THE MONTREAL & BOSTON AIR LINE.

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

Where Baker's river enters the Pemigewasset is Plymouth, N.H., whence a branch railway extends northward to North Woodstock, whence the Flume and Profile hotels are accessible by stages. At Plymouth the traveller is fairly in the midst of mountains, and presently finds himself close beside Winepesaukee lake, the principal stations upon which are Lake Village, Weir's and Laconia,—large villages, with hotels and pleasure facilities of every sort. WEIRS is the landing place for the steamboat lines that traverse Lake Winepesaukee in various directions. After leaving the lake at Laconia, an iron-founding and manufacturing town most prettily situated near the base of Mt. Belknap, the railway proceeds southward through the rich valley of the Winepesaukee river (the outlet for the lake), and soon reaches Concord, the capital of New Hampshire. Thence it



IN THE HEART OF THE WHITE MOUNTAINS.

follows the Merrimac river past several agricultural centres, until it crosses it at the great factory city of Manchester. After that come in rapid succession the flourishing "cotton" cities and suburban towns of eastern Massachusetts, the principal of which are Nashua and Lowell, until Boston is reached, twelve hours distant, in time, from Montreal.

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

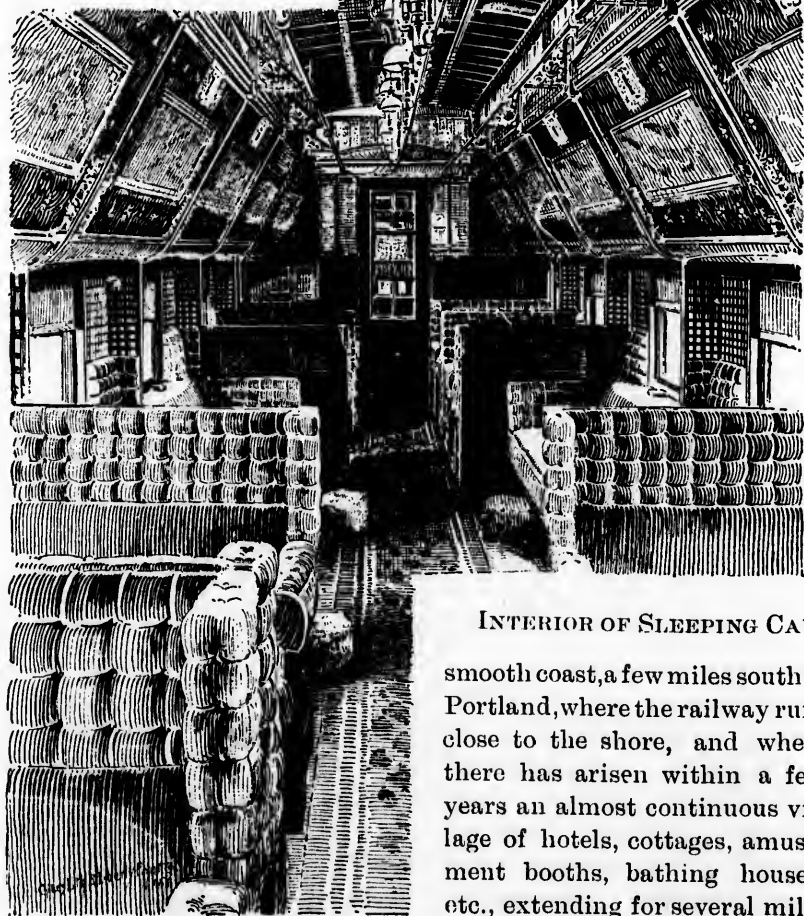
It will be noticed upon reference to the list of tours that in several cases a round trip is provided between Montreal and Boston, which proceeds by the way of St. Johnsbury, Fabyan's and Portland to Boston, and thence back via Plymouth and Wells River, or *vice versa*.

III.

TO MOUNT DESERT AND THE MAINE COAST.

Between Canada and the coast the routes are the same as those already described. The steamers between Boston and Portland are large and handsome boats, running both by daylight and by night. The routes by rail between these cities pass close along the coast and traverse a succession of interesting old sea-ports, which were among the earliest settlements on the New England coast, including in rotation eastward, Lynn, Salem, Ipswich, Newburyport, Portsmouth (where the Merrimac is crossed), Kennebunk and Kennebunkport, Biddeford and Saco (at the mouth of the Saco), Old Orchard and Scarborough beaches. All of these names are surrounded by historical associations dating back to the farthest record, and the places themselves are in the highest degree interesting and picturesque, as well as prosperous. Portland itself need not be described. A day's halt on the part of the tourist would be well repaid. The old tower on Munjoy Hill should be climbed. In and around Casco bay are islands and bold shores of great beauty, whose hotels and cottages are the resort of great numbers of summer guests. The whole coast in this vicinity is dotted with quaint villages, beloved of artists and quiet-seeking

people, and with gayer beaches, river-mouths and watering-place hotels, of which the most famous are Rye Beach, the Isles of Shoals, the Wentworth House and Old Orchard. A special side-trip is arranged from Portland to Old Orchard,—a strip of



INTERIOR OF SLEEPING CAR.

smooth coast, a few miles south of Portland, where the railway runs close to the shore, and where there has arisen within a few years an almost continuous village of hotels, cottages, amusement booths, bathing houses, etc., extending for several miles

along the beach. Ocean Park, Ferry Beach and other names are given to certain centres of this summering population, which are connected by a branch railroad that runs trains back and forth every hour during the season. Its admirers think that no beaches in New England are equal to this ten miles. A religious camp-meeting is held there every summer; and Old Orchard is to Canada and New England what Ocean Grove is to New York and the Middle States.

From Portland the traveller reaches Mount Desert, St. John, N.B., St. Andrew's, N.B., and the other resorts upon the eastern coast by way of the Maine Central Railroad, or by a steamer which calls at several points upon the Maine coast, and at summer resorts upon the lesser islands.

Mount Desert Island is the most prominent and fashionable watering place on the northern coast. Its principal landing and centre of amusement is Bar Harbor, the population of which, in mid-summer, reaches ten or fifteen thousand. Large and most elegant hotels exist, as well as less costly ones. Private boarding can easily be obtained at almost any price desired in Bar Harbor, or in some of the farming villages scattered over the island. The means of pleasure-taking at Mount Desert are almost without limit. At Bar Harbor the most stylish entertainments and luxurious hotel life are to be seen beside the simpler excursions, boating and fishing trips and picnics with which the majority of visitors are satisfied. The island is mountainous and some of the summits are over 1,500 feet in height. One of these has a railway, like that on Mt. Washington, which carries passengers to a hotel on the apex, overlooking the sea, the straits and an immense landscape inland. To the tops of other rocky hills good paths are made; and walking-trips, consequently, are one of the most fashionable as well as enjoyable customs of the island. There is no doubt that of all the leading summer resorts, Mount Desert stands first in the variety of recreation it offers, coupled with that pleasing contrast of mountain and seashore in which it is quite unrivaled on the Atlantic coast.

Steamers also leave Portland for St. John, N.B., whence the Intercolonial Railway transports the traveller to Point du Chene, the terminus on Northumberland strait, where the ferry to Summerside, on Prince Edward Island, is met.

From St. John one can go by a daily steamer across the bay of Fundy to Annapolis, in Nova Scotia, the site of the earliest French settlement in "Acadia," and still a most interesting locality. Thence he may proceed to Halifax by rail through that Acadian country immortalized by Longfellow in his poem *Evangeline*.

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

IV.

TO THE LOWER ST. LAWRENCE RESORTS, THE SAGUENAY, GASPE, NEWFOUNDLAND AND GULF PORTS.

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

The starting point for all this traffic is, of course, Quebec. This old city, with a population of about 75,000, occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river (1534), spent a winter at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. A few years later the headland was fortified, and, as the settlement grew, the fortifications were enlarged until Quebec became the stronghold of Canada, remaining so until captured by the English, under Wolfe, in 1759. The commerce of Quebec began with the fur trade, and this remains an important element. Enormous transactions in lumber go on here annually. The whole lower valley of the St. Lawrence, the Lake St. John district (see page 40), and the northern lumbering regions draw their merchandise from this centre. In the "upper town," on the highlands, the public buildings, churches, best business blocks, hotels and schools are found, and here the English and modern part of the town has outgrown its antecedents. The "lower town," near the water, abounds in irregular, narrow streets and quaint old houses.

The scenic beauty of Quebec has been the theme of general eulogy. The majestic appearance of Cape Diamond and the fortifications—the cupolas and minarets, like those of an Eastern city, blazing and sparkling in the sun,—the loveliness of the panorama,—the noble basin, like a sheet of purest silver, in which might ride with safety a hundred sail of the line,—the graceful meandering of the river St. Charles,—the numerous village spires on either side of the St. Lawrence,—the fertile fields dotted with innumerable cottages, the abodes of a prosperous farming population,—the distant falls of Montmorenci,—the park-like scenery of Point Levi,—the beautiful Isle d'Orleans,—and, more distant still, the frowning Cape Tourmente, and the lofty range of purple mountains of the most picturesque forms which bound the prospect, unite to form a *coup d'œil*, which, without exaggeration, is scarcely to be surpassed in any part of the world.

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

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

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



QUEBEC FROM POINT LEVI.

belonged decidedly to Europe. This part of America is but seventy or eighty years older than New England, yet there seems to be a difference of five hundred years."

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

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

The steamer now stretches out across the river in a diagonal course of 30 miles, and soon comes in sight of the Kamouraska islands, over which is seen the charming village of Kamouraska, on the south shore. The old group of islets called The Pilgrims is then passed on the right and a landing made at Riviere du Loup. This is an important post and railway junction, whence a new line of railway running southward to Edmunston, N. B., now connects the Intercolonial with the New Brunswick Railway, forming a short route to Fredericton and St. John. An excellent region for fresh sport is opened by this new line. Riviere du Loup contains hotels and boarding houses for summer visitors; but the chief point of tourist interest is the Gibraltar-like headland, six miles farther down the coast, called Cacouna, now one of the fashionable watering-places. This can be reached by stage or cab from here, or from Cacouna station on the Intercolonial Railway, four miles nearer, where stages and cabs meet all trains. Cacouna is a very popular resort, and can accommodate thousands of people, invigorating them by cool breezes, and interesting them with the magnificence of its mountain prospects and many novel scenes and amusements along the shore. Stages and conveyances meet all steamers at Riviere du Loup, for Cacouna.

The water of the St. Lawrence is salt at Cacouna and upward to within 30 miles of Quebec,—a fact of interest to bathers.

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

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

Bayard Taylor exclaims: "Shores that seemed roughly piled together out of the fragments of chaos overhung us,—great masses of rock, gleaming duskily through their scanty drapery of evergreens, here lifting long irregular walls against the sky, there split into huge fantastic forms of deep lateral gorges, up which we saw the dark-blue crests of loftier mountains in the rear. . . . The river is a reproduction—truly on a contracted scale—of the fiords of the Norwegian coast. . . . The dark mountains, the tremendous precipices, the fir forests, even the settlements at Ha Ha bay and L'Anse à l'Eau (except that the houses are white instead of red), are as completely Norwegian as they can be."

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

But Chicoutimi is no longer the most northern point reached by civilization, or frequented by the tourist. Some sixty miles above Chicoutimi, the majestic Saguenay, now no longer navigable, flows out of the great Lake St. John, the largest lake in the Province of Quebec.

The country here is entirely different from that through which the Saguenay flows in approaching the St. Lawrence. Level lands surround the lake on every side for many miles from its shores, and are to a great extent under cultivation, producing more wheat than any other county in the province. Their productiveness has led to the construction thither of the Lake St. John Railway, whose trains run

daily from Quebec to Lake St. John, a distance of 190 miles, in eight or nine hours.

The construction of this railway opens an unique and most interesting section of country to the summer tourist and sportsman.

In the Canadian edition of "The Doom of Mamelons," whose plot is located in this remote and almost unknown region, the public will find some fifty pages of accurate and vivid description of the country, from Mr. W. H. H. Murray's pen, together with a large and reliable map, invaluable to anglers and campers. Mr. Murray describes the country as characterized by great natural beauty, covered with magnificent forests, and penetrated in all directions by many and great rivers. The Peribonca, a tributary of Lake St. John, is navigable by canoes nearly 300 miles, while a steamboat, capable of carrying 300 passengers, ascends the Mistassini from the lake for about 20 miles. Lake St. John is nearly round in shape, and some 35 miles in diameter. It is the home of the famous fish called by the Indians Wa-na-nish, a species of land-locked salmon, of great beauty and spirit as a game fish, ranking next to the true salmon. Many other lakes dot the country, some of them ten or twenty miles in length, and all liberally stocked with game fish, especially the spotted trout, which sometimes weigh fourteen pounds. These lakes afford perhaps the best opportunities for the angler that can now be found on the continent. The region is very healthy, the air cool, the soil dry and hard, and on hundreds of the lakes a camp-fire has never been built. The Lake St. John Railway runs directly through this primeval wilderness, and anglers and campers can be landed directly from the palace cars on the beaches of the lake they are to camp on, thus escaping the trouble and expense of "staging." One hotel is already erected at Lake St. John, and others will soon follow.

To the lover of scenery the line of this railway, for almost the entire distance of 190 miles, presents a succession of the most beautiful views. Among other points may be mentioned Lake St. Joseph, surrounded by mountains, the very base of which is almost touched by the little steamer plying on its waters; St. Raymond, a picturesque village in the beautiful valley of the River Ste. Anne; the romantic

River Batiscan, hemmed in by towering mountains; Pearl Lake, Lakes Edward, Kiskisink, Bouchette and Lac des Commissaires, all touched by the railway, and abounding in fish; the Falls of the River Ouïatchouan at Lake St. John, 50 feet higher than Montmorency; the picturesque villages of Chambord, Roberval (the home of the interesting tribe of Montagnais Indians), St. Jerome, St. Prime and St. Gédéon, all on the borders of Lake St. John; and lastly the great Lake St. John itself, from whose further shore stretches the vast wilderness northward to Hudson's straits.

Below Tadousac the north shore of the St. Lawrence is sparsely inhabited, and presents no attractions to the ordinary tourist, though Labrador is often visited by hunters, fishermen and artists, who can reach its most distant landings every few days by means of trading or fishing steamers. The south shore, on the contrary, is well populated by French farmers and fishermen, but no steamers make regular stoppages anywhere between Cacouna and Gaspé. These villages must be approached by railway and stage. The first among them below Cacouna, of any importance, is Trois Pistoles. Here the romantic islets of Rosade; "a shore cut into deep notches, broken with flats, capes and beaches; a background hewn prodigally from the world's material;" and quaintly pretty villages clustering about a tin-roofed church or two at the foot of some gigantic bluff, captivate the eye and imagination. Some distance farther is Rimouski, where the European steamers land their mails, to be sent forward by rail with greater haste. It is an important summering place for Canadian and New England people, and surrounded by magnificent scenery and a curious French civilization dating back to the earliest discovery of Canada. These points, however, are not stopping places for regular steamers.

As far as Rimouski the Intercolonial Railway, a part of the route of many of the tours given in this book, follows more or less closely the bank of the river, giving access to all of the shore resorts. Just beyond here this railway turns southward, crosses the narrowest part of Gaspé (as all this peninsular eastern part of Quebec is termed), and follows the Metapedia river down to the Bay of Chaleur. This rough and forested country is traversed by cold and swift rivers fed by the



CITY OF HALIFAX, FROM THE BATTERY.

mountains of Notre Dame, which form the backbone of the Gaspesian peninsula, and these rivers are noted for their salmon fishing.

The Bay of Chaleur is becoming more and more popular as each season passes, as a summering place, and object of tourist-curiosity. A few miles from Dalhousie station, and reached by a little branch railway, the great Inch Arran hotel stands on the very brink of the bay,—one of the grandest situations and most elegant hostelryes in the country. The northern shore of the bay is dotted with quaint villages and odd but comfortable little inns, where good sport is always near at hand. The steamer *Admiral* makes frequent trips back and forth along this shore between Dalhousie and Gaspé bay, and the excursion can be heartily recommended for its novelty and the beauty of the scenery encountered.

The coast below Rimouski, as seen from one of the "Gulf" steamers, presents a solid front of mountain wall, with bold promon-

tories and lofty peaks, at whose base cling fishing villages wherever a harbor opens. Cape Rosier marks the mouth of the river, and the "land's end of Canada" eastward, rounding which those steamers which stop along the New Brunswick coast steer directly into the Bay of Chaleur, while those headed for Newfoundland, Charlottetown, P.E.I., or Pictou, N.S., strike boldly across the waters of the gulf of St. Lawrence.

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

V.

TOURS TO NEW YORK.

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

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

Between Ogdensburg and St. Albans, Vt., the most notable point is Chateaugay lake, the source of the river of the same name, which passes through a district of the great "north woods" particularly well known to anglers. Two miles below the station is the celebrated Chateaugay chasm, where the river has cut through soft sandstone a gorge not over thirty feet wide although some two hundred deep.

This is one of the most interesting bits of scenery in New York state, and a good hotel has now been built within a few rods of the canyon. At Rouse's Point, on the western shore of the head of Lake Champlain, is crossed the Delaware & Hudson Railroad, the direct through-line between Montreal and New York.

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

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

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

SPECIAL INFORMATION

IN CONNECTION WITH

EASTERN TOURS

Tickets over the Mount Washington Railway are not available after about the 15th September, 1888.

Attention is called to the fact that the Canadian Pacific Railway has recently obtained control of, and now operates the Southeastern Railway, which is the only line running from Montreal to the New England seaboard through the heart of the White Mountains, and that trains by this route now start from the Canadian Pacific Railway depot in Montreal, and that all tickets reading from Quebec or any point west of Montreal "via Canadian Pacific Railway to Newport" carry passengers through Montreal.

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

FROM	RETURN TRIPS			SINGLE TRIPS.		
	Via R. & O. Nav. Co. from Toronto	Via R. & O. Nav. Co. from Kingston.	Via Ott. Riv. Nav. Co. from Ottawa.	Via R. & O. Nav. Co. from Toronto.	Via R. & O. Nav. Co. from Kingston.	Via Ott. Riv. Nav. Co. from Ottawa.
Detroit	\$1 75	\$0 75	\$0 50	\$1 75	\$1 75	\$1 75
Niagara Falls	1 75	1 75	1 75	2 50	2 50	1 50
St. Thomas	2 60	2 60	1 60	2 50	2 50	1 50
London	2 75	2 75	1 75	2 50	2 50	1 50
Toronto	3 00	3 00	2 00	2 50	2 50	1 50

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

Tourist tickets to eastern points from Ottawa will on request at time of purchase be made to read Ottawa River Navigation Company to Montreal, instead of Canadian Pacific Railway, without additional charge.

The route from Sault Ste. Marie for Eastern Tours will be by Canadian Pacific Steamship Line (Local or Through) to Owen Sound, thence Canadian Pacific Railway; or by Canadian Pacific Railway Rail Route.



Eastern Tours

TO THE

LOWER ST. LAWRENCE, WHITE MOUNTAINS, AND THE SEASIDE

BAR HARBOR (MOUNT DESERT) AND RETURN

ROUTE R 1

Rates as follows:

From Quebec	\$21.50	From Toronto	\$32.50
" Montreal	17.50	" London	37.60
" Ottawa	22.50	" St. Thomas	38.00
" Prescott	22.50	" Niagara Falls	34.75
" Brockville	23.10	" Detroit	39.50
From Sault Ste. Marie.....\$48.50			
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine R.R.	" Scott's	123	
Boston & Lowell R.R.	" Fabyan's	120	
Portland & Ogdensburg R.R.	" Portland	77	
Portland, Mt. Desert and Machias Steam-boat Co	" Bar Harbor	73	
Return same route.			R

BAR HARBOR (MOUNT DESERT) AND RETURN

ROUTE R 2

Rates as follows:

From Quebec	\$23.00	From Toronto	\$34.00
" Montreal	19.00	" London	39.10
" Ottawa	24.00	" St. Thomas	39.50
" Prescott	24.00	" Niagara Falls	36.25
" Brockville	24.60	" Detroit	41.00
From Sault Ste. Marie.....\$50.00			
Canadian Pacific Ry.....	to Newport	14	
Boston & Maine R. R.	" Scott's	123	
Boston & Lowell R. R.	" Fabyan's	120	
Portland & Ogdensburg R. R.	" Portland	77	
Maine Central R. R.	" Bar Harbor	49	
Return same route			R

BETHLEHEM, N.H., AND RETURN

ROUTE R 3

Rates as follows:

From Quebec	\$14.00	From Toronto.....	\$25.00
“ Montreal.....	10.00	“ London.....	31.10
“ Ottawa.....	15.00	“ St. Thomas.....	30.50
“ Prescott.....	15.00	“ Niagara Falls.....	27.25
“ Brockville.....	15.60	“ Detroit.....	32.00

From Sault Ste. Marie.....\$41.00

Canadian Pacific Ry.....	to Newport.....	11
Boston & Maine R.R.....	“ Scott's.....	123
Boston & Lowell R.R.....	“ Bethlehem Junction.....	121
Profile & Franconia Notch R.R.....	“ Bethlehem.....	82

Return same route.

R

BOSTON, MASS., AND RETURN

R W

ROUTE R 4

Rates as follows:

From Quebec.....	\$23.65	From Toronto.....	\$31.65
“ Montreal.....	19.65	“ London.....	39.75
“ Ottawa.....	24.65	“ St. Thomas.....	40.15
“ Prescott.....	24.65	“ Niagara Falls.....	36.90
“ Brockville.....	25.25	“ Detroit.....	41.65

From Sault Ste. Marie.....\$50.65

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	“ Scott's.....	123
Boston & Lowell R.R.....	“ Fabyan's.....	120
Boston & Lowell R.R.....	“ Concord.....	5
Concord R.R.....	“ Nashua.....	27
Boston & Maine R.R.....	“ Boston.....	3
Boston & Maine R.R.....	“ Nashua.....	3
Concord R.R.....	“ Concord.....	27
Boston & Lowell R.R.....	“ Wells River.....	4
Boston & Maine R.R.....	“ Newport.....	71
Canadian Pacific Ry.....	“ Starting Point.....	14

BOSTON, MASS., AND RETURN

R W

ROUTE R 5

Rates as follows:

From Quebec.....	\$21.00	From Toronto.....	\$36.00
“ Montreal.....	21.00	“ London.....	41.10
“ Ottawa.....	26.00	“ St. Thomas.....	41.50
“ Prescott.....	26.00	“ Niagara Falls.....	38.25
“ Brockville.....	26.60	“ Detroit.....	43.00

From Sault Ste. Marie.....\$52.00

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	“ Levis.....	33
Quebec Central Ry.....	“ Sherbrooke.....	84
Boston & Maine R.R.....	“ Scott's.....	123
Boston & Lowell R.R.....	“ Fabyan's.....	120
Portland & Ogdensburg R.R.....	“ Portland.....	77
Boston & Maine R.R.....	“ Boston.....	10
Boston & Maine R.R.....	“ Nashua.....	3
Concord R.R.....	“ Concord.....	27
Boston & Lowell R.R.....	“ Wells River.....	4
Boston & Maine R.R.....	“ Newport.....	71
Canadian Pacific Ry.....	“ Starting Point.....	14

EASTERN TOURS.

49

BOSTON, MASS., AND RETURN

R W

ROUTE R 6

Rates as follows:

From Quebec.....	\$20.50	From Toronto.....	\$31.50
" Montreal.....	16.50	" London.....	36.60
" Ottawa.....	21.50	" St. Thomas.....	37.00
" Prescott.....	21.50	" Niagara Falls.....	33.75
" Brockville.....	22.10	" Detroit.....	38.50

From Sault Ste. Marie.....\$47.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
Steamer.....	" Boston.....	105
Boston & Maine R.R.....	" Nashua.....	3
Concord R.R.....	" Concord.....	27
Boston & Lowell R.R.....	" Wells River.....	4
Boston & Maine R.R.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

BOSTON, MASS., AND RETURN

R W

ROUTE R 7

Rates as follows:

From Quebec.....	\$22.00	From Toronto.....	\$33.00
" Montreal.....	18.00	" London.....	38 10
" Ottawa.....	23.00	" St. Thomas.....	38.50
" Prescott.....	23.00	" Niagara Falls.....	35.25
" Brockville.....	23.60	" Detroit.....	40.00

From Sault Ste. Marie.....\$49.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R. R.....	" Portland.....	77
Boston & Maine R.R.....	" Boston.....	10
Boston & Maine R.R.....	" Nashua.....	3
Concord R.R.....	" Concord.....	27
Boston & Lowell R.R.....	" Wells River.....	4
Boston & Maine R.R.....	" Newport.....	71
Canadian Pacific Ry.....	" Starting Point.....	14

BOSTON, MASS., AND RETURN

ROUTE R 8

Rates as follows:

From Quebec.....	\$18.00	From Toronto.....	\$30.40
" Montreal.....	16.00	" London.....	35.50
" Ottawa.....	18.00	" St. Thomas.....	35.90
" Prescott.....	19.35	" Niagara Falls.....	32.65
" Brockville.....	19.95	" Detroit.....	37.40

From Sault Ste. Marie.....\$46.40

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Wells River.....	71
Boston & Lowell R.R.....	" Concord.....	4
Concord R.R.....	" Nashua.....	27
Boston & Maine R.R.....	" Boston.....	3

Return same route.

R

BOSTON, MASS., AND RETURN

ROUTE R 9

Rates as follows:

From Quebec	\$31.50	From Toronto	\$12.50
" Montreal	27.50	" London	47.60
" Ottawa	32.50	" St. Thomas	48.00
" Prescott	32.50	" Niagara Falls	44.25
" Brockville	33.10	" Detroit	49.50
From Sault Ste. Marie		\$58.50	

Canadian Pacific Ry.	to Newport	14
Boston & Maine R. R.	" Scott's	123
Boston & Lowell R. R.	" Fabyan's	120
Boston & Lowell R. R.	" Base of Mt. Washington ..	6
Mount Washington Ry	" Summit	55
Stage	" Glen House	100
Stage	" Glen Station	99
Portland & Ogdensburg R. R.	" Portland	78
Boston & Maine R. R.	" Boston	10
Boston & Maine R. R.	" Nashua	3
Concord R. R.	" Concord	27
Boston & Lowell R. R.	" Wells River	4
Boston & Maine R. R.	" Newport	71
Canadian Pacific Ry	" Starting Point	14

BOSTON, MASS., AND RETURN

ROUTE R 10

Rates same as for Route R 9

Canadian Pacific Ry.	to Newport	14
Boston & Maine R. R.	" Scott's	123
Boston & Lowell R. R.	" Fabyan's	120
Boston & Lowell R. R.	" Base of Mt. Washington ..	6
Mount Washington Ry	" Summit	55
Stage	" Glen House	100
Stage	" Glen Station	99
Portland & Ogdensburg R. R.	" North Conway	124
Boston & Maine R. R.	" Boston	123
Boston & Maine R. R.	" Nashua	3
Concord R. R.	" Concord	27
Boston & Lowell R. R.	" Wells River	4
Boston & Maine R. R.	" Newport	71
Canadian Pacific Ry	" Starting Point	14

BOSTON, MASS., AND RETURN

ROUTE R 11

Rates as follows:

From Quebec	\$19.00	From Toronto	\$30.00
" Montreal	15.00	" London	35.10
" Ottawa	20.00	" St. Thomas	35.50
" Prescott	20.00	" Niagara Falls	32.25
" Brockville	20.60	" Detroit	47.00
From Sault Ste. Marie		\$46.00	

Canadian Pacific Ry.	to Newport	14
Boston & Maine R. R.	" Scott's	123
Boston & Lowell R. R.	" Fabyan's	120
Portland & Ogdensburg R. R.	" Portland	77
Boston & Maine R. R.	" Boston	10

Return same route.

R

CACOUNA, P.Q., AND RETURN

ROUTE R 12

Rates as follows:

From Montreal.....	\$ 8.00	From London.....	\$28.10
" Ottawa.....	13.00	" St. Thomas.....	28.50
" Prescott.....	13.00	" Niagara Falls.....	25.25
" Brockville.....	13.60	" Detroit.....	30.50
" Toronto.....	23.00	" Sault Ste. Marie.....	39.00

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Cacouna.....	35

Return same route.

R

CHARLOTTETOWN, P.E.I., AND RETURN

R W

ROUTE R 13

Rates as follows:

From Montreal.....	\$28.00	From London.....	\$48.10
" Ottawa.....	33.00	" St. Thomas.....	48.50
" Prescott.....	33.00	" Niagara Falls.....	45.25
" Brockville.....	33.60	" Detroit.....	50.50
" Toronto.....	43.00	" Sault Ste. Marie.....	59.00

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Point du Chene.....	35
P. E. I. Navigation Co.....	" Summerside.....	81
P. E. I. Ry.....	" Charlottetown.....	79
P. E. I. Navigation Co.....	" Pictou.....	80
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

CHARLOTTETOWN, P.E.I., AND RETURN

R W

ROUTE R 14

Rates as follows:

From Montreal.....	\$24.90	From London.....	\$45.00
" Ottawa.....	29.90	" St. Thomas.....	45.40
" Prescott.....	29.90	" Niagara Falls.....	42.15
" Brockville.....	30.50	" Detroit.....	46.90
" Toronto.....	39.90	" Sault Ste. Marie.....	55.90

Canadian Pacific Ry.....	to Quebec.....	14
Quebec Steamship Co.....	" Charlottetown.....	85
P. E. I. Navigation Co.....	" Pictou.....	80
Intercolonial Ry.....	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 15

Rates as follows:

From Montreal.....	\$20.75	From London.....	\$40.85
" Ottawa.....	25.75	" St. Thomas.....	41.25
" Prescott.....	25.75	" Niagara Falls.....	38.00
" Brockville.....	26.35	" Detroit.....	43.24
" Toronto.....	35.75	" Sault Ste. Marie.....	51.75

Canadian Pacific Ry.....	to Quebec.....	75
Quebec Steamship Co.....	" Charlottetown.....	81

Return same route.

R

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 16

Rates as follows:

From Montreal	\$25.05	From London	\$45.15
" Ottawa	30.05	" St. Thomas	45.55
" Prescott	30.05	" Niagara Falls	42.30
" Brockville	30.65	" Detroit	47.55
" Toronto	40.05	" Sault Ste. Marie	56.05
Canadian Pacific Ry.	to Quebec ..		14
Ferry	" Levis		33
Intercolonial Ry. Co.	" Point du Chene		35
Prince Edward Island Navigation Co.	" Summerside		81
Prince Edward Island Ry	" Charlottetown		79
Return same route.			
R			

CRAWFORD HOUSE, N.H., AND RETURN

ROUTE R 17

Rates as follows:

From Quebec	\$14.10	From Toronto	\$25.10
" Montreal	10.10	" London	30.20
" Ottawa	15.10	" St. Thomas	30.60
" Prescott	15.10	" Niagara Falls	27.35
" Brockville	15.70	" Detroit	31.75
From Sault Ste. Marie	\$41.10		
Canadian Pacific Ry.	to Newport		14
Boston & Maine R.R.	" Scott's		123
Boston & Lowell R.R.	" Fabyan's		120
Portland & Ogdensburg R.R.	" Crawford House		74
Return same route.			
R			

DALHOUSIE, N.B., AND RETURN

ROUTE R 18

Rates as follows:

From Montreal	\$14.75	From London	\$34.85
" Ottawa	19.75	" St. Thomas	35.25
" Prescott	19.75	" Niagara Falls	32.00
" Brockville	20.35	" Detroit	37.25
" Toronto	29.75	" Sault Ste. Marie	45.75
Canadian Pacific Ry.	to Quebec		14
Ferry	" Levis		33
Intercolonial Ry	" Dalhousie		35
Return same route.			
R			

EASTPORT, ME., AND RETURN

ROUTE R 19

Rates as follows:

From Quebec ..	\$21.00	From Toronto ..	\$32.00
" Montreal ..	17.00	" London ..	37.10
" Ottawa ..	22.00	" St. Thomas ..	37.50
" Prescott ..	22.00	" Niagara Falls ..	34.25
" Brockville ..	22.60	" Detroit ..	39.00
From Sault Ste. Marie ..			\$48.00

Canadian Pacific Ry.	to Newport ..	14
Boston & Maine R.R.	" Scott's ..	123
Boston & Lowell R.R.	" Fabyan's ..	120
Portland & Ogdensburg R.R.	" Portland ..	77
International Steamship Co.	" Eastport ..	125

Return same route.

R

FABYAN'S, N.H., AND RETURN

R W

ROUTE R 20

Rates as follows:

From Quebec ..	\$13.35	From Toronto ..	\$28.35
" Montreal ..	13.35	" London ..	33.45
" Ottawa ..	18.35	" St. Thomas ..	33.85
" Prescott ..	18.35	" Niagara Falls ..	30.60
" Brockville ..	18.95	" Detroit ..	35.35
From Sault Ste. Marie ..			\$44.35

Canadian Pacific Ry.	to Quebec ..	14
Ferry ..	" Levis ..	33
Quebec Central Ry.	" Sherbrooke ..	84
Boston & Maine R.R.	" Scott's ..	123
Boston & Lowell R.R.	" Fabyan's ..	120
Boston & Lowell R.R.	" Scott's ..	120
Boston & Maine R.R.	" Newport ..	76
Canadian Pacific Ry.	" Starting Point ..	14

FABYAN'S N.H., AND RETURN

ROUTE R 21

Rates as follows:

From Quebec ..	\$13.40	From Toronto ..	\$24.40
" Montreal ..	9.40	" London ..	29.50
" Ottawa ..	14.40	" St. Thomas ..	29.90
" Prescott ..	14.40	" Niagara Falls ..	26.65
" Brockville ..	15.00	" Detroit ..	31.40
From Sault Ste. Marie ..			\$40.40

Canadian Pacific Ry.	to Newport ..	14
Boston & Maine R.R.	" Scott's ..	123
Boston & Lowell R.R.	" Fabyan's ..	120

Return same route.

R

GASPE, QUE., AND RETURN

ROUTE R 22

Rates as follows:

From Montreal ..	\$17.00	From London ..	\$37.10
" Ottawa ..	22.00	" St. Thomas ..	37.50
" Prescott ..	22.00	" Niagara Falls ..	34.25
" Brockville ..	22.60	" Detroit ..	39.50
" Toronto ..	32.00	" Sault Ste. Marie ..	48.00

Canadian Pacific Ry.	to Quebec ..	14
Quebec Steamship Co.	" Gaspe ..	85

Return same route.

R

GASPE, QUE., AND RETURN

ROUTE R 23

Rates as follows:

From Montreal.....	\$20.75	From London.....	\$40.85
" Ottawa.....	25.75	" St. Thomas.....	41.25
" Prescott.....	25.75	" Niagara Falls.....	38.00
" Brockville.....	26.35	" Detroit.....	43.25
" Toronto.....	35.75	" Sault Ste. Marie.....	51.75

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Dalhousie.....	35
Steamer "Admiral".....	" Gaspe.....	101

Return same route.

R

GLEN HOUSE, N.H., AND RETURN

ROUTE R 24

Rates as follows:

From Quebec.....	\$19.50	From Toronto.....	\$30.50
" Montreal.....	15.50	" London.....	35.00
" Ottawa.....	20.50	" St. Thomas.....	36.00
" Prescott.....	20.50	" Niagara Falls.....	32.75
" Brockville.....	21.10	" Detroit.....	37.50

From Sault Ste. Marie.....\$46.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Glen Station.....	75
Stage.....	" Glen House.....	99

Return same route.

R

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

ROUTE R 25

Rates as follows:

From Montreal.....	\$12.00	From London.....	\$32.10
" Ottawa.....	17.00	" St. Thomas.....	32.50
" Prescott.....	17.00	" Niagara Falls.....	29.25
" Brockville.....	17.60	" Detroit.....	31.50
" Toronto.....	27.00	" Sault Ste. Marie.....	43.00

Canadian Pacific Ry.....	to Quebec.....	14
Richelieu & Ontario Navigation Co.....	" Ha Ha Bay and Chicoutimi.....	90

Return same route.

R

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

ROUTE R 26

Rates as follows:

From Montreal.....	\$13.00	From London.....	\$33.10
" Ottawa.....	18.00	" St. Thomas.....	33.50
" Prescott.....	18.00	" Niagara Falls.....	30.25
" Brockville.....	18.60	" Detroit.....	35.50
" Toronto.....	28.00	" Sault Ste. Marie.....	44.00

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Levis.....	33
Intercolonial Ry.....	" Riviere du Loup.....	35
Richelieu & Ontario Navigation Co.....	" Ha Ha Bay and Chicoutimi.....	91

Return same route.

R

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

ROUTE R 27

Rates same as for Route R 26

Canadian Pacific Ry.....	to Quebec.....	14
Richelieu & Ontario Navigation Co.....	" Ha Ha Bay and Chicoutimi	91
Richelieu & Ontario Navigation Co.....	" Riviere du Loup.....	90
Intercolonial Ry	" Levis.....	35
Ferry.....	" Quebec.....	33
Canadian Pacific Ry.....	" Starting Point.....	14

HALIFAX, N.S., AND RETURN

R W

ROUTE R 28

Rates as follows:

From Quebec.....	\$29.50	From Toronto.....	\$44.50
" Montreal.....	29.50	" London.....	49.60
" Ottawa.....	31.50	" St. Thomas.....	50.00
" Prescott.....	34.50	" Niagara Falls.....	46.75
" Brockville.....	35.10	" Detroit.....	51.50
Fram Sault Ste. Marie.....\$60.50			
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine R.R.....	" Wells River.....	71	
Boston & Lowell R.R.....	" Concord.....	4	
Concord R.R.....	" Nashua.....	27	
Boston & Maine R.R.....	" Boston.....	3	
International S.S. Co.....	" St. John.....	39	
Intercolonial Ry.....	" Halifax.....	36	
Intercolonial Ry.....	" Levis.....	35	
Ferry.....	" Quebec.....	33	
Canadian Pacific Ry.....	" Starting Point.....	14	

HALIFAX, N.S., AND RETURN

R W

ROUTE R 29

Rates as follows:

From Quebec.....	\$29.15	From Toronto.....	\$41.15
" Montreal.....	29.15	" London.....	49.25
" Ottawa.....	31.15	" St. Thomas.....	49.65
" Prescott.....	34.15	" Niagara Falls.....	46.40
" Brockville.....	34.75	" Detroit.....	51.15
From Sault Ste. Marie.....\$60.15			
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine R.R.....	" Wells River.....	71	
Boston & Lowell R.R.....	" Concord.....	4	
Concord R.R.....	" Nashua.....	27	
Boston & Maine R.R.....	" Boston.....	3	
International S.S. Co.....	" Annapolis.....	104	
Windsor & Annapolis Ry.....	" Halifax.....	106	
Intercolonial Ry.....	" Levis.....	35	
Ferry.....	" Quebec.....	33	
Canadian Pacific Ry.....	" Starting Point.....	14	

HALIFAX, N.S., AND RETURN

R W

ROUTE R 30

Rates as follows:

From Quebec	\$28.15	From Toronto	\$43.15
" Montreal	28.15	" London	48.25
" Ottawa	33.15	" St. Thomas	48.65
" Prescott	33.15	" Niagara Falls	45.40
" Brockville	33.75	" Detroit	50.15
From Sault Ste. Marie	\$59.15		
Canadian Pacific Ry.	to Newport	14	
Boston & Maine R.R.	" Scott's	123	
Boston & Lowell R.R.	" Fabyan's	120	
Portland & Ogdensburg R R	" Portland	77	
International S.S. Co.	" St. John	40	
Nova Scotia S.S. Co.	" Annapolis	65	
Windsor & Annapolis Ry	" Halifax	106	
Intercolonial Ry.	" Levis.	35	
Ferry	" Quebec	33	
Canadian Pacific Ry.	" Starting Point	14	

HALIFAX, N.S., AND RETURN

ROUTE R 31

Rates as follows:

From Montreal	\$21.50	From London	\$41.60
" Ottawa	26.50	" St. Thomas	42.00
" Prescott	26.50	" Niagara Falls	38.75
" Brockville	27.10	" Detroit	44.00
" Toronto	36.50	" Sault Ste. Marie	52.50
Canadian Pacific Ry	to Quebec	14	
Ferry	" Levis.	33	
Intercolonial Ry.	" Halifax	35	
Return same route.			R

HALIFAX, N.S., AND RETURN

ROUTE R 32

Rates as follows:

From Montreal	\$22.80	From Niagara Falls	\$40.05
" Ottawa	27.80	" London	42.90
" Prescott	27.80	" St. Thomas	43.30
" Brockville	28.40	" Detroit	45.30
" Toronto	37.80	" Sault Ste. Marie	53.80
Canadian Pacific Ry.	to Quebec	14	
Quebec Steamship Co.	" Pictou	85	
Intercolonial Ry.	" Halifax	37	
Return same route.			R

HALIFAX, N.S., AND RETURN

ROUTE R 33

Rates as follows :

From Montreal	\$35.10	From London	\$55.20
" Ottawa	40.10	" St. Thomas	55.60
" Prescott	40.10	" Niagara Falls	52.35
" Brockville	40.70	" Detroit	57.60
" Toronto	50.10	" Sault Ste. Marie	66.10
Canadian Pacific Ry.	to Montreal		14
† Black Diamond Line	" Pictou		2
Intercolonial Ry.	" Halifax		37
Intercolonial Ry.	" Levis		35
Ferry	" Quebec		33
Canadian Pacific Ry.	" Starting Point		14

HALIFAX, N.S., AND RETURN

R W

ROUTE R 34

Rates as follows :

From Montreal	\$28.15	From London	\$48.25
" Ottawa	33.15	" St. Thomas	48.65
" Prescott	33.15	" Niagara Falls	45.40
" Brockville	33.75	" Detroit	50.65
" Toronto	43.15	" Sault Ste. Marie	59.15
Canadian Pacific Ry.	to Quebec		14
Ferry	" Levis		33
Intercolonial Ry.	" St. John		35
Nova Scotia S.S. Co.	" Annapolis		65
Windsor & Annapolis Ry.	" Halifax		106
Intercolonial Ry.	" Levis		35
Ferry	" Quebec		33
Canadian Pacific Ry.	" Starting Point		14

HALIFAX, N.S., AND RETURN

R W

ROUTE R 35

Rates as follows :

From Montreal	\$26.00	From London	\$46.10
" Ottawa	31.00	" St. Thomas	46.50
" Prescott	31.00	" Niagara Falls	43.25
" Brockville	31.60	" Detroit	48.50
" Toronto	41.00	" Sault Ste. Marie	57.00
Canadian Pacific Ry.	to Quebec		14
Quebec Steamship Co.	" Pictou		85
Intercolonial Ry.	" Halifax		37
Intercolonial Ry.	" Levis		35
Ferry	" Quebec		33
Canadian Pacific Ry.	" Starting Point		14

LAKE ST. JOHN AND RETURN

ROUTE R 36

Rates as follows :

From Montreal	\$12.50	From London	\$32.60
" Ottawa	17.50	" St. Thomas	33.00
" Prescott	17.50	" Niagara Falls	29.75
" Brockville	18.10	" Detroit	35.00
" Toronto	27.50	" Sault Ste. Marie	43.50
Canadian Pacific Ry.	to Quebec		14
Quebec & Lake St. John Ry.	" Lake St. John		117

Return same route.

R

† Meals and Berths included.

MOUNT WASHINGTON (SUMMIT OF) AND RETURN

ROUTE R 37

Rates as follows:

From Quebec	\$24.65	From Toronto	\$35.65
“ Montreal	20.65	“ London	40.75
“ Ottawa	25.65	“ St. Thomas.....	41.15
“ Prescott	25.65	“ Niagara Falls	37.90
“ Brockville	26.25	“ Detroit	42.65
From Sault Ste. Marie.....		\$51.65	

Canadian Pacific Ry	to	Newport	14
Boston & Maine R.R.	"	Scott's	123
Boston & Lowell R.R.	"	Fabyan's	120
Boston & Lowell R.R.	"	Base of Mt. Washington ..	6
Mount Washington Ry	"	Summit	55
Stage	"	Glen House	100
Stage	"	Glen Station	99
Portland & Ogdensburg R.R.	"	Fabyan's	75
Boston & Lowell R.R.	"	Scott's	120
Boston & Maine R.R.	"	Newport	70
Canadian Pacific Ry	"	Starting Point	14

MURRAY BAY, P.Q., AND RETURN

ROUTE R 38

Rates as follows:

From Montreal	\$ 8.00	From London	\$28.10
" Ottawa	13.00	" St. Thomas	28.50
" Prescott	13.00	" Niagara Falls	25.25
" Brockville	13.60	" Detroit	30.50
" Toronto	23.00	" Sault Ste. Marie	39.00

Canadian Pacific Ry	to	Quebec	14
Richelieu & Ontario Navigation Co.	"	Murray Bay	90

Return same route.

R

NEWPORT, VT., AND RETURN

R W

ROUTE R 39

Rates as follows:

From Quebec.....	\$ 8.95	From Toronto.....	\$23.95
“ Montreal.....	8.95	“ London.....	29.05
“ Ottawa.....	13.95	“ St. Thomas.....	29.45
“ Prescott.....	13.95	“ Niagara Falls.....	26.20
“ Brockville.....	14.55	“ Detroit.....	30.95
From Sault Ste. Marie.....		\$39.95	

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Quebec Central Ry	"	Sherbrooke	84
Boston & Maine R.R.	"	Newport	69
Canadian Pacific Ry	"	Starting Point	14

NEWPORT, VT., AND RETURN

ROUTE R 40

Rates as follows:

From Montreal	\$ 5.00	From London	\$25.10
" Ottawa	10.00	" St. Thomas	25.50
" Prescott	10.00	" Niagara Falls	22.25
" Brockville	10.60	" Detroit	27.00
" Toronto	20.00	" Sault Ste. Marie	36.00

Canadian Pacific Ry	to	Newport	14
---------------------------	----	---------------	----

Return same route.

R

NORTH CONWAY, N. H., AND RETURN

ROUTE R 41

Rates as follows:

From Quebec.....	\$14.50	From Toronto.....	\$25.50
“ Montreal.....	10.50	“ London.....	30.60
“ Ottawa.....	15.50	“ St. Thomas.....	31.00
“ Prescott.....	15.50	“ Niagara Falls.....	27.75
“ Brockville.....	16.10	“ Detroit.....	32.50
From Sault Ste. Marie.....\$41.50			
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine R.R.....	“ Scott's.....	123	
Boston & Lowell R.R.....	“ Fabyan's.....	120	
Portland & Ogdensburg R.R.....	“ North Conway.....	76	
Return same route.			R

OLD ORCHARD BEACH, ME., AND RETURN

ROUTE R 42

Rates as follows:

From Quebec.....	\$15 00	From Toronto.....	\$26.00
“ Montreal.....	11 00	“ London.....	31.10
“ Ottawa.....	16.00	“ St. Thomas.....	31.50
“ Prescott.....	16.00	“ Niagara Falls.....	28.25
“ Brockville.....	16.60	“ Detroit.....	33.30
From Sault Ste. Marie.....\$42.00			
Canadian Pacific Ry.....	to Newport.....	14	
Boston & Maine R.R.....	“ Scott's.....	123	
Boston & Lowell R.R.....	“ Fabyan's.....	120	
Portland & Ogdensburg R.R.....	“ Portland.....	77	
Boston & Maine R.R.....	“ Old Orchard Beach.....	11	
Return same route.			R

OLD ORCHARD BEACH, ME., AND RETURN

R W

ROUTE R 43

Rates as follows:

From Quebec.....	\$15.00	From Toronto.....	\$30.00
“ Montreal.....	15.00	“ London.....	35.10
“ Ottawa.....	20.00	“ St. Thomas.....	35.50
“ Prescott.....	20.00	“ Niagara Falls.....	32.25
“ Brockville.....	20.60	“ Detroit.....	37.00
From Sault Ste. Marie.....\$46.00			
Canadian Pacific Ry.....	to Quebec.....	14	
Ferry.....	“ Lewis.....	33	
Quebec Central Ry.....	“ Sherbrooke.....	84	
Boston & Maine R.R.....	“ Scott's.....	123	
Boston & Lowell R.R.....	“ Fabyan's.....	120	
Portland & Ogdensburg R.R.....	“ Portland.....	77	
Boston & Maine R.R.....	“ Old Orchard Beach.....	11	
Boston & Maine R.R.....	“ Portland.....	11	
Portland & Ogdensburg R.R.....	“ Fabyan's.....	77	
Boston & Lowell R.R.....	“ Scott's.....	120	
Boston & Maine R.R.....	“ Newport.....	70	
Canadian Pacific Ry.....	“ Starting Point.....	14	

PERCE, QUE., AND RETURN

ROUTE R 44

Rates as follows :

From Montreal.....	\$17.75	From London.....	\$37.85
" Ottawa.....	22.75	" St. Thomas.....	38.25
" Prescott.....	22.75	" Niagara Falls.....	35.00
" Brockville.....	23.35	" Detroit.....	40.25
" Toronto.....	32.75	" Sault Ste. Marie.....	48.75
Canadian Pacific Ry.....	to Quebec.....		14
Quebec Steamship Co.....	" Perce.....		85
Return same route.			R

PICTOU, N.S., AND RETURN

R W

ROUTE R 45

Rates as follows :

From Montreal.....	\$23.40	From London.....	\$43.50
" Ottawa.....	28.40	" St. Thomas.....	43.90
" Prescott.....	28.40	" Niagara Falls.....	40.65
" Brockville.....	29.00	" Detroit.....	45.90
" Toronto.....	38.40	" Sault Ste. Marie.....	54.40
Canadian Pacific Ry.....	to Quebec.....		14
Quebec Steamship Co.....	" Pictou.....		85
Intercolonial Ry.....	" Levis.....		35
Ferry.....	" Quebec.....		33
Canadian Pacific Ry.....	" Starting Point.....		14

PICTOU, N.S., AND RETURN

ROUTE R 46

Rates as follows :

From Montreal... ..	\$20.75	From London.....	\$40.85
" Ottawa.....	25.75	" St. Thomas.....	41.25
" Prescott.....	25.75	" Niagara Falls.....	38.00
" Brockville.....	26.35	" Detroit.....	43.25
" Toronto.....	35.75	" Sault Ste. Marie.....	51.75
Canadian Pacific Ry.....	to Quebec.....		14
Quebec Steamship Co.....	" Pictou.....		85
Return same route.			R

PICTOU, N.S., AND RETURN

ROUTE R 47

Rates as follows :

From Montreal.....	\$21.50	From London.....	\$41.60
" Ottawa.....	26.50	" St. Thomas.....	42.00
" Prescott.....	26.50	" Niagara Falls.....	38.75
" Brockville.....	27.10	" Detroit.....	44.00
" Toronto.....	36.50	" Sault Ste. Marie.....	52.50
Canadian Pacific Ry.....	to Quebec.....		14
Ferry.....	" Levis.....		33
Intercolonial Ry.....	" Pictou.....		35
Return same route.			R

PORTLAND, ME., AND RETURN

ROUTE R 48

Rates as follows :

From Quebec.....	\$14.50	From Toronto.....	\$25.50
" Montreal.....	10.50	" London.....	30.60
" Ottawa.....	15.50	" St. Thomas.....	31 00
" Prescott.....	15.50	" Niagara Falls.....	27.75
" Brockville.....	16.10	" Detroit.....	32.50
From Sault Ste. Marie.....\$41.50			
Canadian Pacific Ry.....	to Newport.....		14
Boston & Maine R.R.....	" Scott's.....		123
Boston & Lowell R.R.....	" Fabyan's.....		120
Portland & Ogdensburg R.R.....	" Portland.....		77
Return same route.			R

PROFILE HOUSE, N.H., AND RETURN

R W

ROUTE R 49

Rates as follows :

From Quebec.....	\$15.95	From Toronto.....	\$30.95
" Montreal.....	15.95	" London.....	36.05
" Ottawa.....	20.95	" St. Thomas.....	36 45
" Prescott.....	20.95	" Niagara Falls.....	33.20
" Brockville.....	21.55	" Detroit.....	37.95
From Sault Ste. Marie.....\$46.95			
Canadian Pacific Ry.....	to Quebec.....		14
Ferry.....	" Levis.....		33
Quebec Central Ry.....	" Sherbrooke.....		84
Boston & Maine R.R.....	" Scott's.....		123
Boston & Lowell R.R.....	" Bethlehem Junction.....		121
Profile House & Franconia Notch R.R.....	" Profile House.....		83
Profile House & Franconia Notch R.R.....	" Bethlehem Junction.....		83
Boston & Lowell R.R.....	" Scott's.....		121
Boston & Maine R.R.....	" Newport.....		123
Canadian Pacific Ry.....	" Starting Point.....		14

PROFILE HOUSE, N.H., AND RETURN

ROUTE R 50

Rates as follows :

From Quebec.....	\$15.95	From Toronto.....	\$26.95
" Montreal.....	11.95	" London.....	32.05
" Ottawa.....	16.95	" St. Thomas.....	32.45
" Prescott.....	16.95	" Niagara Falls.....	29.20
" Brockville.....	17.55	" Detroit.....	33 95
From Sault Ste. Marie.....\$42.95			
Canadian Pacific Ry.....	to Newport.....		14
Boston & Maine R.R.....	" Scott's.....		123
Boston & Lowell R.R.....	" Bethlehem Junction.....		121
Profile & Franconia Notch R.R.....	" Profile House.....		83
Return same route.			R

RICHIBUCTO, N.B., AND RETURN

ROUTE R 51

Rates as follows :

From Montreal	\$20.50	From London	\$40.60
" Ottawa	25.50	" St. Thomas	41.00
" Prescott	25.50	" Niagara Falls	37.75
" Brockville	26.10	" Detroit	43.00
" Toronto	35.50	" Sault Ste. Marie	51.50
Canadian Pacific Ry	to Quebec		14
Ferry	" Levis		33
Intercolonial Ry	" Kent Junction		35
Kent Northern Ry	" Richibucto		126

Return same route.

R

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 52

Rates as follows :

From Montreal	\$ 8.00	From London	\$28.10
" Ottawa	13.00	" St. Thomas	28.50
" Prescott	13.00	" Niagara Falls	25.25
" Brockville	13.00	" Detroit	30.50
" Toronto	23.00	" Sault Ste. Marie	39.00
Canadian Pacific Ry	to Quebec		14
Ferry	" Levis		33
Intercolonial Ry	" Riviere du Loup		35

Return same route.

R

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 53

Rates same as for Route R 52

Canadian Pacific Ry	to Quebec	14
Richelieu & Ontario Navigation Co	" Riviere du Loup	96

Return same route.

R

RIVIERE DU LOUP, P.Q., AND RETURN

R W

ROUTE R 54

Rates as follows :

From Montreal	\$ 8.50	From London	\$28.60
" Ottawa	13.50	" St. Thomas	29.00
" Prescott	13.50	" Niagara Falls	25.75
" Brockville	14.10	" Detroit	31.00
" Toronto	23.50	" Sault Ste. Marie	39.50
Canadian Pacific Ry	to Quebec		13
Ferry	" Levis		34
Intercolonial Ry	" Riviere du Loup		35
Richelieu & Ontario Navigation Co	" Quebec		91
Canadian Pacific Ry	" Starting Point		14

ST. JOHNS, NEWFOUNDLAND, AND RETURN

ROUTE R 55

Rates as follows :

From Ottawa.....	\$55.00	From London.....	\$70.10
" Prescott.....	55.00	" St. Thomas.....	70.50
" Brockville.....	55.60	" Niagara Falls.....	67.25
" Toronto.....	65.00	" Detroit.....	72.50
From Sault Ste. Marie.....\$81.00			
Canadian Pacific Ry.....	to Montreal.....		14
†Black Diamond S.S. Line.....	" St. Johns, Nfld.....		2
Return same route.			R

ST. JOHN, N.B., AND RETURN

R W

ROUTE R 56

Rates as follows :

From Quebec.....	\$25.50	From Toronto.....	\$40.50
" Montreal.....	25.50	" London.....	45.60
" Ottawa.....	30.50	" St. Thomas.....	46.00
" Prescott.....	30.50	" Niagara Falls.....	42.75
" Brockville.....	31.10	" Detroit.....	47.50
From Sault Ste. Marie.....\$56.50			
Canadian Pacific Ry.....	to Newport.....		14
Boston & Maine R.R.....	" Scott's.....		123
Boston & Lowell R.R.....	" Fabyan's.....		120
Portland & Ogdensburg R.R.....	" Portland.....		77
Maine Central R.R.....	" Vanceboro'.....		50
New Brunswick Ry.....	" St. John.....		59
Intercolonial Ry.....	" Levis.....		35
Ferry.....	" Quebec.....		33
Canadian Pacific Ry.....	" Starting Point.....		11

ST. JOHN, N.B., AND RETURN

R W

ROUTE R 57

Rates as follows :

From Quebec.....	\$24.00	From Toronto.....	\$39.00
" Montreal.....	24.00	" London.....	44.10
" Ottawa.....	29.00	" St. Thomas.....	44.50
" Prescott.....	29.00	" Niagara Falls.....	41.25
" Brockville.....	29.60	" Detroit.....	46.00
From Sault Ste. Marie.....\$55.00			
Canadian Pacific Ry.....	to Quebec.....		\$14
Ferry.....	" Levis.....		33
Intercolonial Ry.....	" St. John.....		35
International S.S. Co.....	" Boston.....		39
Boston & Maine R.R.....	" Nashua.....		7
Concord Ry.....	" Concord.....		24
Boston & Lowell R.R.....	" Wells River.....		1
Boston & Maine R.R.....	" Newport.....		73
Canadian Pacific Ry.....	" Starting Point.....		14

†Meals and Berths included.

ST. JOHN, N.B., AND RETURN

R W

ROUTE R 58

Rates as follows:

From Montreal.....	\$26.15	From London.....	\$46.25
“ Ottawa	31.15	“ St. Thomas.....	46.65
“ Prescott.....	31.15	“ Niagara Falls	43.40
“ Brockville.....	31.75	“ Detroit.....	48.65
“ Toronto.....	41.15	“ Sault Ste. Marie.....	57.15
Canadian Pacific Ry.....		to Quebec	14
Quebec Steamship Co.....		“ Summerside	85
P. E. I. Navigation Co.....		“ Point du Chene.....	81
Intercolonial Ry		“ St. John.....	38
Intercolonial Ry		“ Levis.....	35
Ferry.....		“ Quebec.....	33
Canadian Pacific Ry.....		“ Starting Point.....	14

ST. JOHN, N.B., AND RETURN

ROUTE R 59

Rates as follows:

From Montreal.....	\$20.75	From London.....	\$40.85
“ Ottawa	25.75	“ St. Thomas.....	41.25
“ Prescott.....	25.75	“ Niagara Falls	38.00
“ Brockville.....	26.35	“ Detroit.....	43.25
“ Toronto.....	35.75	“ Sault Ste. Marie.....	51.75
Canadian Pacific Ry.....		to Quebec	14
Ferry.....		“ Levis.....	33
Intercolonial Ry.....		“ St. John.....	35
Return same route.			R

SUMMERSIDE, P.E.I., AND RETURN

ROUTE R 60

Rates as follows:

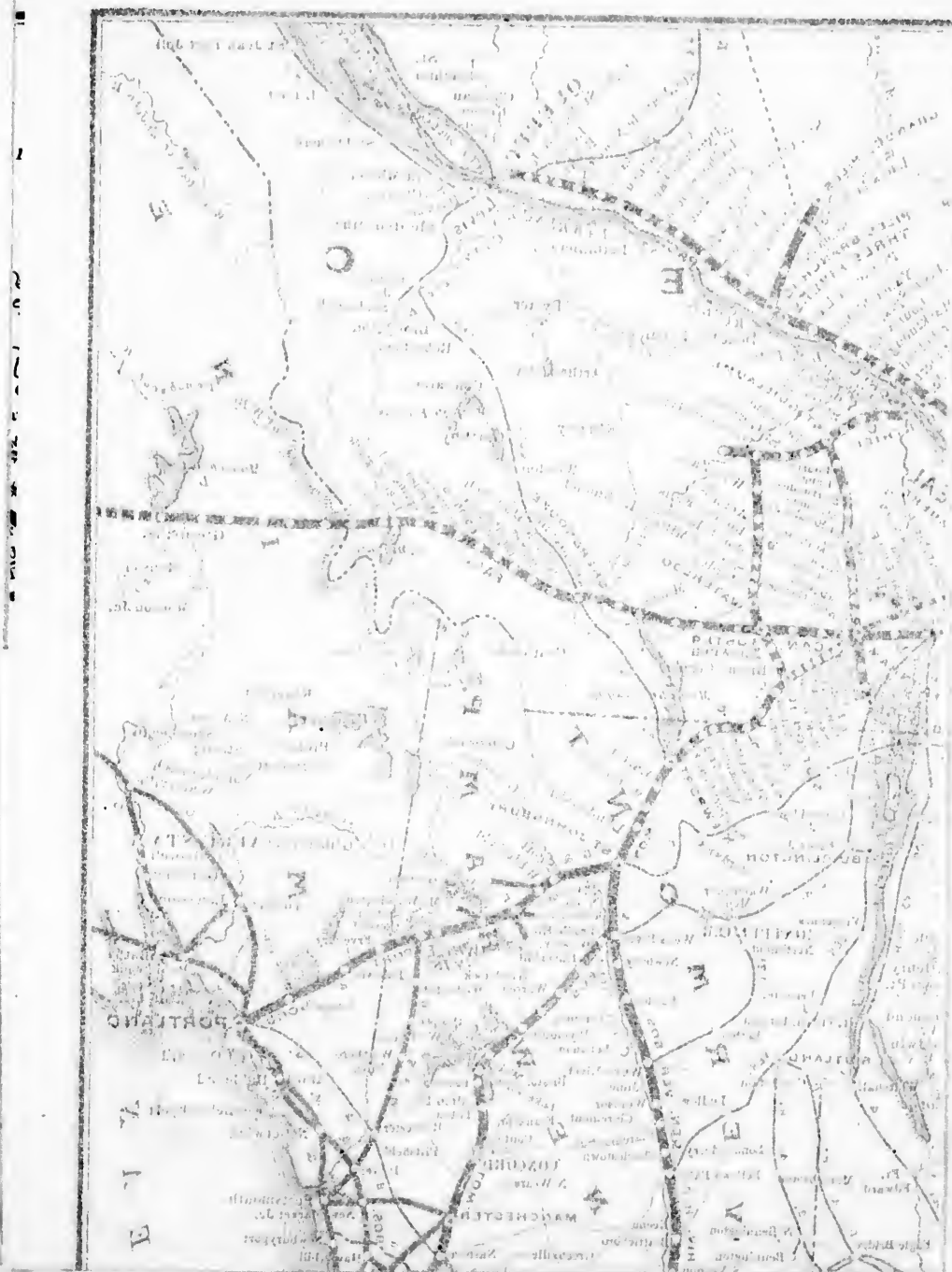
From Montreal.....	\$20.75	From London.....	\$40.85
“ Ottawa	25.75	“ St. Thomas.....	41.25
“ Prescott.....	25.75	“ Niagara Falls	38.00
“ Brockville.....	26.35	“ Detroit.....	43.25
“ Toronto.....	35.75	“ Sault Ste. Marie.....	51.75
Canadian Pacific Ry.....		to Quebec	14
Quebec S.S. Co.....		“ Summerside.....	85
Return same route.			R

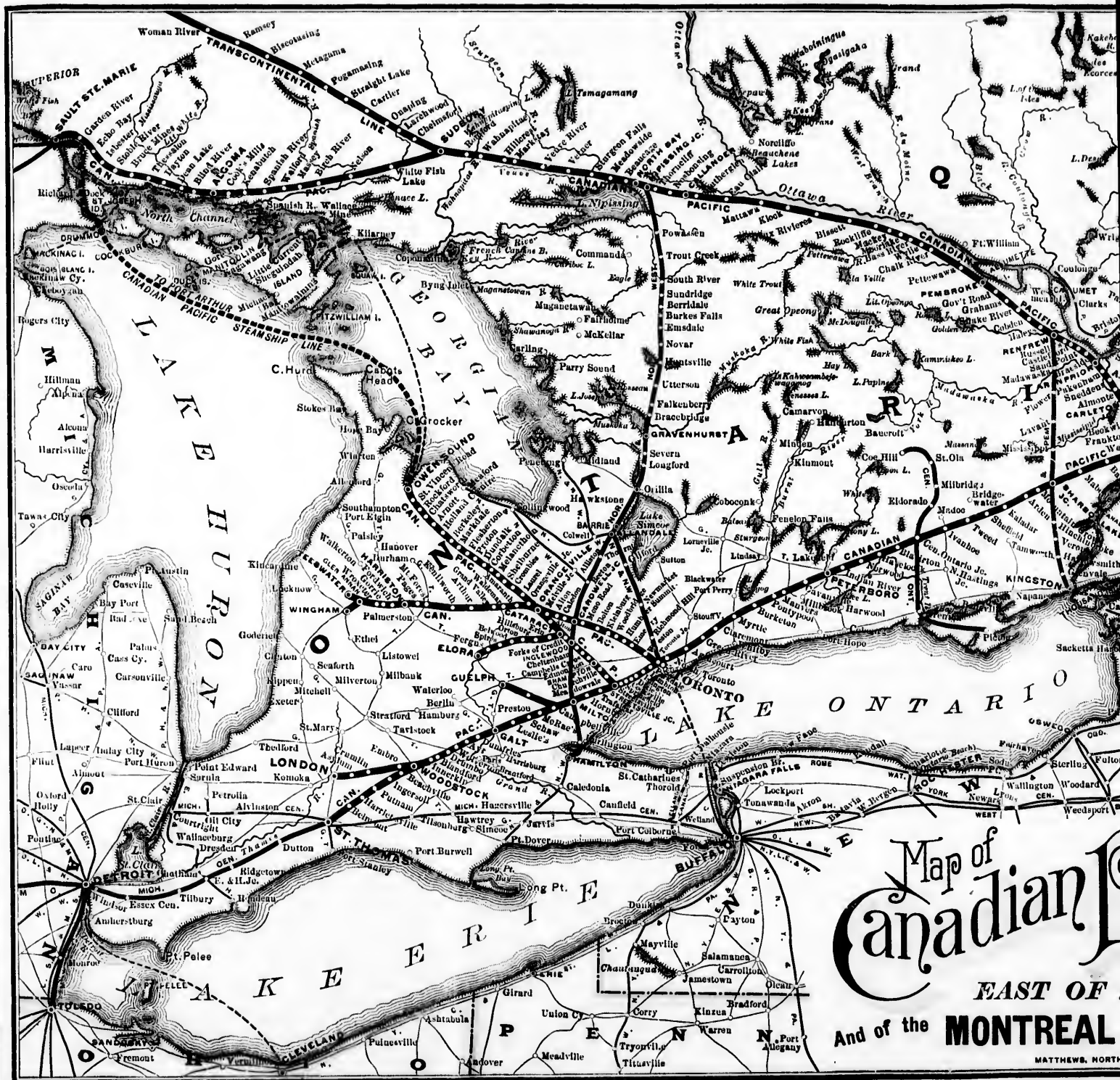
SYDNEY, CAPE BRETON, AND RETURN

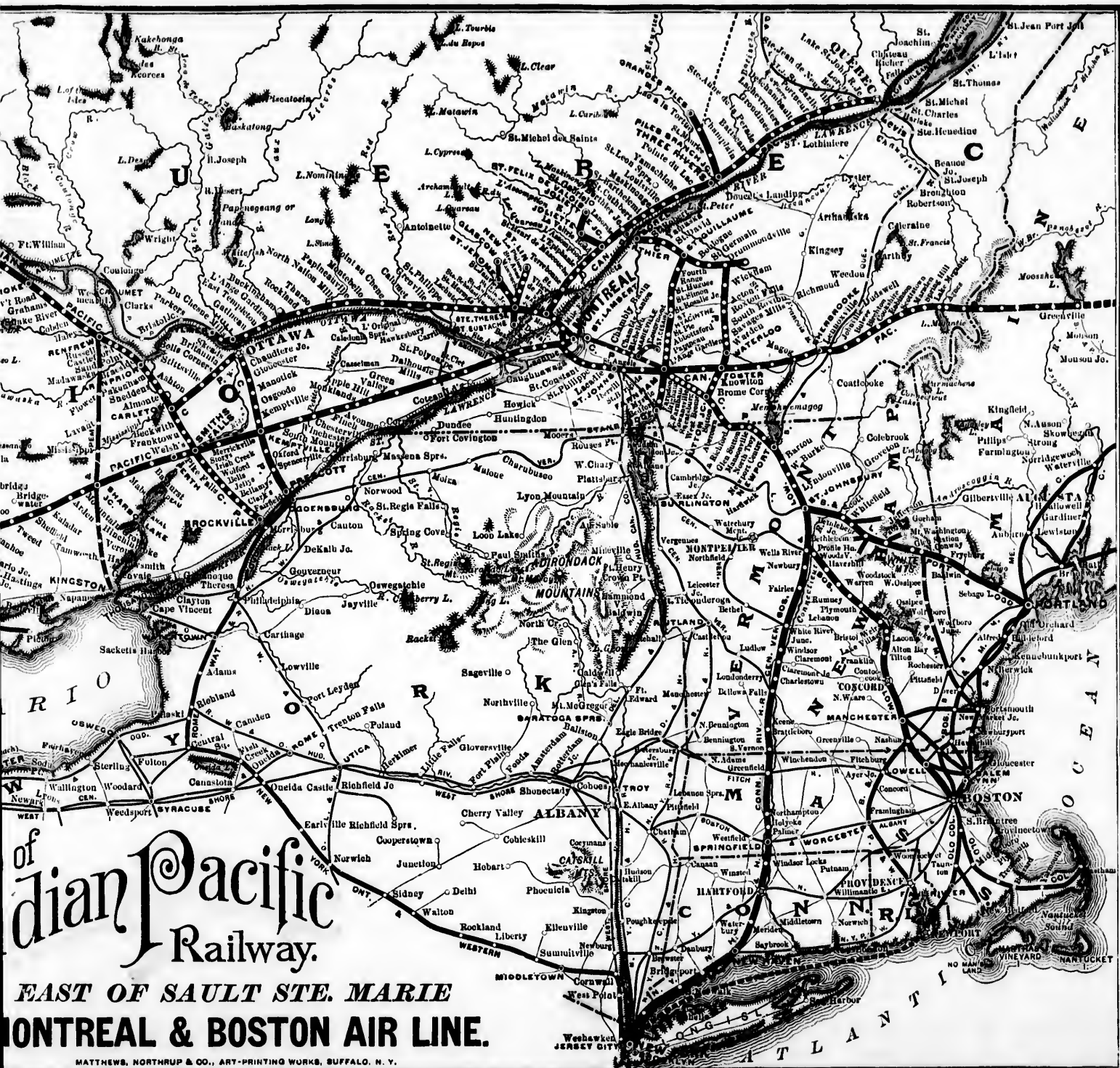
ROUTE R 61

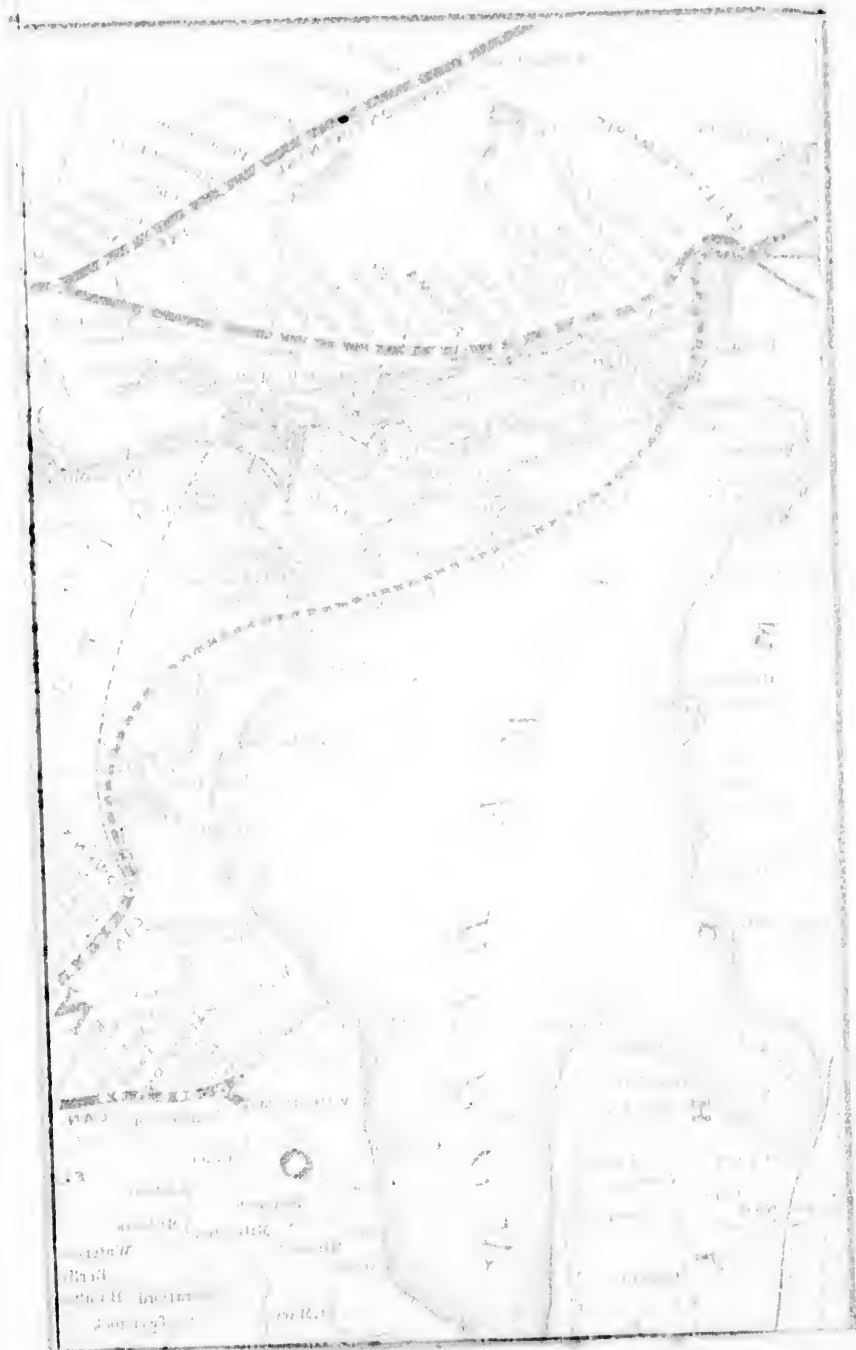
Rates as follows:

From Montreal.....	\$29.60	From London.....	\$49.70
“ Ottawa	34.60	“ St. Thomas.....	50.10
“ Prescott.....	34.60	“ Niagara Falls.....	46.85
“ Brockville.....	35.20	“ Detroit.....	52.10
“ Toronto.....	44.60	“ Sault Ste. Marie.....	60.60
Canadian Pacific Ry.....		to Quebec	14
Ferry.....		“ Levis.....	33
Intercolonial Ry		“ New Glasgow.....	35
Eastern Extension Ry.....		“ Mulgrave.....	30
Bras D'Or's Steamers.....		“ Sydney	12
Return same route.			R









TADOUSAC, P.Q., AND RETURN

ROUTE R 62

Rates as follows:

From Montreal.....	\$10.50	From London.....	\$30.60
" Ottawa.....	15.50	" St. Thomas.....	31.00
" Prescott.....	15.50	" Niagara Falls.....	27.75
" Brockville.....	16.10	" Detroit.....	33.00
" Toronto.....	25.50	" Sault Ste. Marie.....	41.50

Canadian Pacific Ry.....	to Quebec.....	14
Ferry.....	" Lewis.....	33
Intercolonial Ry.....	" Riviere du Loup.....	35
Richelieu & Ontario Navigation Co.....	" Tadousac.....	91

Return same route.

R

TADOUSAC, P.Q., AND RETURN

ROUTE R 63

Rates as follows:

From Montreal.....	\$ 9.00	From London.....	\$29.10
" Ottawa.....	14.00	" St. Thomas.....	29.50
" Prescott.....	14.00	" Niagara Falls.....	26.25
" Brockville.....	14.60	" Detroit.....	31.50
" Toronto.....	24.00	" Sault Ste. Marie.....	40.00

Canadian Pacific Ry.....	to Quebec.....	14
Richelieu & Ontario Navigation Co.....	" Tadousac.....	90

Return same route.

R

WEIR'S, N.H. (LAKE WINNIPESAUKEE), AND RETURN

ROUTE R 64

Rates as follows:

From Quebec.....	\$16.00	From Toronto.....	\$27.00
" Montreal.....	12.00	" London.....	32.10
" Ottawa.....	17.00	" St. Thomas.....	32.50
" Prescott.....	17.00	" Niagara Falls.....	29.25
" Brockville.....	17.60	" Detroit.....	34.00

From Sault Ste. Marie.....\$43.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Wells River.....	71
Boston & Lowell R.R.....	" Weir's.....	122

Return same route.

R

EASTERN TOURS

SINGLE TRIPS

To BOSTON and NEW YORK

BOSTON, MASS.

ROUTE S 1

		Rates as follows:	
From Quebec.....	\$12.50	From Toronto.....	\$18.00
" Montreal.....	10.50	" London.....	19.50
" Ottawa.....	13.00	" St. Thomas.....	19.60
" Prescott.....	13.80	" Niagara Falls.....	19.50
" Brockville.....	14.00	" Detroit.....	21.75
From Sault Ste. Marie.....		\$28.50	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
Boston & Maine R.R.....	" Boston.....	10

BOSTON, MASS.

ROUTE S 2

		Rates as follows:	
From Quebec.....	\$22.90	From Toronto.....	\$28.40
" Montreal.....	20.90	" London.....	29.90
" Ottawa.....	23.40	" St. Thomas.....	30.00
" Prescott.....	24.20	" Niagara Falls.....	29.90
" Brockville.....	24.40	" Detroit.....	32.15
From Sault Ste. Marie.....		\$38.90	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Boston & Lowell R.R.....	" Scott's.....	120
St. Johnsbury & Lake Champlain R.R.....	" Cambridge Junction.....	119
Burlington & Lamoille R.R.....	" Burlington.....	128
Steamer.....	" Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Baldwin.....	130
Lake George Steamer.....	" Caldwell.....	131
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
Boston & Albany R.R.....	" Boston.....	132

BOSTON, MASS.

ROUTE S 3

		Rates as follows:	
From Quebec.....	\$20.90	From Toronto.....	\$26.40
" Montreal.....	18.90	" London.....	27.90
" Ottawa.....	21.40	" St. Thomas.....	28.00
" Prescott.....	22.20	" Niagara Falls.....	27.90
" Brockville.....	22.40	" Detroit.....	30.15
From Sault Ste. Marie.....		\$36.90	

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Boston & Lowell R.R.....	" Scott's.....	120
St. Johnsbury & Lake Champlain R.R.....	" Cambridge Junction.....	119
Burlington & Lamoille R.R.....	" Burlington.....	128
Steamer.....	" Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
Boston & Albany R.R.....	" Boston.....	132

BOSTON, MASS.

ROUTE S 4

Rates as follows:

From Quebec.....	\$11.00	From Toronto.....	\$13.00, *\$18.00
" Montreal.....	9.00	" London.....	14.85, * 21.00
" Ottawa.....	12.00	" St. Thomas.....	14.90, * 21.00
" Prescott.....	12.00	" Niagara Falls.....	19.90, * 19.50
" Brockville.....	12.40	" Detroit.....	17.45, * 21.00
From Sault Ste. Marie.....			

From Sault Ste. Marie..... \$24.30, * \$28.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Wells River.....	71
Boston & Lowell R.R.....	" Concord.....	4
Concord R. R.....	" Nashua.....	27
Boston & Maine R.R.....	" Boston.....	3

* Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.
 † Rates prefixed † are All Rail, limited to continuous passage.

BOSTON, MASS.

ROUTE S 5

Rates as follows:

From Quebec.....	\$10.50	From Toronto.....	\$16.00
" Montreal.....	8.50	" London.....	17.50
" Ottawa.....	11.00	" St. Thomas.....	17.60
" Prescott.....	11.80	" Niagara Falls.....	17.50
" Brockville.....	12.00	" Detroit.....	19.75
From Sault Ste. Marie.....			

From Sault Ste. Marie..... \$26.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
International S.S. Co.....	" Boston.....	105

ROUTE S 6

HALIFAX, N. S.

Rates as follows:

From Quebec.....	\$18.00	From Toronto.....	\$23.50
" Montreal.....	16.00	" London.....	25.00
" Ottawa.....	18.50	" St. Thomas.....	25.10
" Prescott.....	19.30	" Niagara Falls.....	25.00
" Brockville.....	19.50	" Detroit.....	27.25
From Sault Ste. Marie.....			

From Sault Ste. Marie..... \$34.00

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
International S.S. Co.....	" St. John.....	40
Nova Scotia S.S. Co.....	" Annapolis.....	65
Windsor & Annapolis Ry.....	" Halifax.....	106

ROUTE S 7

HALIFAX, N. S.

Rates as follows:

From Quebec.....	\$18.50	From Toronto.....	\$24.00
" Montreal.....	16.50	" London.....	25.50
" Ottawa.....	19.00	" St. Thomas.....	25.60
" Prescott.....	19.80	" Niagara Falls.....	25.50
" Brockville.....	20.00	" Detroit.....	27.75
From Sault Ste. Marie.....			

From Sault Ste. Marie..... \$34.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
International S.S. Co.....	" St. John.....	40
Intercolonial Ry.....	" Halifax.....	36

HALIFAX, N. S.

ROUTE S 8

Rates as follows:

From Quebec.....	\$20.50	From Toronto.....	\$26.00
" Montreal.....	18.50	" London.....	27.50
" Ottawa.....	21.00	" St. Thomas.....	27.60
" Prescott.....	21.80	" Niagara Falls.....	27.50
" Brockville.....	22.00	" Detroit.....	29.75

From Sault Ste. Marie..... \$36.50

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
Maine Central R.R.....	" Vanceboro.....	50
New Brunswick Ry.....	" St. John.....	59
Intercolonial Ry.....	" Halifax.....	36

NEW YORK

ROUTE S 9

Rates as follows:

From Ottawa.....	\$16.15	From St. Thomas.....	\$20.85
" Toronto.....	18.45	" Niagara Falls.....	19.95
" London.....	20.70	" Detroit.....	22.95

From Sault Ste. Marie..... \$28.95

Canadian Pacific Ry.....	to Prescott.....	14
Ferry.....	" Ogdensburg.....	32
Central Vermont R.R.....	" Burlington.....	134
Steamer.....	" Fort Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Baldwin.....	130
Lake George Steamer.....	" Caldwell.....	131
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
New York Central & Hudson River R.R.....	" New York.....	135

NEW YORK

ROUTE S 10

Rates as follows:

From Ottawa.....	\$15.05	From St. Thomas.....	\$19.75
" Toronto.....	17.35	" Niagara Falls.....	18.85
" London.....	19.60	" Detroit.....	21.85

From Sault Ste. Marie..... \$27.85

Canadian Pacific Ry.....	to Prescott.....	14
Ferry.....	" Ogdensburg.....	32
Central Vermont R.R.....	" Burlington.....	134
Steamer.....	" Fort Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Baldwin.....	130
Lake George Steamer.....	" Caldwell.....	131
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
Day Line Steamers.....	" New York.....	136

NEW YORK

ROUTE S 11

Rates as follows:

From Ottawa.....	\$14.15	From St. Thomas.....	\$18.85
" Toronto.....	16.45	" Niagara Falls.....	17.95
" London.....	18.70	" Detroit.....	20.95

From Sault Ste. Marie..... \$26.95

Canadian Pacific Ry.....	to Prescott.....	14
Ferry.....	" Ogdensburg.....	32
Central Vermont R.R.....	" Burlington.....	134
Steamer.....	" Fort Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
New York Central & Hudson River R.R.....	" New York.....	135

NEW YORK

ROUTE S 12

Rates as follows:

From Ottawa.....	\$13.05	From St. Thomas.....	\$17.75
" Toronto.....	15.35	" Niagara Falls.....	16.85
" London.....	17.60	" Detroit.....	19.85
From Sault Ste. Marie..... \$25.85			

Canadian Pacific Ry.....	to Prescott.....	14
Ferry.....	" Ogdensburg.....	32
Central Vermont R.R.....	" Burlington.....	134
Steamer.....	" Fort Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
Day Line Steamers.....	" New York.....	136

ROUTE S 13

NEW YORK

Rates as follows:

From Quebec.....	\$16.50	From Toronto.....	\$22.00
" Montreal.....	14.50	" London.....	23.50
" Ottawa.....	17.00	" St. Thomas.....	23.60
" Prescott.....	17.80	" Niagara Falls.....	23.50
" Brockville.....	18.00	" Detroit.....	25.75
From Sault Ste. Marie..... \$32.50			

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	133
Boston & Lowell R.R.....	" Fabyan's.....	120
Portland & Ogdensburg R.R.....	" Portland.....	77
Boston & Maine R.R.....	" Boston.....	10
Old Colony R.R.....	" Fall River.....	137
Fall River Line.....	" New York.....	138

ROUTE S 14

NEW YORK

Rates as follows:

From Quebec.....	\$18.40	From Toronto.....	\$23.90
" Montreal.....	16.40	" London.....	25.40
" Ottawa.....	18.90	" St. Thomas.....	25.50
" Prescott.....	19.70	" Niagara Falls.....	25.40
" Brockville.....	19.90	" Detroit.....	27.65
From Sault Ste. Marie..... \$35.40			

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Scott's.....	123
Boston & Lowell R.R.....	" Fabyan's.....	120
Boston & Lowell R.R.....	" Scott's.....	120
St. Johnsbury & Lake Champlain R.R.....	" Cambridge Junction.....	119
Burlington & LaMoille R.R.....	" Burlington.....	128
Steamer.....	" Ticonderoga.....	129
Delaware & Hudson Canal Co.....	" Saratoga and Albany.....	130
Day Line Steamers.....	" New York.....	136

ROUTE S 15

NEW YORK

Rates as follows:

From Quebec.....	\$11.00	From Toronto.....	\$19.50
" Montreal.....	12.00	" London.....	21.00
" Ottawa.....	14.50	" St. Thomas.....	21.10
" Prescott.....	15.30	" Niagara Falls.....	21.00
" Brockville.....	15.50	" Detroit.....	23.25
From Sault Ste. Marie..... \$30.00			

Canadian Pacific Ry.....	to Newport.....	14
Boston & Maine R.R.....	" Wells River.....	71
Boston & Lowell R.R.....	" Concord.....	4
Concord R.R.....	" Nashua.....	27
Boston & Maine R.R.....	" Boston.....	3
Old Colony R.R.....	" Fall River.....	137
Fall River Line.....	" New York.....	138

NEW YORK

ROUTE S 16

Rates as follows:

From Quebec	\$20.40	From Toronto	\$25.90
" Montreal	18.40	" London	27.40
" Ottawa	20.90	" St. Thomas	27.50
" Prescott	21.70	" Niagara Falls	27.40
" Brockville	21.90	" Detroit	29.65
From Sault Ste. Marie		\$36.40	

Canadian Pacific Ry.	to Newport	14
Boston & Maine R.R.	" Scott's	123
Boston & Lowell R.R.	" Fabyan's	120
Boston & Lowell R.R.	" Scott's	120
St. Johnsbury & Lake Champlain R.R.	" Cambridge Junction	119
Burlington & Lamoille R.R.	" Burlington	128
Steamer	" Ticonderoga	129
Delaware & Hudson Canal Co.	" Baldwin	130
Lake George Steamer	" Caldwell	131
Delaware & Hudson Canal Co.	" Saratoga and Albany	130
Day Line Steamers	New York	136

NEW YORK

ROUTE S 17

Rates as follows:

From Quebec	\$14.50	From Toronto	\$20.00
" Montreal	12.50	" London	21.50
" Ottawa	15.00	" St. Thomas	21.60
" Prescott	15.80	" Niagara Falls	21.50
" Brockville	16.00	" Detroit	23.75
From Sault Ste. Marie		\$30.50	

Canadian Pacific Ry.	to Newport	14
Boston & Maine R.R.	" Scott's	123
Boston & Lowell R.R.	" Fabyan's	120
Portland & Ogdensburg R.R.	" Portland	77
Steamer	" Boston	105
Old Colony	" Fall River	137
Fall River Line	" New York	138

TO NEW YORK

ROUTE S 18

• Rates as follows:

From Quebec	\$12.00	From Toronto	\$17.50
" Montreal	10.00	" London	19.00
" Ottawa	11.40	" St. Thomas	19.10
" Prescott	12.20	" Niagara Falls	19.00
" Brockville	12.60	" Detroit	21.25
From Sault Ste. Marie		\$28.00	

Canadian Pacific Ry.	to Newport	14
Boston & Maine R.R.	" White River Jet	123
Central Vermont R.R.	" Windsor	134
Vermont Valley R.R.	" Brattleboro	139
Central Vermont R.R.	" W. Northfield and S. Vernon	140
Connecticut River R.R.	" Springfield	141
New York, New Haven & Hartford R.R.	" New York	142

PORTLAND, ME.

ROUTE S 19

Rates as follows:

From Quebec	\$ 9.50	From Toronto	17.50, \$15.00
" Montreal	7.50	" London	* 20.50, 15.75
" Ottawa	10.00	" St. Thomas	* 20.50, 16.20
" Prescott	10.80	" Niagara Falls	* 19.00, 16.50
" Brockville	11.00	" Detroit	* 20.50, 17.00
From Sault Ste. Marie	* \$28.00, † \$25.00		

Canadian Pacific Ry.	to	Newport	14
Boston & Maine R.R.	"	Scott's	123
Boston & Lowell R.R.	"	Fabyan's	120
Portland & Ogdensburg R.R.	"	Portland	77

*Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.

†Rates prefixed † are All Rail, limited to continuous passage.

ST. JOHN, N.B.

ROUTE S 20

Rates as follows:

From Quebec	\$14.00	From Toronto	\$19.50
" Montreal	12.00	" London	21.00
" Ottawa	14.50	" St. Thomas	21.10
" Prescott	15.30	" Niagara Falls	21.00
" Brockville	15.50	" Detroit	23.25
From Sault Ste. Marie	\$30.00		

Canadian Pacific Ry.	to	Newport	14
Boston & Maine R.R.	"	Scott's	123
Boston & Lowell R.R.	"	Fabyan's	120
Portland & Ogdensburg R.R.	"	Portland	77
International S.S. Co.	"	St. John, N.B.	40

ST. JOHN, N.B.

ROUTE S 21

Rates as follows:

From Quebec	\$14.50	From Toronto	\$20.00
" Montreal	12.50	" London	21.50
" Ottawa	15.00	" St. Thomas	21.60
" Prescott	15.80	" Niagara Falls	21.50
" Brockville	16.00	" Detroit	23.75
From Sault Ste. Marie	\$30.50		

Canadian Pacific Ry.	to	Newport	14
Boston & Maine R.R.	"	Wells River	71
Boston & Lowell R.R.	"	Concord R.R.	4
Concord R.R.	"	Nashua	27
Boston & Maine R.R.	"	Boston	3
International S.S. Co.	"	St. John, N.B.	39

ST. JOHN, N.B.

ROUTE S 22

Rates as follows:

From Quebec	\$16.00	From Toronto	\$21.50
" Montreal	11.00	" London	23.00
" Ottawa	16.50	" St. Thomas	23.10
" Prescott	17.30	" Niagara Falls	23.00
" Brockville	17.50	" Detroit	25.25
From Sault Ste. Marie	\$32.00		

Canadian Pacific Ry.	to	Newport	14
Boston & Maine R.R.	"	Scott's	123
Boston & Lowell R.R.	"	Fabyan's	120
Portland & Ogdensburg R.R.	"	Portland	77
Maine Central R.R.	"	Vanceboro'	50
New Brunswick Ry.	"	St. John, N.B.	59

TOURIST SINGLE TRIP RATES

—TO—

White Mountain Resorts

To		From		
		Quebec.	Montreal.	Ottawa.
Lancaster,	N.H.....	7.75	5.75	8.25
Whitfield,	N.H.....	7.35	5.35	7.85
Jefferson,	N.H.....	8.00	6.00	8.50
Bethlehem Junc.,	N.H.....	7.60	5.60	8.10
Maplewood,	N.H.....	7.95	5.95	8.45
Bethlehem,	N.H.....	8.10	6.10	8.60
Profile House,	N.H.....	9.10	7.10	9.60
Twin Mountain House,	N.H.....	7.80	5.80	8.30
Fabyan's,	N.H.....	8.00	6.00	8.50
Mount Washington Summit,	N.H.....	12.00	10.00	12.50
Crawford,	N.H.....	8.30	6.30	8.80
North Conway,	N.H.....	9.50	7.50	10.00
Portland,	Me.....	9.50	7.50	10.00
Old Orchard,	Me.....	9.85	7.85	10.35

SIDE TRIPS

TO BE USED IN CONNECTION WITH

EASTERN TOURS

ENUMERATED HEREIN

BETHLEHEM JUNCTION TO PROFILE HOUSE AND RETURN

ROUTE S T 1	Rate \$3.00
Profile & Franconia Notch R.R.to Profile House.....	83
Return same route.	R

FABYAN'S TO SUMMIT MT. WASHINGTON AND RETURN

ROUTE S T 2	Rate \$6.00
Boston & Lowell R.R.to Base of Mt. Washington..	6
Mount Washington Ry " Summit	55
Return same route.	R

FABYAN'S TO SUMMIT MT. WASHINGTON AND RETURN

ROUTE S T 3	Rate \$11.25
Boston & Lowell R.R.to Base of Mt. Washington..	6
Mount Washington Ry " Summit	55
Stage " Glen House.....	100
Stage " Glen Station.....	99
Portland & Ogdensburg R.R. " Fabyan's.....	75

NEWPORT, VT., TO MAGOG AND RETURN

ROUTE S T 4	Rate \$1.00
Steamer.....to Magog.....	103
Return same route.	R

PORTLAND TO OLD ORCHARD BEACH AND RETURN

ROUTE S T 5	Rate 50 Cents
Boston & Maine R.R.to Old Orchard Beach.....	11
Return same route.	R

QUEBEC TO HA HA BAY, CHICOUTIMI, AND RETURN

ROUTE S T 6	Rate \$9.00
Richelieu & Ontario Navigation Co.to Ha Ha Bay, etc.....	90
Richelieu & Ontario Navigation Co. " Riviere du Loup.....	91
Intercolonial Ry " Levis.....	35
Ferry " Quebec.....	33

QUEBEC TO HA HA BAY, CHICOUTIMI, AND RETURN

ROUTE S T 7

Rate \$8.00

Richelieu & Ontario Navigation Co.....to Ha Hay Bay, etc..... 90
 Return same route. R

QUEBEC TO LAKE ST. JOHN AND RETURN

ROUTE S T 8

Rate \$7.50

Quebec & Lake St John Ry.....to Lake St. John..... 117
 Return same route. R

SHERBROOKE TO LAKE MEGANTIC AND RETURN

ROUTE S T 9

Rate \$2.25

International Ry.....to Lake Megantic..... 14
 Return same route. R

FROM WEIR'S, ROUND LAKE WINNIPESAUKEE

ROUTE S T 10

Rate 50 Cents

Steamer.....to Round Lake .. 118



Railway and Steamship Time Table and Connections

EASTERN TOURS

(SUBJECT TO CHANGE)

FROM MONTREAL :

Canadian Pacific Railway

For White Mountains, Portland and Seaside, dep. 8.45 a.m., 7.45 p.m. week days

For Boston.....dep. 8.45 a.m. week days and 7.45 p.m. daily

Black Diamond Steamship Line

For Gulf Ports, dep. early morning of June 14th and 21st, July 3rd, 10th, 21st and 28th, August 9th and 16th, and about every ten days thereafter.

Richelieu & Ontario Navigation Co.

For Quebec and the Lower St. Lawrence.....dep. 7.00 p.m. week days

FROM QUEBEC :

Intercolonial Railway (from Levis)

For Cacouna and Maritime Provinces, dep. 8.15 a.m., 2.30 p.m. week days

Quebec Central Railway (from Levis)

For Boston and White Mountains.....dep. 2.45 p.m. and 9.00 p.m. week days

Quebec and Lake St. John Railway

For Lake St. Johndep. 8.00 a.m. week days

Quebec Steamship Company

For Gulf Ports, dep. 2.00 p.m., June 12th and 26th, July 10th and 24th, August 7th and 21st, September 4th and 18th

Richelieu & Ontario Navigation Company

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

FROM OGDENSBURG :

Central Vermont Railroad

For Lake Champlain, etc.....dep. 5.45 a.m. and 1.30 p.m. week days

FROM BOSTON :

Portland Steam Packet Company

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

International Steamship Company

For Portland and St. John.....dep. 9.00 a.m. Mon., Wed. and Fri.

For Annapolis.....dep. 8.30 a.m. Mon. and Thurs.

Old Colony R. R. & Fall River Line

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

FROM PORTLAND :

International Steamship Company

For St. John, from Commercial Wharf....dep. 5.30 p.m. Mon., Wed. and Fri.

Portland Steam Packet Company

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

FROM POINT DU CHENE :

P. E. I. Nav. Co. for Prince Edward Island.....dep. 11.40 a.m. daily

FROM ST. JOHN, N.B. :

Annapolis Steamship Company for Annapolis, dep. 7.25 a.m. Mon., Wed. and Fri.

FROM DALHOUSIE :

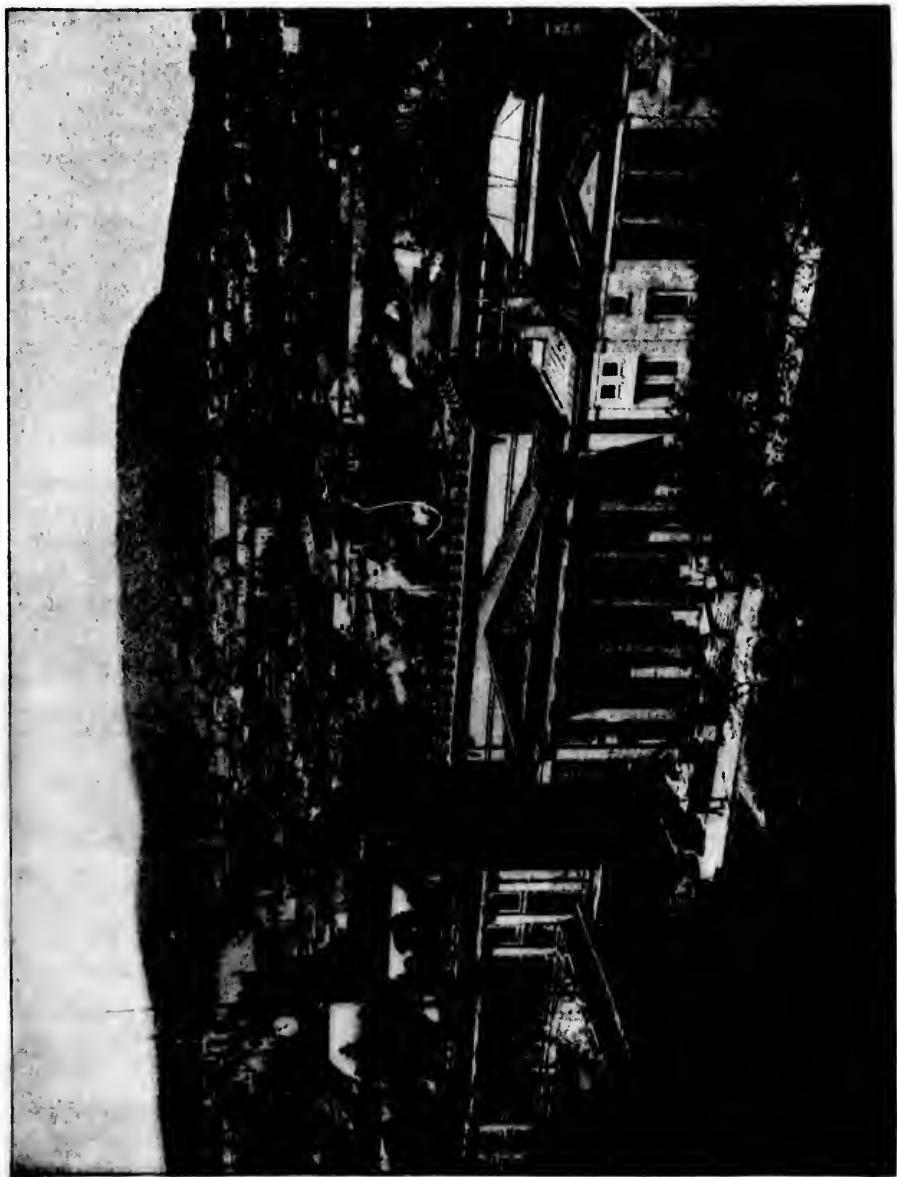
Steamer Admiral for Baie de Chaleur Ports.....dep. 5.00 a.m. Wed. and Sat.

FROM PORT MULGRAVE :

Bras D'Or Steamers for Cape Breton.....dep. 10.30 a.m. daily

For time of River St. Lawrence Steamers, etc., and route and time of departure from Niagara Falls and Detroit, see Railway and Steamship Connections for Miscellaneous Tours, page 158.

For additional details, see current Time Table Folder



MONTREAL, FROM NOTRE DAME CATHEDRAL.



Western Tours.

I.

TO THE NORTH-WEST VIA THE CANADIAN PACIFIC TRANSCONTINENTAL AND TRIBUTARY LINES.

The Western Tours extend across the continent by four routes. One is the through line of the Canadian Pacific Railway from Montreal, north of Lake Superior to the Pacific coast at Vancouver; the second is by steamers from Owen Sound, Ont., across Lakes Huron and Superior to Port Arthur and thence by rail; the third, by the way of the Sault Ste. Marie and St. Paul; and the fourth leaves the Canadian Pacific system at St. Thomas, Ont., crosses into the United States at Detroit, and proceeds by the way of Chicago and St. Paul to Winnipeg, and thence by the Canadian Pacific to Vancouver.

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

A. THE C. P. R. TRANSCONTINENTAL ROUTE.*—The main line of the Canadian Pacific Railway across the continent reaches eastward to Quebec; but for the purposes of the tourist may be said to begin at Montreal, the Canadian metropolis, and headquarters of the Company. Upon leaving that city, westward bound, the quaint French suburbs, dating back to the earliest settlement of the country, are first seen.



GOVERNMENT BUILDINGS, OTTAWA—EAST BLOCK.

Fifty miles brings one to the banks of the Ottawa river, along whose rich valley many fine farms and the more modern English villages give a cultivated and civilized air to the charming scenery, in

*The tourist should provide himself, before starting, with a "Time Table with Notes," which can be obtained, free, from the Company's agent. This pamphlet contains a brief description of features of special interest along the road, and furnishes a valuable guide and index to the whole route.

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

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

Leaving Ottawa, the train moves on up the river, through an agricultural and wood-cutting region, past many prosperous stations. At short intervals, streams and small lakes promise splendid sport to the angler and entice him to alight before his destination is reached.

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

Lake Superior now remains in view, with only occasional intermissions, until Port Arthur is reached, towards which the train makes its way amid rocky hills and tremendous cliffs forming pictures delightful to the eye; but in the construction of the railway these hills tried



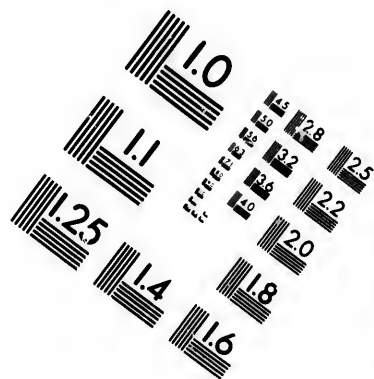
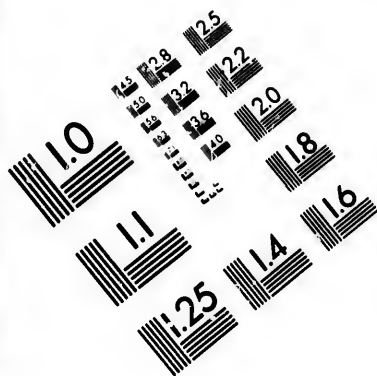
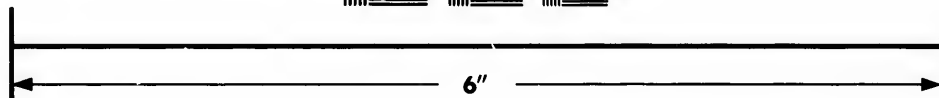
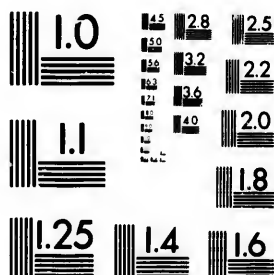


IMAGE EVALUATION TEST TARGET (MT-3)

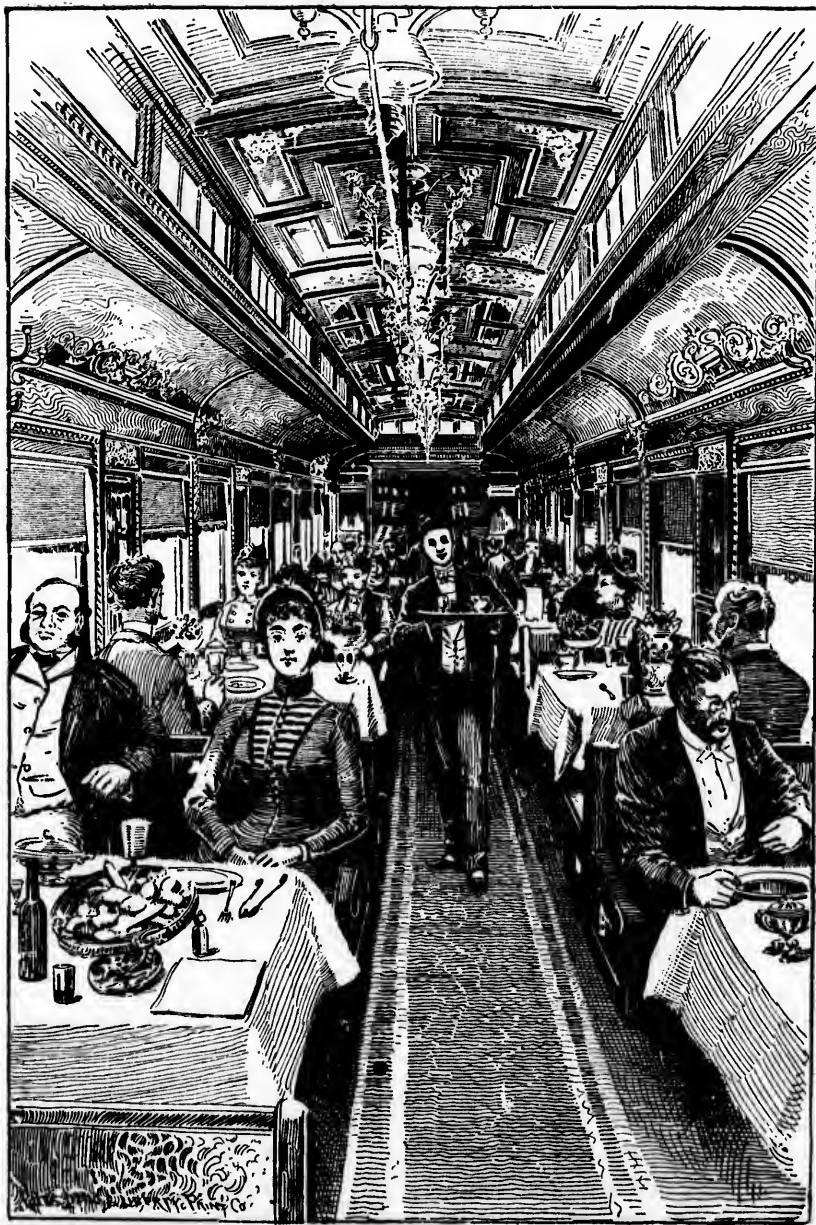


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INTERIOR C. P. R. DINING CAR.

the patience and tested the utmost skill of the engineer. Jackfish bay is one of the most attractive points, and carrying the line at an elevation which permits a wide and most inspiring outlook.

Into Nepigon bay flows the Nepigon river, which has long been famous for its trout-fishing. This river is some forty miles in length and drains Lake Nepigon. It is a powerful stream and broken by a succession of cataracts and whirlpools making canoeing upon it most exciting. Trout and whitefish of several varieties are exceedingly numerous there, and good camping places abound. At Nepigon



CANOEING ON THE NEPIGON RIVER.

station facilities exist for obtaining canoes, Indian guides and helpers, and all the necessary outfit for a fishing trip. No civilization interferes with the wildness and romance of the district, and of course no



WHITE FISH BEND, NEPIGON.

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

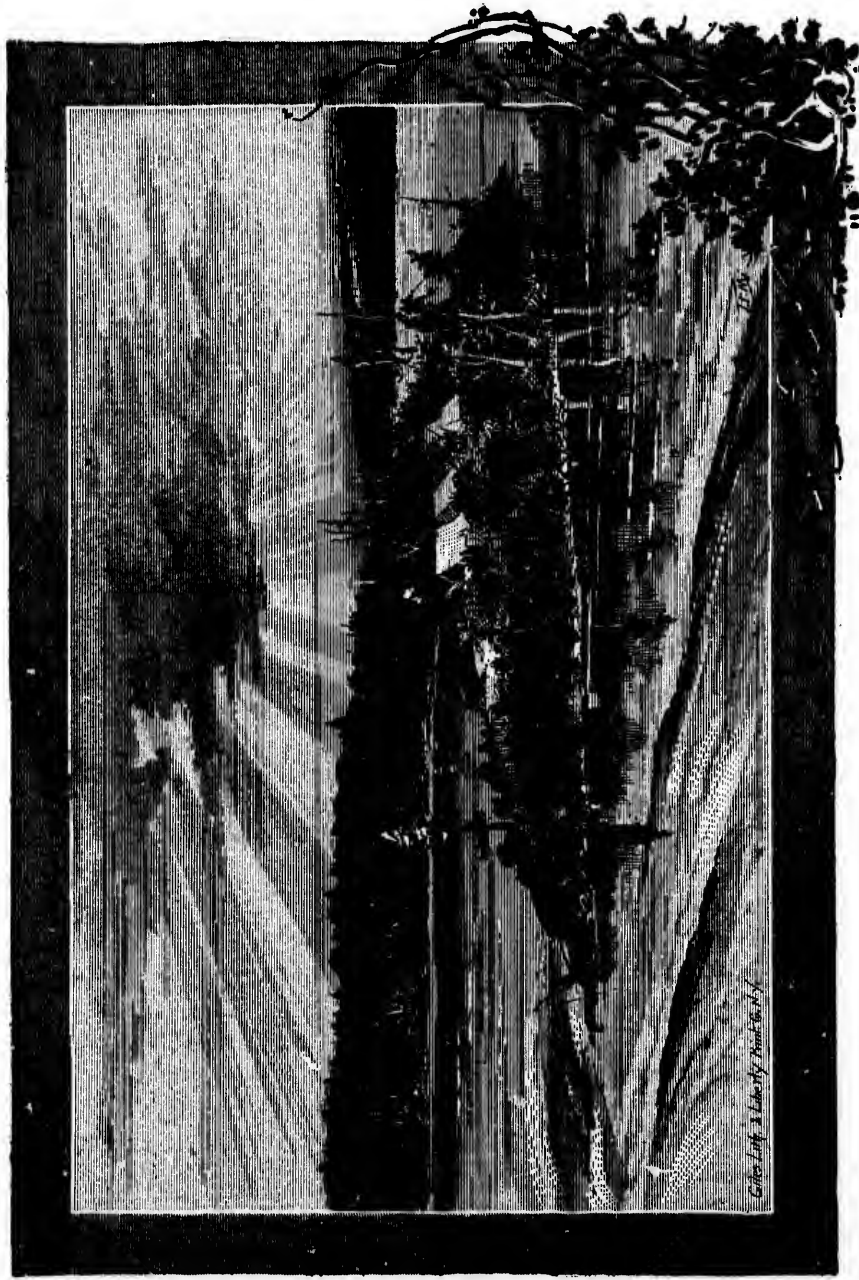
Port Arthur, the terminus of the eastern division of the Canadian Pacific, has a population of about 3,500. It was formerly known as Prince Arthur's Landing, and is half a dozen miles east of the mouth of the Kaministiquia river and of Fort William, the oldest trading post on Lake Superior, where now the railway has extensive port-facilities and repairing-shops.

Port Arthur is situated on Thunder bay, and was settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor; and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, the town has assumed particular importance as the connecting point between the railway system of the North-West and the inland water-route of Canada *via* the Great Lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are suited to yachting and picnic excursions. Minerals abound in the neighborhood, and valuable mines are worked. Port Arthur has an excellent hotel overlooking the harbor.

To Port Arthur come the steamers of the Canadian Pacific line from Owen Sound, while most of the other Lake Superior boats call here in passing. This furnishes an alternate route between the east and Port Arthur during the season of navigation, and one that is justly very popular (see page 95).

From Port Arthur to Winnipeg the railway crosses a wilderness of rocky woods, ponds and rivers, valuable for its mines and timber, through whose intricacies fur-traders have guided their canoes for two hundred and fifty years. The primitive wilderness is rapidly giving way to the march of improvement and at numerous points, lumber and milling industries are being actively carried on. At Keewatin, near Rat Portage, an immense flour mill has been erected and is the nucleus of a thriving village.

Winnipeg is a Chicago so far as 35,000 ambitious people are able to make it. Fifteen years ago it was merely the fur-trading post of



CAMP ALEXANDRIA, NEPIGON.

Fort Garry, hundreds of miles from anywhere. To-day it is the focus of seven radiating railways, and is striding on without a thought of limits.

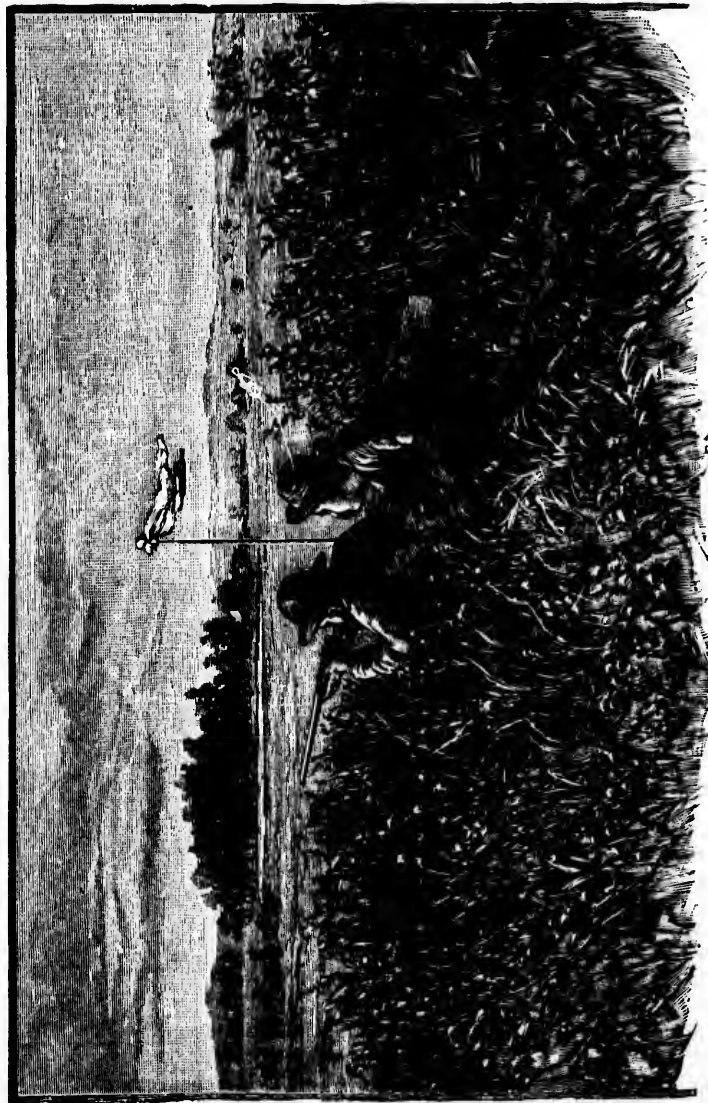
Westward from Winnipeg spreads a thousand miles of open and productive plains—the wheat-prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures. During the first day large active villages are passed, farm-houses are always in sight, and the "flowering mead" is checkered with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



RAT PORTAGE.

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

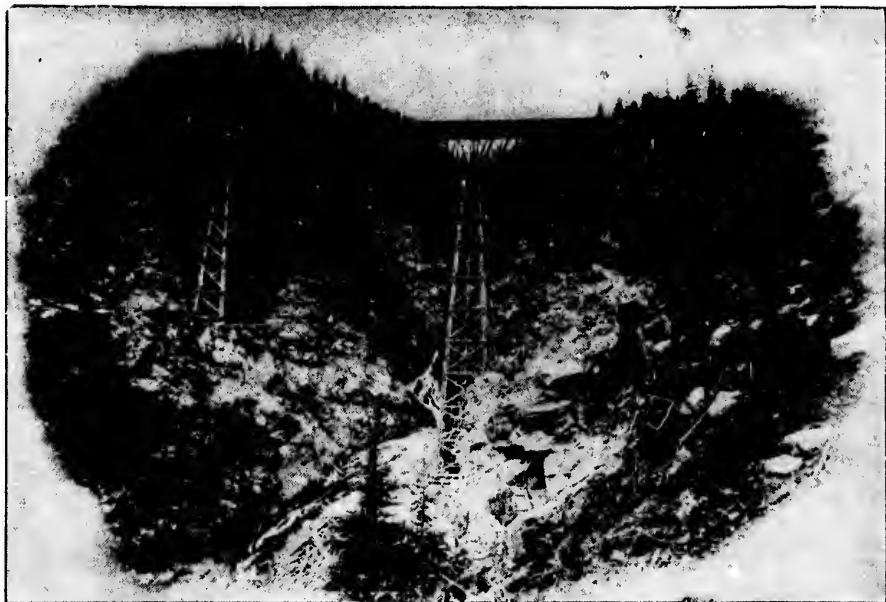
Before you are weary of the plains a new object greets your eyes and holds them—the far white peaks of the Rockies, curving in a vast semi-circle around the western horizon ; and at Calgary, the populous



SHOOTING ANTELOPE ON THE PLAINS.

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

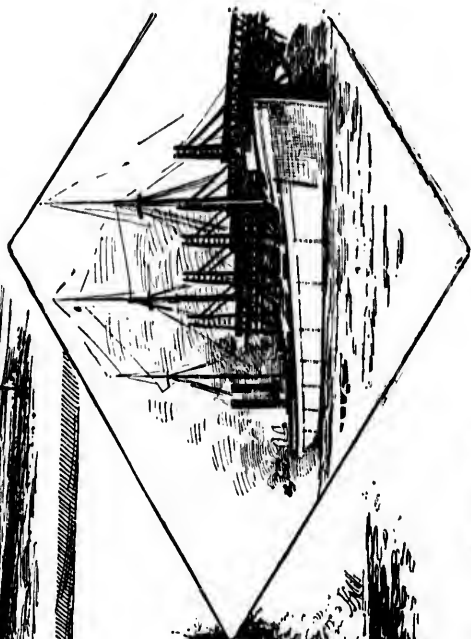
And now all that has gone before dwindles into insignificance. Three ranges of prodigious mountains are to be crossed before the interior of British Columbia is reached ; and when you have descended



STONEY CREEK BRIDGE, SELKIRKS.

the last western slopes there remain 300 miles of scenery so fine, along the canyons of the Fraser river, that many persons consider it best of all.

"Do not try to take all of this in one unbroken trip," is the advice given to the tourist by one who has been across the Rockies many times and knows these giants well, "It is too much. The eye loses power of discrimination—is stunned—the soul surfeited—so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and



SCENES AROUND FORT WILLIAM.

over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one too rapidly for profit. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine-pathways they have hewn, and you behold the very source of their currents in some crystal lake or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines



A VIEW IN THE ROCKIES, NEAR CANMORE.

beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciery of summer clouds a mile and a quarter higher than your place. Again, with audacity of engineering, the railway surmounts a portion of this distance and you can look down to where tall forest trees are small as match-sticks. Upward, apparently close at hand, are the naked ledges lifted above the last fringe of vegetation, wide spaces of never-wasting snow and the wrinkled backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks,

glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, find yourself enshrouded in the shadow of a forest beside which the eastern woods are as underbrush. The massiveness and breadth of the mountains in one part will astonish you; their splintered and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Castle Mountain, or Stephen or Sir Donald, will print itself upon your memory."



ALONG THE BOW RIVER, ROCKY MOUNTAINS.

It would be well, then, for the tourist to stop off at two or three points at least, and take time to *understand* the mountains. Pleasant hotels have been built by the railway company at suitable points, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed.

The first and most prominent of the stopping places to be recommended is BANFF.

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

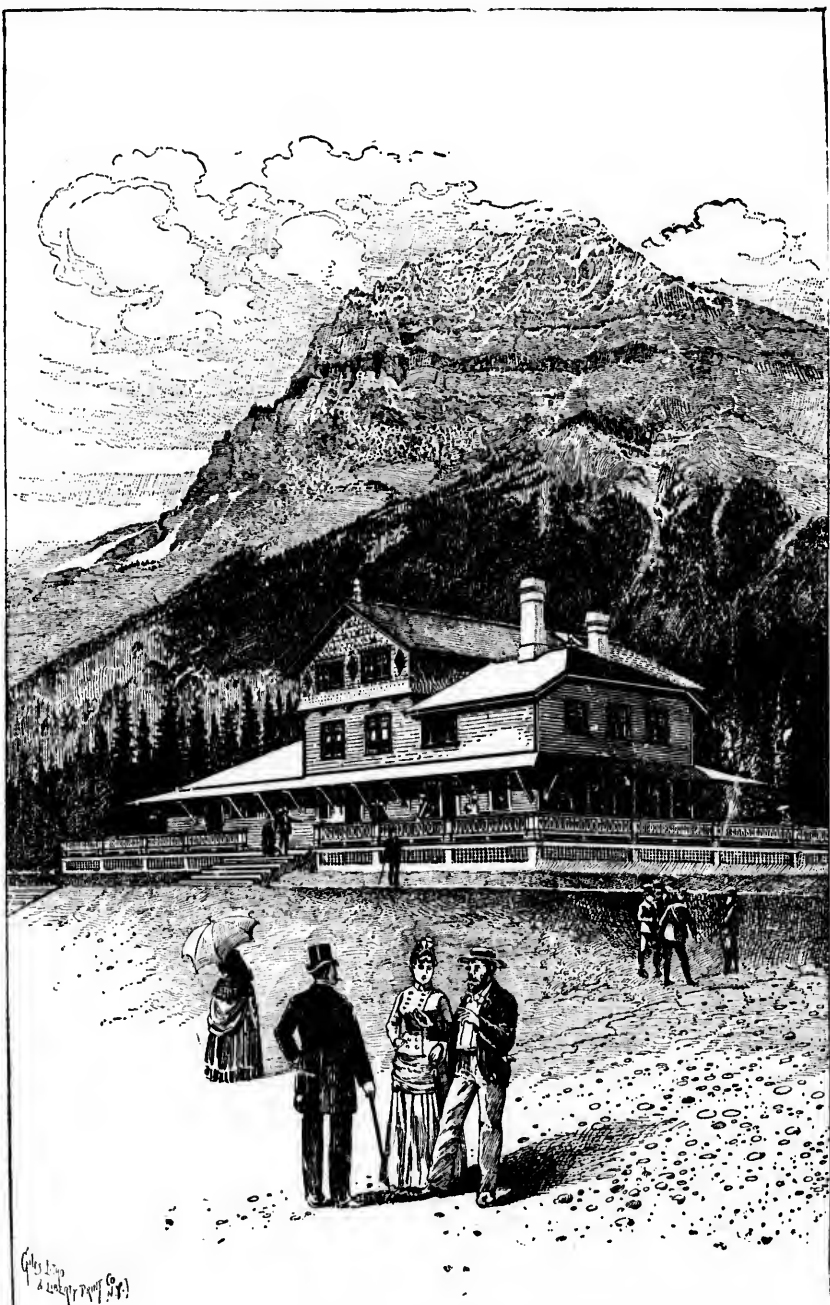
There are copious and wonderful hot mineral springs there, and an elegant hotel.

This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and of a size unheard of elsewhere, and in the hills and forests roam deer, mountain sheep and goats. The general altitude of the valley is about 4,500 feet. Roads have been built in every direction, one going seven miles northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. A small inn on the bank of the lake affords a convenient headquarters for sportsmen, and source of supply for camping parties.

A second halting-place is furnished by the Company's hotel at Field, at the western exit of the Kicking Horse Pass. This hotel (the Mt. Stephen House) is right at the base of Mt. Stephen, and is surrounded by the loftiest peaks of the Rockies. For mountaineering excursions, the hunting of big game or sketching expeditions it has a most advantageous situation.

The Glacier Hotel, at the summit of the Selkirks, is another place of rest and recreation which the tourist should not omit. It is placed high up among forested mountains near the source of the Illicilliwaet, and within twenty minutes' walk of the Great Glacier of the Selkirks. This hill of ice is reached by an excellent path, and it is an easy matter to ascend the rocky walls and moraines that hem it in or to climb upon the glacier itself. Other paths and roads lead to chosen points of view upon other mountains. The hotel itself is a Swiss chalet, in the midst of ornamental grounds, is provided with an "amusement hall" containing billiard tables, bowling alleys, etc., and is kept in a first-class way. No locality will better repay exploration than this.

At North Bend, in the midst of the Fraser canyon, a similar hotel has been placed, in the neighborhood of which many attractions in the way of fine scenery and good sport exist.



MOUNT STEPHEN HOUSE, FIELD.

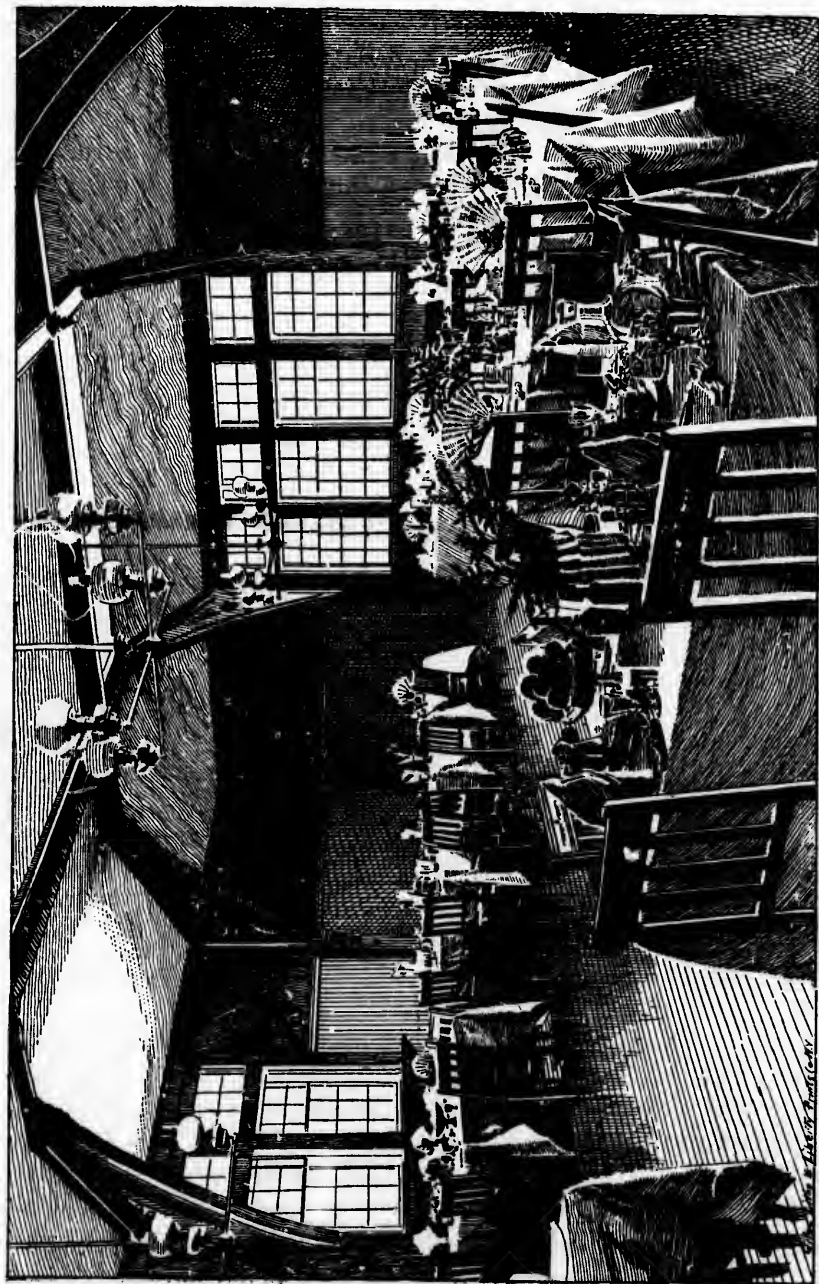
The western terminus of the road is reached at Vancouver on Burrard Inlet, a few miles north of the mouth of the Fraser, on the seventh day after leaving Montreal. This new seaport is only three years old, yet it has 5,000 inhabitants and a flourishing commerce. Its site, overlooking the Gulf of Georgia and the snowy ranges on the shores of Puget Sound, southward, and Burrard Inlet and the Cascades northward, is a most admirable one; and in the neighborhood a great variety of sport is obtainable. Upon a hill commanding the best and



VIEW ON THE KICKING HORSE RIVER, ROCKY MOUNTAINS.

widest view the Company has erected a magnificent hotel, which is conducted in a princely way, and will satisfy the most fastidious critic.

From Vancouver a daily steamer of the Canadian Pacific Navigation Company enables the traveller to cross through the archipelagoes of the straits of Georgia and Fuca to Victoria, on Vancouver Island, the capital of the province of British Columbia. This is most charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beautiful park. A native Indian village occupies the other bank of th

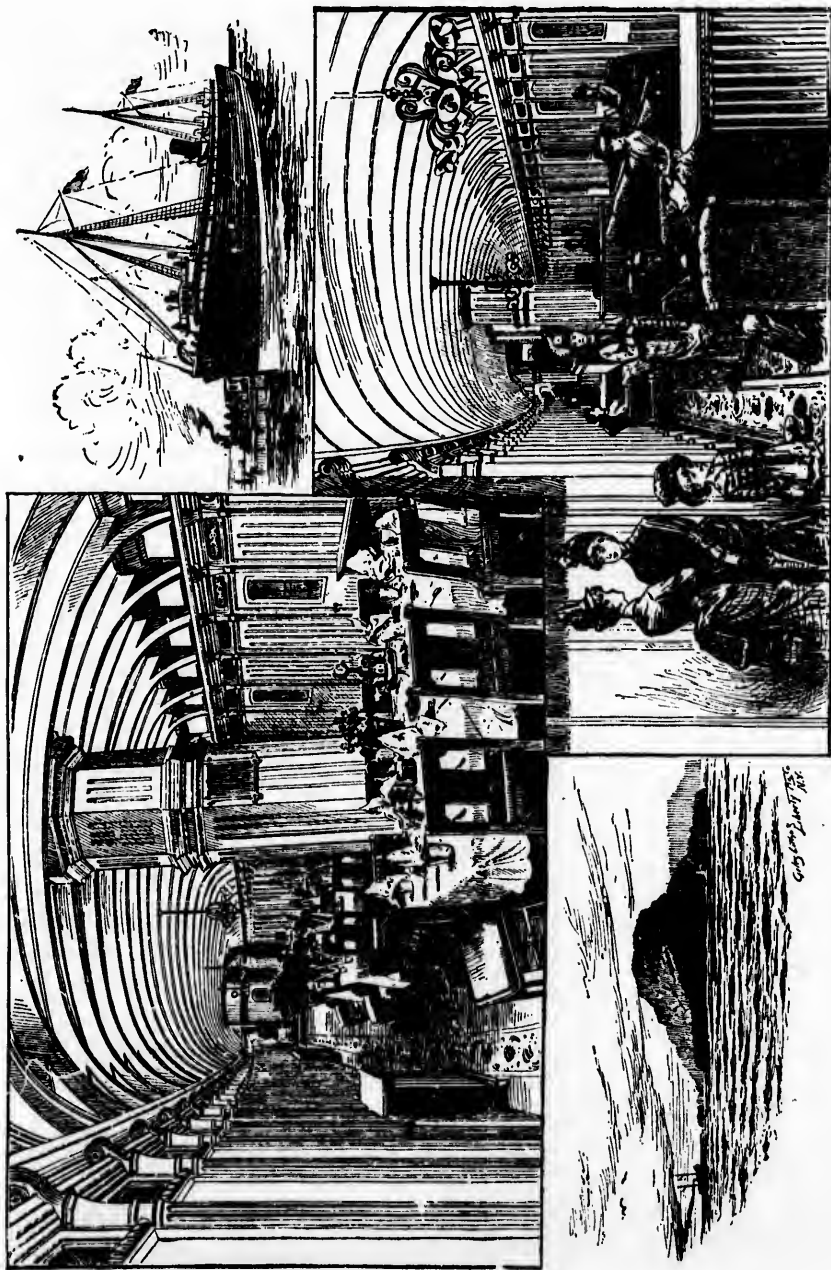


INTERIOR OF DINING ROOM, GLACIER HOTEL.

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

Victoria is one of the most important ports of entry north of San Francisco, and does a large business with the interior of the island and with the mainland. It is connected by railway with the Nanaimo coal-region, northward; and with Esquimalt, three miles distant, which is the rendezvous of the British navy in the North Pacific, and a very interesting place. Lines of steamers give regular communication between Victoria and every port on the Pacific coast from San Francisco to Sitka (see page 103).

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



INTERIOR CANADIAN PACIFIC STEAMSHIPS, ETC.

the Sault Ste. Marie Branch of the Canadian Pacific (see page 100) by a fine bridge. These railways have given a great impetus to the towns on both sides of the river, and they are rapidly becoming most important commercial centres. While the steamer is passing through the locks passengers have an opportunity of going ashore, getting a glimpse of the busy town, inspecting the locks, and visiting the fine rapids which form a magnificent picture and a famous white-fishing ground between the Canadian and American towns. Running the rapids in an Indian boat is an exciting adventure, indulged in by many visitors.

The tour from Owen Sound to Sault Ste. Marie can be varied by taking the steamer which leaves Owen Sound every Tuesday and Friday, and follows the inland channel among the ten thousand islands north of Manitoulin island, calling at way-ports both on the mainland and Manitoulin and St. Joseph islands, and consuming about two days in a delightful voyage, considered by many to be more attractive than the voyage down the River St. Lawrence.

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

The praises of Mackinac have been written by many able pens, ever since it first became a trading-post, fort and mission station in the old, old days of Jesuit and fur-trading adventure, when these lakes were first explored by the emissaries of Champlain. The island stands at the western extremity of Mackinaw straits, by which Lakes Michigan and Huron interchange their waters. It contains about three and a half square miles, more than half of which is reserved as a national park and military reservation, occupied by a garrison of U. S. troops. To the Hurons it was the "island of giant fairies" and the home of the numerous legends which Longfellow has woven into his poem

Hiawatha. Schoolcraft, the historian of the aborigines, had his home here, and in his *Journal*, written in 1820, will be found a large amount



ARCH ROCK, MACKINAC ISLAND.

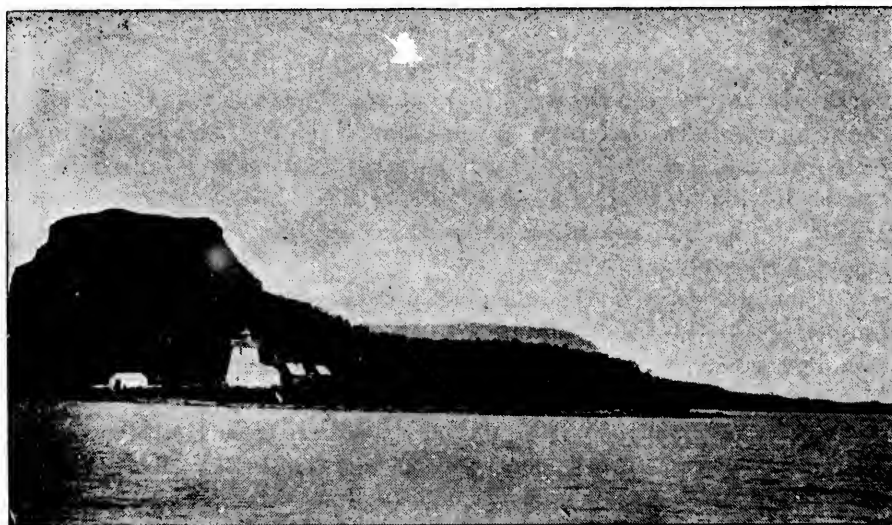
of information concerning the locality. "On the edge of a precipice of white limestone, 155 feet high, just back of the town, is the fort, which, in picturesque beauty of location, has no rival among all the fortresses

of the United States; and the world affords no grander sight than a sunrise or sunset from the fort, the great globe of crimson and gold seeming at its rising to burst up from the bosom of Lake Michigan, casting a million prismatic tints of glorious light on wave and sky. Arch Rock is one of the wildest, weirdest, sublimest freaks of nature's handiwork in sculpture. The chisel-prints of untold ages of whirling waters are all over it. It projects from the face of a cliff 200 feet high, a gigantic bay-window of stone, supported by a mighty arch 149 feet high at its summit. The rim or wall of the bay-window is about three feet wide, and it bulges out some twenty feet from the cliff, overhanging the blue-green water of the lake a dizzy depth below. The view from the summit of the arch takes in a glorious sweep of fifty miles. Across a narrow strait Bois Blanc island looms up with its lighthouses, and forests of white birch, while twelve miles off to the north-east can be seen the upper part of the Cheneaux islands, an enchanting archipelago of some seventy-five or eighty islands, varying from two miles in length to mere green specks a few hundred feet across, dotting the crystal waters which rush by, fifteen fathoms deep at the shore, and swarming with whitefish, bass, pickerel, gamey maskinonge and lake trout."

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

Leaving Sault Ste. Marie at 11.30 a.m. for Port Arthur, the Canadian Pacific steamship takes its course directly across the widest part of Lake Superior, and early next morning comes within sight of the

rocky bluffs of Isle Royale, and the tremendous purple promontory of Thunder cape. This turreted headland shelters the large indentation of Thunder bay and affords a grand harbor, which has been taken advantage of to form the principal ports upon the north shore of the lake—Port Arthur and Fort William. The tourist enjoys an interval of some hours at Port Arthur between the arrival of the steamer and the departure of the west-bound train; and if he cares to stop over here he can find excellent trout-fishing and much other sport and outdoor amusement in the neighborhood; or he can go by rail to Nepigon, 65 miles west—to which fishing-resort (see page 81) this lake-tour forms an excellent means of access.



THUNDER CAPE.

C. "THE Soo" ROUTE.—During the season will there be opened a new and direct, and at the same time interesting all rail route by the way of Sault Ste. Marie to St. Paul, Minneapolis, and the Northwest generally. This route is by the main line of the Canadian Pacific westward to Sudbury (see page 78), where the Sault Ste. Marie Branch of the C.P.R. diverges. Sudbury is 60 miles west of Lake Nipissing and in the midst of rocky hills abounding in copper and gold. The branch

line takes a southwesterly course through a broken and forested country, drained by many swift streams in which trout are plentiful, and passes for a hundred miles along the northern shore of Lake Huron, where the scenery is wild and picturesque in the extreme.

The St. Mary's river is crossed just above the *Sault* (or rapids) by a fine steel bridge, 3,000 feet in length, which connects the Canadian and American towns. This locality has already been



INDIAN CEMETERY IN THE KANANASKIS VALLEY.

described (see p. 95), as well as the means of reaching points of interest in its neighborhood.

The new Minneapolis, St. Paul and Sault Ste. Marie R.R., by which this route is continued westward, passes through the lumbering and mining districts of northern Michigan and Wisconsin, touching Lake Michigan and intersecting railway routes to Ashland and Duluth. St. Paul and Minneapolis, which nearly join one another, are at the head of navigation on the Mississippi, and are the chief cities of Minnesota and the Northwestern States. The flouring and

lumber mills of Minneapolis are world-famous; and near it are Minnehaha Falls and the beautiful Lake Minnetonka.

Northward from Minneapolis the route follows the line of the St. Paul, Minneapolis & Manitoba R.R. down the valley of the Red River. Manitoba is entered at Emerson, on right bank of the river, or at Gretna, on the west bank, according to circumstances, and the stream is closely followed to Winnipeg. Tickets to Pacific coast points, to Banff and to Winnipeg, are issued by this route.

D. THE ROUTE VIA CHICAGO.—A fourth choice of routes to the Northwest is offered in the form of a ticket reading to Winnipeg, or beyond, by the way of Chicago. This goes from Montreal to Toronto and St. Thomas, Ont., by Ottawa, or by the "short line" of the C.P.R. At St. Thomas, Ont., the Canadian Pacific system is left, and that of the Michigan Central entered upon. This carries the traveller to Windsor, where through cars are taken across the river upon a ferry-boat and attached to the train of the Michigan Central Railroad running from Detroit to Chicago.

This favorite line passes through the most populous and best cultivated part of southern Michigan, traversing many large and handsome towns, each the centre of rich farming and fruit-raising districts, such as Ypsilanti; Ann Arbor, the site of the state university; Jackson, a prominent manufacturing place; Albion and Marshall; Kalamazoo, a railroad centre and fruit market; Niles, noted for the fine peaches and pears grown in its neighborhood; Michigan City, where Lake Michigan is first seen, and whence enormous quantities of lumber are shipped; and enters Chicago at the foot of Lake street.

From Chicago there is a choice of six railroad routes to St. Paul, each giving an excellent idea of the prairie farms, which have made the states of Wisconsin and Minnesota rich and powerful commonwealths within the last quarter of a century; while some of the lines, passing for a long distance along the banks of the Mississippi river or some of its larger tributaries, afford a constant succession of most charming pictures. Beyond St. Paul and Minneapolis the route to Winnipeg is the same as that described above.

II.

TOURS ON THE PACIFIC COAST.

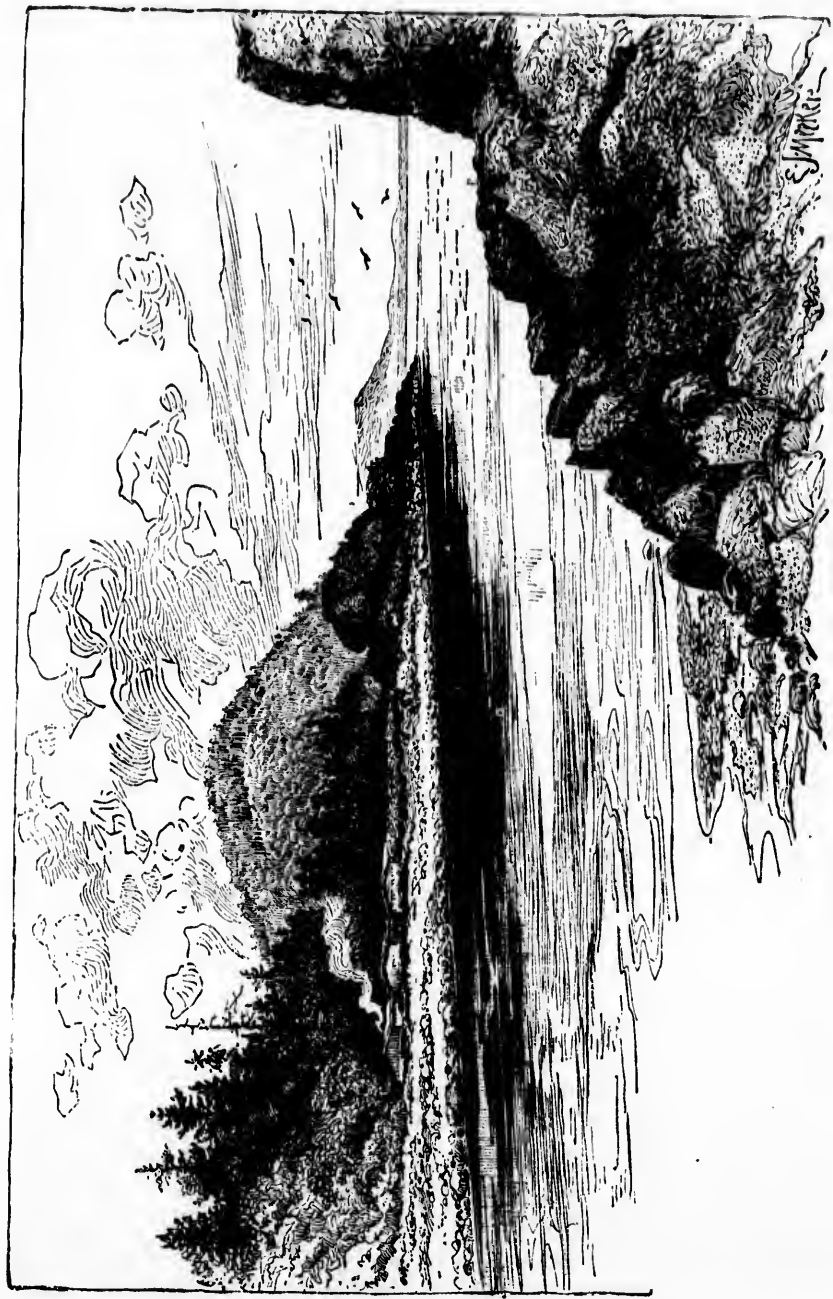
From Vancouver or Victoria steamers depart every three weeks for Japan and China; fortnightly for Alaska; once a week to San Francisco; and daily to Port Townsend, Seattle, Tacoma and other ports on Puget sound, communicating daily with Portland and San Francisco.

Tourist-tickets are arranged to reach and return from nearly all these points; while a long list of tours includes a greater or less portion of the Pacific coast in course of returning eastward by some of the American lines of railway referred to hereafter.

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

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

Crossing bays and sounds, threading its way through channels sometimes so narrow that the yard-arms of the vessel almost touch the cliffs on one side or the other, and yet deep and safe, the voyager is carried out of British Columbian waters into those of Alaska. Gradually a more sombre and imposing style of scenery supersedes



ON THE COAST OF BRITISH COLUMBIA.

the softer pictures of the lower coast. Rude and lofty mountains, their tops covered with snow, bound the view at the end of every inlet. White masses of decaying ice will be met floating in the water, and presently glaciers are seen pushing downward from the great gulches that separate the mountains until they dip into the very surf at the head of some deep indentation. The farthest point of this wonderful voyage is reached in Icy bay, where a collection of glaciers, filling the hollows of a group of mountains, concentrates into one vast body of ice, presenting a seawall miles in length, whence gigantic masses are continually splitting off to float away as icebergs and melt in the warm water outside. Descriptive language has been almost exhausted in the attempt to portray to those who have not seen it the novelty and sublimity of this far northern bay. Probably there is no part of the world now accessible to tourists which would yield so much satisfaction, for the expenditure of time and money required, as the journey through these archipelagoes and into this home of the glaciers.

On the return voyage Sitka is visited and an entirely new series of islands and channels is seen, as the steamer makes its way from this to that stopping place until Vancouver is again in sight. Many Indian villages, mining settlements and fishing stations are visited, on either the outward or homeward voyage, giving abundant opportunity for fishing, hunting, or collecting Indian curiosities.

B. To TACOMA, W. T., AND PORTLAND, OR.—This tour is by steamer from Vancouver up Puget sound to Tacoma, and by rail from Tacoma to Portland.

The boats on Puget sound are fast and elegant steamers, which traverse all parts of this remarkable interior sea, giving varied and most interesting views of the lofty Coast range of mountains, with Baker in the north and Mount Tacoma in the south, rising 14,000 feet above the water, so near at hand that their full height is perceived, and on calm days is brilliantly reflected in the surface of the bay. Port Townsend, the first stopping place, is on the peninsula between Puget sound and the ocean, and nearly at the base of the Olympic mountains. It has a sheltered harbor, a delightful situation and is the port of entry for the district. Seattle, on the eastern shore of the

Sound, is the largest town in Washington Territory, and has in its neighborhood extensive coal mines, and boundless forests yielding that gigantic Douglas fir with which the traveller has become familiar in British Columbia. A railway passes from Seattle over the Cascade mountains into the upper valley of the Columbia, and a second is in process of construction northward. Tacoma is a rapidly growing town at the extremity of the Sound, where the main line of the Northern Pacific terminates. It is supported by extensively cultivated valleys, in which the raising of hops is a very important feature, and surrounded by forests that produce vast quantities of lumber; the fisheries of Tacoma and other ports on Puget sound are also important.

From Tacoma the main line of the Northern Pacific extends southward to Kalama, on the Columbia river, where the train is ferried across that noble watercourse. This journey is a very interesting one; and the ferriage over the Columbia, and subsequent run along its banks into Portland, are particularly delightful. Mount St. Helens, Mt. Hood and many other snowy heights are constantly in view. To Olympia, the capital of Washington Territory, access can be had by rail or steamer from Tacoma.

C. TO SAN FRANCISCO OVERLAND—THE "SHASTA ROUTE."—This new route between Vancouver and San Francisco, opened in 1887, now furnishes the most interesting and comfortable method of travel between Puget sound and California. The passage by steamer and railway from Victoria or Vancouver to Portland, Oregon, has just been described.

Portland is the largest city in Oregon, and has more the appearance of an eastern town than any other on the Pacific coast. Its business is very large, and it is surrounded by an extensive agricultural country, while the lumbering, mining and fishing interests of the whole lower Columbia valley are tributary to its prosperity. It is the real western terminus of both the Northern and Union Pacific railways, and has several local roads and lines of steamers. Within sight are Mt. Hood and other giants of the splendid Cascade range; and the vicinity offers much that is entertaining and easily accessible.

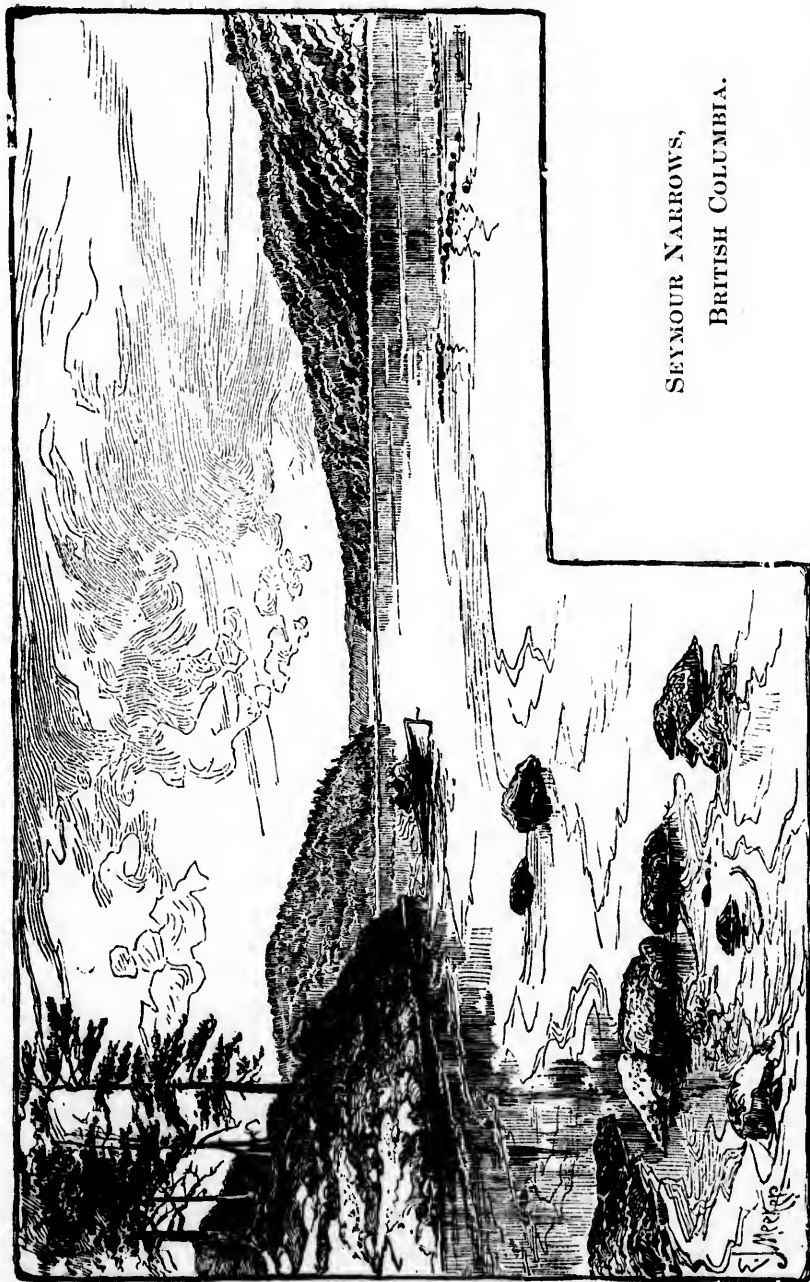


IN JOHNSTONE'S STRAITS, BRITISH COLUMBIA.

The overland or "Shasta" route from Portland to San Francisco, 730 miles, is by the Southern Pacific system. The station is in East Portland across the Willamette river from Portland. This river is followed nearly to its source. The valley is broad and highly productive of wheat, fruit and other crops. Salem, the capital of Oregon, and Albany, are the principal stations. Westward lie the rude forest-grown hills of the Coast range, but eastward the Cascades rise far above the forest-line in a snow-capped sierra of volcanic cones, of which the highest are Mts. Hood and Jefferson, the Three Sisters and Mts. Scott and Pitt. As the valley is almost at sea-level these mountains appear to be higher than they really are, while their symmetry and exceeding snowiness make the long range an object of extraordinary beauty. Toward the boundary of California a rougher country, among the Calapooia and Rogue River mountains, is traversed. These rough hills abound in crags and canyons, and are overgrown with luxurious vegetation, giving them great beauty, while their warm valleys are utilized by farms and orchards, concentrating here and there into a line of thriving towns, such as Roseburg, Ashland and Montague.

The most conspicuous feature of the whole trip is now approached, in Northern California—Mt. Shasta. This is the loftiest summit between Mt. Whitney, in the southern part of the state, and Mt. Tacoma on Puget sound; and one of the highest on the continent, its main peak standing 14,442 feet above the sea. The railway passes close to its base, and the cone is in sight for several hours under varying but always beautiful aspects. Sisson's, where breakfast is eaten, and the whole length of Strawberry Valley give particularly fine views of the whole Shasta cluster of peaks; "and whether it be in the steel-gray dawn of morning, when the sun tips the peaks with gold, or in the broad glare of the noonday light, or the warm flush of the fading twilight, here is the point to study Shasta." Shasta is a quiescent volcano, now covered deeply with glaciers and snowfields. It has often been climbed, even by ladies, and guides and appliances for doing so are to be had. July, August and September form the proper season for an ascent; and with suitable precautions the danger is small. There are plenty of most desirable stopping places near

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SEYMOUR NARROWS,
BRITISH COLUMBIA.

Shasta, where sport and every sort of out-door recreation can be enjoyed.

The remainder of the journey is down the picturesque and populous valley of the Sacramento river, to Sacramento, the capital of the state, in the heart of its old gold-mining and present wheat-growing valleys; and thence to Oakland, where a ferry-boat transports the tourist to San Francisco.

D. TO SAN FRANCISCO BY SEA.—This tour is from Vancouver to Victoria, and thence by a steamer of the Pacific Coast Steamship Company direct to San Francisco. Three and a half days are required for the passage. The coast is in sight for a good part of the way; but the lofty broken rocks of Cape Flattery, on the southern side of the entrance to the Straits of Fuca, and the Golden Gate are the only features likely to be seen with any distinctness.

III.

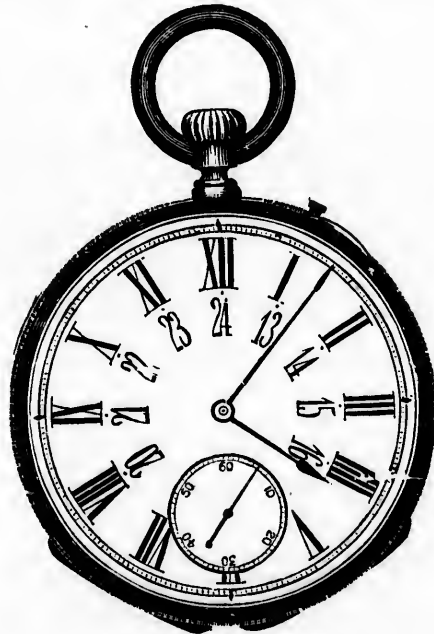
ALTERNATE TOURS RETURNING FROM THE PACIFIC COAST.

An examination of the List of Western Tours printed herewith shows that tickets are issued by the Canadian Pacific Railway good to return by almost every conceivable route. If the Northern Pacific be chosen from Tacoma or Portland, the passenger gets a view of the Columbia valley and has an opportunity to visit Yellowstone Park by stopping off at Livingston, Montana. Returning from Portland by the Union Pacific (Oregon Short Line), he crosses the weird deserts of Idaho, and sees the volcanic canyons of the Snake River country, and the plains of Wyoming and Nebraska.

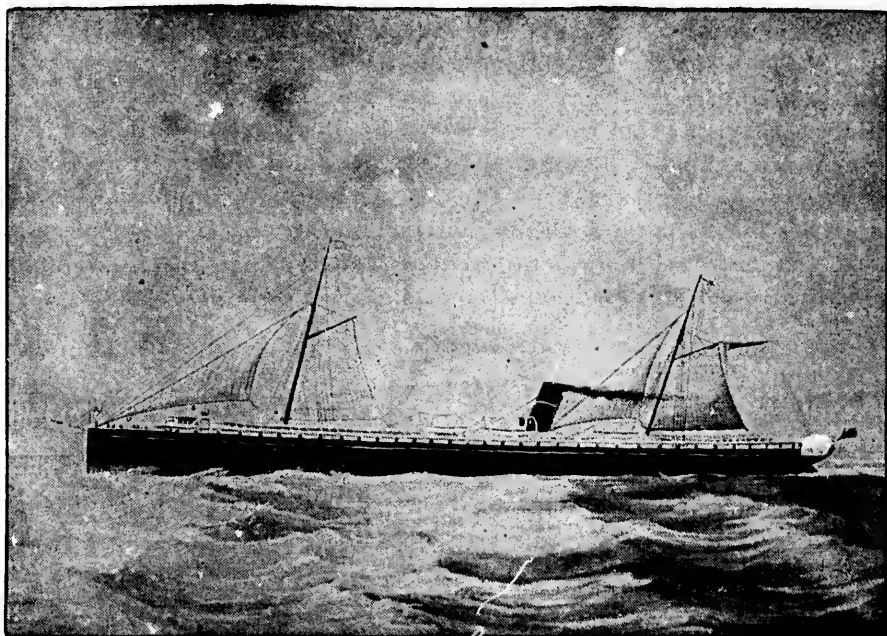
From San Francisco the return may be by the Shasta route and the Canadian Pacific; or the Shasta route and Northern or Union Pacific from Portland; or by the old "Central-Union" (Southern) Pacific route, via Sacramento, Ogden and Omaha. Or he may take the Southern Pacific to Ogden, and then the Denver & Rio Grande to Denver. This is an especially attractive line. It passes through Salt Lake City, crosses the Wahsatch Mountains; gives a glimpse of the Mormon villages and the curious scenery of the dry Green River basin; and then crosses the Rockies through a series of astonishingly

lofty passes and amazingly deep river-gorges, quite different from anything to be seen on any other railway in the United States. From Denver, he may choose one of four routes to the Missouri river.

Through southern California a variety of routes is offered for selection. One, by the Southern Pacific, takes him to Los Angeles, and then across Arizona through the old Mexican settlements and modern mining towns to El Paso in Texas, and so on to Galveston and New Orleans, or to Fort Worth and St. Louis; or he may leave the Southern Pacific at Deming, N.M., and ride over Raton Pass and through Kansas in the cars of the Atchison, Topeka & Santa Fe to Kansas City, or (from Halstead) by the St. Louis & San Francisco to St. Louis. Lastly, he may go by the Southern Pacific from San Francisco to Los Angeles, or Mojave, in southern California, and then by the Atlantic & Pacific, through the strange Indian pueblos and the canyons of northern Arizona and New Mexico to Albuquerque, where this road joins the A. T. & S. F.'s system.



OUR 24-HOUR WATCH.



CANADIAN PACIFIC RAILWAY STEAMSHIP.

SPECIAL INFORMATION

IN CONNECTION WITH

WESTERN TOURS

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

The Time Limit on Tourist Tickets to Vancouver, B.C., Victoria, B.C., Tacoma, W.T., Portland, Ore., and San Francisco, Cal., is six months from the date of purchase, the going journey as far as Vancouver to be made within 60 days from date of purchase. An extension for return trip of not more than six months beyond the original six months time limit will be given on these tickets on payment of \$10.00 for each 30 days or part of 30 days extension. The return route may be changed on arrival at destination on Pacific Coast on payment of \$10.00 at time change is made. Tourist Return Tickets to Banff Hot Springs are good for six months from date of issue.

The route of Western Tours going or coming by rail between Port Arthur and points in Western Ontario, Ivanhoe, Belleville and west thereof, will be via the Ontario Route, *i. e.* via the Northern & North-Western Division of the Grand Trunk Railway, between Toronto and North Bay; from east of Ivanhoe and Belleville the route will be All Rail Canadian Pacific Railway via Carleton Junction. Pacific Coast Tours reading from east of Ivanhoe or Belleville will be made to read either via Carleton Junction or Ontario Route, as passengers may select.

Rates quoted for Tours returning from Vancouver, Victoria, Tacoma and Portland, Ore., through Emerson, St. Paul and Chicago, will, when desired at time of purchase, be made applicable on Tours returning via Tacoma or Portland and the Northern Pacific Railway

to St. Paul, or via Portland and the Union Pacific Railway to Council Bluffs or Kansas City.

Rates quoted for Tours to San Francisco, Cal., returning through St. Paul, will, on request at time of purchase, be made to read back by United States Routes, via Omaha, Kansas City or St. Louis, etc., without additional charge.

Tours reading between St. Paul and the east via Chicago, will, when requested at time of purchase, be made applicable by the Minneapolis, St. Paul & Sault Ste. Marie Railway, thence the Canadian Pacific Steamship Line to Owen Sound, or Canadian Pacific Ry. All Rail.

Rates quoted herein for Western Tours from Sault Ste. Marie, unless otherwise stated, will be via Canadian Pacific Steamship Line to Port Arthur, thence as shown in details of route.

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

Tickets or coupons between Owen Sound and Sault Ste. Marie, and Owen Sound and Port Arthur, in either direction, reading over the Canadian Pacific Steamship Line, will be available for passage between Owen Sound and Sault Ste. Marie either by the *Through* Canadian Pacific Steamship Line running between Owen Sound and Sault Ste. Marie direct, or by the *Local* Canadian Pacific Steamship Line running north of Manitoulin Island and calling at intermediate ports.

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

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

Western Tours

— TO THE —

UPPER LAKES, THE NORTH-WEST

AND THE

PACIFIC COAST

ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN

ROUTE R 100

Rates as follows:

From Quebec.....	\$225.00	From Toronto.....	\$205.00
" Montreal.....	220.00	" London.....	205 00
" Ottawa.....	215.00	" St. Thomas.....	205 00
" Prescott.....	215.00	" Niagara Falls.....	205 00
" Brockville.....	214.40	" Sault Ste. Marie.....	193 00
From Port Arthur..... \$175.00			
Canadian Pacific Ry.....	to Port Arthur.....	14	
Canadian Pacific Ry.....	" Vancouver.....	15	
Canadian Pacific Nav. Co.....	" Victoria.....	17	
† Pacific Coast S S. Co.....	" Sitka, etc.....	68	
Return same route.			R

ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN

R W

ROUTE R 101

Rates same as for Route R 100

Canadian Pacific Ry.....	to Port Arthur.....	14	
Canadian Pacific Ry.....	" Vancouver.....	15	
Canadian Pacific Nav. Co.....	" Victoria.....	17	
† Pacific Coast S.S. Co.....	" Sitka, etc.....	68	
† Pacific Coast S.S. Co.....	" Victoria.....	68	
Canadian Pacific Nav. Co.....	" Vancouver.....	17	
Canadian Pacific Ry.....	" Port Arthur.....	15	
† Canadian Pacific S.S. Line.....	" Owen Sound.....	18	
Canadian Pacific Ry.....	" Starting Point.....	14	

† Meals and Berths included.

ALASKA (SITKA, GLACIER BAY, ETC.) AND RETURN

ROUTE R 102

Rates as follows:

From Quebec	\$233.00	From Brockville	\$221.75
" Montreal	228 00	" Toronto	211.30
" Ottawa	222 40	" London	211.30
" Prescott	222.40	" St. Thomas	211.30
From Niagara Falls		\$211.30	
Canadian Pacific Ry.	to Owen Sound	14	
†Canadian Pacific S.S. Line	" Port Arthur	18	
Canadian Pacific Ry.	" Vancouver	15	
Canadian Pacific Nav. Co.	" Victoria	17	
†Pacific Coast S.S. Co.	" Sitka, etc	68	
†Pacific Coast S.S. Co.	" Victoria	68	
Canadian Pacific Nav. Co.	" Vancouver	17	
Canadian Pacific Ry.	" Emerson	16	
St. Paul, Minneapolis & Manitoba Ry.	" St. Paul	95	
Choice of six railways	" Chicago	*	
Michigan Central R. R.	" St. Thomas	54	
Canadian Pacific Ry.	" Starting Point	14	

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

ASHLAND, WIS., AND RETURN

ROUTE R 103

Rates as follows:

From Quebec	\$56.00	From Brockville	\$ 45 40
" Montreal	51.00	" Toronto	36.00
" Ottawa	47.70	" London	36.00
" Prescott	46 00	" St. Thomas	36.00
From Niagara Falls		\$38.25	
Canadian Pacific Ry.	to Owen Sound	14	
†Canadian Pacific S.S. Line	" Sault Ste. Marie	18	
†Lake Superior Transit Co.	" Ashland	46	
Return same route.		R	

ASHLAND, WIS., AND RETURN

R W

ROUTE R 104

Rates as follows:

From Quebec	\$61.50	From Brockville	\$50.90
" Montreal	56.50	" Toronto	41 50
" Ottawa	53.20	" London	41.50
" Prescott	51.50	" St. Thomas	41.50
Canadian Pacific Ry.	to Owen Sound	14	
†Canadian Pacific S.S. Line	" Sault Ste. Marie	18	
†Lake Superior Transit Co.	" Ashland	46	
†Lake Superior Transit Co.	" Detroit	45	
Michigan Central R.R.	" St. Thomas	54	
Canadian Pacific Ry.	" Starting Point	14	

† Meals and Berths included

BANFF HOT SPRINGS AND RETURN

R W

ROUTE R 105

Rates as follows:

From Quebec.....	\$114.00	From Brockville.....	\$101.70
" Montreal.....	109.00	" Toronto.....	97.50
" Ottawa.....	105.50	" London.....	97.50
" Prescott.....	105.50	" St. Thomas.....	97.50
From Niagara Falls.....\$99.20			

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Banff Hot Springs.....	15
Canadian Pacific Ry.....	" Emerson.....	16
St. Paul, Minneapolis & Manitoba Ry....	" St. Paul.....	95
Choice six railways.....	" Chicago.....	*
Michigan Central R.R.....	" St. Thomas.....	54
Canadian Pacific Ry.....	" Starting Point.....	14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

BANFF HOT SPRINGS AND RETURN

R W

ROUTE R 106

Rates as follows:

From Quebec	\$90.00	From London	\$85.00
“ Montreal.....	90.00	“ St Thomas.....	85.00
“ Ottawa.....	90.00	“ Niagara Falls	85.00
“ Prescott	90.00	“ Detroit.....	85.00
“ Brockville.....	90.00	“ Sault Ste. Marie.....	73.00
“ Toronto.....	85.00	“ Port Arthur.....	55.00
Canadian Pacific Ry.....	to Owen Sound.....	14	
† Canadian Pacific S.S. Line	“ Port Arthur.....	18	
Canadian Pacific Ry.....	“ Banff Hot Springs	15	
Canadian Pacific Ry.....	“ Port Arthur	15	
Canadian Pacific Ry.....	“ Starting Point.....	14	

BANFF HOT SPRINGS AND RETURN

ROUTE R 107

Rates same as for Route R 106

Canadian Pacific Ry.....	to Owen Sound.....	14
† Canadian Pacific S.S. Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Banff Hot Springs.....	15

Return same route.

R

BANFF HOT SPRINGS AND RETURN

ROUTE R 108

Rates same as for Route R 106

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Banff Hot Springs.....	15

Return same route.

R

† Meals and Berths included.

BANFF HOT SPRINGS AND RETURN

ROUTE R 109

Rates as follows:

From New Westminster.....	\$30.00	From Tacoma.....	\$30.00
" Vancouver.....	30.00	" Seattle.....	30.00
" Victoria.....	30.00	" Portland.....	35.00

Canadian Pacific Ry.....	to Banff Hot Springs.....	14
Canadian Pacific Ry.....	" Starting Point.....	14

The route from Victoria, Tacoma and Seattle is via the Canadian Pacific Navigation Company to Vancouver, thence as above. From Portland via the Northern Pacific to Tacoma, Canadian Pacific Navigation Company to Vancouver, thence as above; returning same route.

CHICAGO, ILL., AND RETURN

ROUTE R 110

Rates as follows:

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

Canadian Pacific Ry.....	to St. Thomas.....	14
Michigan Central R.R.....	" Chicago.....	54
Return same route.		R

CHICAGO, ILL., AND RETURN

ROUTE R 111

Rates as follows:

From Quebec.....	\$50.00	From Brockville.....	\$45.40
" Montreal.....	51.00	" Toronto.....	36.60
" Ottawa.....	47.70	" London.....	35.00
" Prescott.....	46.00	" St. Thomas.....	35.00
From Niagara Falls.....		\$38.25	

Canadian Pacific Ry.....	to Owen Sound.....	14
†Canadian Pacific S.S. Line.....	" Sault Ste. Marie.....	18
†Lake Mich. & Lake Superior Trans. Co.....	" Chicago.....	43
Return same route.		R

CHICAGO, ILL., AND RETURN

R W

ROUTE R 112

Rates as follows:

From Quebec.....	\$50.00	From Brockville.....	\$39.40
" Montreal.....	45.00	" Toronto.....	30.00
" Ottawa.....	41.70	" London.....	30.00
" Prescott.....	40.00	" St. Thomas.....	30.00

Canadian Pacific Ry.....	to Owen Sound.....	14
†Canadian Pacific S.S. Line.....	" Sault Ste. Marie.....	18
†Lake Mich. & Lake Superior Trans. Co.....	" Chicago.....	43
Michigan Central R. R.....	" St. Thomas.....	54
Canadian Pacific Ry.....	" Starting Point.....	14

† Meals and Berths included.

WESTERN TOURS.

119

CHICAGO, ILL., AND RETURN

R W

ROUTE R 113

Rates as follows:

From Quebec.....	\$50.00	From Prescott.....	\$40.00
" Montreal.....	45.00	" Brockville.....	39 40
" Ottawa.....	41.70	" Toronto.....	30.00
Canadian Pacific Ry.....	to St. Thomas.....	14	
Michigan Central R.R.....	" Detroit.....	54	
Detroit & Cleveland S. Navigation Co.....	" Mackinaw City.....	28	
†Lake Mich. & Lake Superior Trans. Co.....	" Chicago.....	42	
Michigan Central R.R.....	" Detroit.....	52	
†Lake Superior Transit Co.....	" Buffalo.....	45	
New York Central & H. R. R.R.....	" Lewiston.....	60	
Niagara Navigation Co.....	" Toronto.....	62	
Canadian Pacific Ry.....	" Starting Point.....	14	

COLUMBIA LAKES, B.C., AND RETURN

ROUTE R 114

Rates as follows:

From Quebec, Montreal, Ottawa, Prescott, Brockville, Toronto, London, St. Thomas and Niagara Falls.....	\$104.60
Canadian Pacific Ry.....	to Owen Sound..... 14
†Canadian Pacific S.S. Line.....	" Port Arthur..... 18
Canadian Pacific Ry.....	" Golden..... 15
Steamer Duchess.....	" Columbia Lakes..... 102
Return same route.	
	R

DULUTH, MINN., AND RETURN

ROUTE R 115

Rates as follows:

From Quebec.....	\$56.00	From Brockville.....	\$45 40
" Montreal.....	51.00	" Toronto.....	36.00
" Ottawa.....	47.70	" London.....	36 00
" Prescott.....	46.00	" St. Thomas.....	36.00
From Niagara Falls.....		\$38.25	
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific S.S. Line.....	" Sault Ste. Marie.....	18	
†Lake Superior Transit Co.....	" Duluth.....	46	
Return same route.		R	

DULUTH, MINN., AND RETURN

R W

ROUTE R 116

Rates as follows:

From Quebec.....	\$63.50	From Brockville.....	\$52.90
" Montreal.....	58 50	" Toronto.....	43.50
" Ottawa.....	55.20	" London.....	43.50
" Prescott.....	53.50	" St. Thomas.....	43.50
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific S.S. Line.....	" Sault Ste. Marie.....	18	
†Lake Superior Transit Co.....	" Duluth.....	46	
†Lake Superior Transit Co.....	" Buffalo.....	44	
New York Central & H. R. R.R.....	" Lewiston.....	60	
Niagara Navigation Co.....	" Toronto.....	62	
Canadian Pacific Ry.....	" Starting Point.....	14	

† Meals and Berths included.

HARRISON HOT SPRINGS, B.C., AND RETURN

ROUTE R 117

Rates as follows:

From New Westminster.....	\$5.00	From Victoria.....	\$8.00
From Vancouver.....	\$5 00		
Canadian Pacific Ry.....	to Aggasiz.....	14	
Canadian Pacific Ry.....	" Starting Point.....	14	

The route from Victoria is via the Canadian Pacific Navigation Co. to Vancouver, thence as above; returning same route. Time limit, 30 days.

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 118

Rates as follows:

From Quebec.....	\$41.65	From Prescott.....	\$31.65
" Montreal.....	36 65	" Brockville.....	31.05
" Ottawa.....	33.35	" Toronto.....	21.65
Canadian Pacific Ry.....	to St. Thomas.....	14	
Michigan Central R.R.....	" Mackinaw City.....	54	
Mackinaw Transportation Co.....	" Mackinac Island.....	47	
Return same route.			R

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 119

Rates as follows:

From Quebec.....	\$35.00	From Prescott.....	\$25.00
" Montreal.....	30.00	" Brockville.....	21.40
" Ottawa.....	26.70	" Toronto.....	15.00
Canadian Pacific Ry.....	to St. Thomas.....	14	
Michigan Central R.R.....	" Detroit.....	54	
Detroit & Cleveland Steam Nav. Co.....	" Mackinac Island.....	28	
Return same route.			R

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 120

Rates as follows:

From Quebec.....	\$36 00	From Brockville.....	\$25.40
" Montreal.....	31.00	" Toronto.....	16.00
" Ottawa.....	27.70	" London.....	16.00
" Prescott.....	26.00	" St. Thomas.....	16.00
From Niagara Falls.....			\$18.25
Canadian Pacific Ry.....	to Owen Sound.....	14	
† Canadian Pacific S.S. Line.....	" Mackinac Island, via Sault Ste. Marie.....	18	
† Canadian Pacific S.S. Line.....	" Owen Sound direct.....	18	
Canadian Pacific Ry.....	" Starting Point.....	14	

• On steamers leaving Owen Sound for Mackinac Island as advertised, in July and August via channel north of Manitoulin Island only.

† Meals and Berths included.

MACKINAC ISLAND, MICH., AND RETURN R W

ROUTE R 121

Rates as follows :

From Quebec	\$39.00	From Brockville	\$28.40
" Montreal	31.00	" Toronto	19.00
" Ottawa	30.70	" London	19.00
" Prescott	29.00	" St. Thomas	19.00
Canadian Pacific Ry.	to Owen Sound		14
† Canadian Pacific S.S. Line	" Sault Ste. Marie		18
Delta Transportation Co.	" Mackinac Island		21
Detroit & Cleveland Steam Nav. Co.	" Detroit		28
Michigan Central R.R.	" St. Thomas		51
Canadian Pacific Ry.	" Starting Point		14

MACKINAC ISLAND, MICH., AND RETURN

ROUTE R 122

Rates as follows :

Rates as follows:			
From Quebec	\$40.00	From Brockville	\$29.10
“ Montreal	35.00	“ Toronto	20.00
“ Ottawa	31.70	“ London	20.00
“ Prescott	30.00	“ St. Thomas	20.00
From Niagara Falls	\$22.25		
Canadian Pacific Ry.	to Owen Sound		14
† Canadian Pacific S.S. Line	“ Sault Ste. Marie		18
Delta Transportation Co.	“ Mackinac Island		21
Return same route.			

MACKINAC ISLAND, MICH., AND RETURN R W

ROUTE R 123

Rates as follows :

From Quebec	\$41.85	From Brockville	\$31.25
" Montreal	36.85	" Toronto	21.85
" Ottawa	33.55	" London	21.85
" Prescott	31.85	" St. Thomas	21.85
Canadian Pacific Ry.	to St. Thomas		14
Michigan Central R. R.	" Mackinaw City		54
Mackinaw Transportation Co.	" Mackinac Island		44
Delta Transportation Co.	" Sault Ste. Marie		27
Canadian Pacific S.S. Line	" Owen Sound		11
Canadian Pacific Railway	" Starting Point		18

MACKINAC ISLAND, MICH., AND RETURN R W

ROUTE R 124

Rates as follows :

From Quebec	\$38.85	From Prescott	\$28.85
" Montreal	33.85	" Brockville	28.25
" Ottawa	30.55	" Toronto	18.85
Canadian Pacific Ry.	to St. Thomas		14
Michigan Central R.R.	" Detroit		54
Detroit & Cleveland Steam Navigation Co.	" Mackinac Island		28
Mackinaw Transportation Co.	" Mackinaw City		47
Michigan Central R.R.	" St. Thomas		54
Canadian Pacific Railway	" Starting Point		14

† Meals and Berths included.

MARQUETTE, MICH., AND RETURN

R W

ROUTE R 125

Rates as follows :

From Quebec.....	\$49.00	From Brockville.....	\$38.40
“ Montreal	41.00	“ Toronto	29.00
“ Ottawa	41.00	“ London	29.00
“ Prescott.....	39.00	“ St. Thomas	29.00
Canadian Pacific Railway ..	to St. Thomas		14
Michigan Central R.R.	“ Detroit		51
†Lake Superior Transit Co.	“ Marquette		45
†Lake Superior Transit Co.	“ Sault Ste. Marie		46
†Canadian Pacific S.S. Line.	“ Owen Sound		18
Canadian Pacific Railway ..	“ Starting Point		14

MARQUETTE, MICH., AND RETURN

R W

ROUTE R 126

Rates as follows :

From Quebec	\$48.90	From Brockville	\$38.30
“ Montreal	43.90	“ Toronto	28.90
“ Ottawa	39.60	“ London	28.90
“ Prescott	38.90	“ St. Thomas	28.90
Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific S.S. Line	“ Sault Ste. Marie		13
†Lake Superior Transit Co.	“ Marquette		46
Duluth, South Shore & Atlantic R.R.	“ St. Ignace		29
Mackinaw Transportation Co.	“ Mackinaw City		48
Michigan Central R.R.	“ St. Thomas		51
Canadian Pacific Ry.	“ Starting Point		14

MARQUETTE, MICH., AND RETURN

Rates as follows :

From Quebec	\$45.00	From Brockville	\$34.40
“ Montreal	40.00	“ Toronto	25.00
“ Ottawa	36.70	“ London	25.00
“ Prescott	35.00	“ St. Thomas	25.00
From Niagara Falls		\$27.25	

Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific S.S. Line	“ Sault Ste. Marie		18
†Lake Superior Transit Co.	“ Marquette		46

Return same route.

R

NEPIGON, ONT., AND RETURN

R W

ROUTE R 128

Rates as follows :

From Quebec	\$50.00	From Toronto	\$30.00
“ Montreal	45.00	“ London	30.00
“ Ottawa	41.70	“ St. Thomas	30.00
“ Prescott	40.00	“ Niagara Falls	32.25
“ Brockville	39.40	“ Detroit	30.00
Canadian Pacific Ry.	to Owen Sound		14
†Canadian Pacific S.S. Line	“ Port Arthur		18
Canadian Pacific Ry.	“ Nepigon		14
Canadian Pacific Ry.	“ Starting Point		14

† Meals and Berths included.

NEPIGON, ONT., AND RETURN

ROUTE R 129	Rates same as for Route R 128 and from S. S. Marie, \$18.00	
Canadian Pacific Ry.....	to Owen Sound.....	14
†Canadian Pacific S.S. Line	Port Arthur	18
Canadian Pacific Ry.....	Nepigon	14
Return same route.		R

PORT ARTHUR, ONT., AND RETURN

ROUTE R 130	Rates same as for Route R 128 and from S. S. Marie, \$18.00	
Canadian Pacific Ry	to Owen Sound.....	14
†Canadian Pacific S. S. Line	Port Arthur	18
Return same route.		R

PORT ARTHUR, ONT., AND RETURN

R W

ROUTE R 131		Rates as follows:	
From Quebec.....	\$56.00	From Brockville	\$45.40
“ Montreal	51.00	“ Toronto	36.00
“ Ottawa.....	47 70	“ London	36.00
“ Prescott.....	46.00	“ St. Thomas	36.00
Canadian Pacific Ry.....		to Owen Sound.....	14
†Canadian Pacific S.S. Line		“ Port Arthur	18
†Canadian Pacific S.S. Line		“ Sault Ste. Marie.....	133
†Lake Superior Transit Co.....		“ Detroit.....	46
Michigan Central R.R.....		“ St. Thomas	54
Canadian Pacific Ry.....		“ Starting Point	14

PORT ARTHUR, ONT., AND RETURN

R W

ROUTE R 132		Rates as follows:	
From Quebec.....	\$50.00	From Toronto	\$30.00
“ Montreal.....	45.00	“ London	30.00
“ Ottawa.....	41.70	“ St. Thomas	30.00
“ Prescott.....	40.00	“ Niagara Falls.....	32.25
“ Brockville.....	39.40	“ Detroit.....	30.00
Canadian Pacific Ry.....		to Owen Sound.....	14
†Canadian Pacific S.S. Line		“ Port Arthur	18
Canadian Pacific Ry.....		“ Starting Point.....	14

PORTLAND, ORE., AND RETURN

Route R 133		Rates as follows :	
From Quebec.....	\$130.00	From London	\$110.00
“ Montreal	125.00	“ St. Thomas	110.00
“ Ottawa.....	120.00	“ Niagara Falls	110.00
“ Prescott	120.00	“ Detroit.....	110.00
“ Brockville	119.40	“ Sault Ste. Marie.....	98.00
“ Toronto	110.00	“ Port Arthur.....	80.00
Canadian Pacific Ry	to Port Arthur	14	
Canadian Pacific Ry.....	“ Vancouver	15	
Canadian Pacific Nav. Co	“ Tacoma.....	17	
Northern Pacific R.R.....	“ Portland	113	
Return same route.		R	

† Meals and Berths included.

ST. PAUL, MINN., AND RETURN

ROUTE R 134

Rates as follows:

From Quebec.....	\$64.50	From Brockville	\$53.90
“ Montreal	59.50	“ Toronto	44.50
“ Ottawa.....	52.20	“ London.....	44.50
“ Prescott.....	51.50	“ St. Thomas	44.50
From Niagara Falls.....		\$16.75	
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific S.S. Line.....	“ Sault Ste. Marie.....		18
†Lake Superior Transit Co.....	“ Duluth.....		46
St. Paul & Duluth Ry.....	“ St. Paul.....		94
Return same route.			

ST. PAUL, MINN., AND RETURN

R W

ROUTE R 135

Rates as follows:

From Quebec.....	\$63.05	From Brockville	\$52.45
" Montreal	58.05	" Toronto	43.05
" Ottawa.....	51.75	" London.....	43.05
" Prescott.....	53.05	" St. Thomas	43.05
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific S.S. Line.....	" Sault Ste. Marie.....		18
†Lake Superior Transit Co.....	" Duluth.....		46
St. Paul & Duluth Ry.....	" St. Paul.....		94
Choice of six railways.....	" Chicago.....		6
Michigan Central R.R.....	" St. Thomas		54
Canadian Pacific Ry.....	" Starting Point.....		14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

SAN FRANCISCO, CAL., AND RETURN

R W

ROUTE R 136

Rates as follows:

From Quebec.....	\$145.00	From London	\$125.00
" Montreal.....	140.00	" St. Thomas.....	125.00
" Ottawa.....	135.00	" Niagara Falls.....	125.00
" Prescott	135.00	" Detroit.....	125.00
" Brockville	134.40	" Sault Ste. Marie	113.00
" Toronto	125.00	" Port Arthur	95.00
Canadian Pacific Ry.....	to Port Arthur		14
Canadian Pacific Ry.....	" Vancouver		15
Canadian Pacific Nav. Co.....	" Victoria		17
†Pacific Coast S.S. Co.....	" San Francisco.....		68
†Pacific Coast S.S. Co.....	" Victoria		68
Canadian Pacific Nav. Co.....	" Vancouver		17
Canadian Pacific Ry.....	" Port Arthur		15
†Canadian Pacific S.S. Line.....	" Owen Sound		18
Canadian Pacific Ry.....	" Starting Point		14

† Meals and Berths included.

SAN FRANCISCO, CAL., AND RETURN

R W

ROUTE R 137

Rates same as for Route R 136

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Navigation Co.....	" Tacoma.....	17
Northern Pacific R.R.....	" Portland.....	113
Southern Pacific Co.....	" San Francisco.....	114
Southern Pacific Co.....	" Portland.....	114
Northern Pacific R.R.....	" Tacoma.....	113
Canadian Pacific Navigation Co.....	" Vancouver.....	17
Canadian Pacific Ry.....	" Port Arthur.....	15
†Canadian Pacific S.S. Line.....	" Owen Sound.....	18
Canadian Pacific Ry.....	" Starting Point.....	14

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 138

Rates same as for Route R 136

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
†Pacific Coast S.S. Co.....	" San Francisco.....	68

Return same route.

R

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 139

Rates same as for Route R 136

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Navigation Co.....	" Tacoma.....	17
Northern Pacific R. R.....	" Portland.....	113
Southern Pacific Co.....	" San Francisco.....	114

Return same route.

R

SAN FRANCISCO, CAL., AND RETURN

ROUTE R 140

Rates as follows:

From Quebec.....		\$153.00	From Toronto.....		\$131.30
"	Montreal.....	148.00	"	London.....	131.30
"	Ottawa.....	142.40	"	St. Thomas.....	131.30
"	Prescott.....	112.40	"	Niagara Falls.....	131.30
"	Brockville.....	141.75	"	Detroit.....	131.30
			Rates as follows:		
Canadian Pacific Ry.....	to	Owen Sound.....	14		
†Canadian Pacific S.S. Line.....	"	Port Arthur.....	18		
Canadian Pacific Ry.....	"	Vancouver.....	15		
Canadian Pacific Navigation Co.....	"	Tacoma.....	17		
Northern Pacific R.R.....	"	Portland.....	113		
Southern Pacific Co.....	"	San Francisco.....	114		
Southern Pacific Co.....	"	Portland.....	114		
Northern Pacific R.R.....	"	Tacoma.....	113		
Canadian Pacific Navigation Co.....	"	Vancouver.....	17		
Canadian Pacific Ry.....	"	Emerson.....	16		
St. Paul, Minneapolis & Manitoba Ry.....	"	St. Paul.....	95		
Choice of six railways.....	"	Chicago.....	*		
Michigan Central R.R.....	"	St. Thomas.....	54		
Canadian Pacific Ry.....	"	Starting Point.....	14		

Rates quoted for this route will apply by any of the direct United States Routes on return journey from San Francisco through St. Paul, Omaha, Kansas City or St. Louis.

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

SAULT STE. MARIE, MICH., AND RETURN

RW

ROUTE R 141

Rates as follows:

From Quebec.....	\$41.00	From Brockville.....	\$30.40
“ Montreal.....	36.00	“ Toronto.....	21.00
“ Ottawa.....	31.70	“ London.....	21.00
“ Prescott.....	31.00	“ St. Thomas.....	21.00
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canada Pacific S.S. Line.....	“ Sault Ste. Marie, Mich.....	18	
†Lake Superior Transit Co.....	“ Detroit.....	46	
Michigan Central R.R.....	“ St. Thomas.....	54	
Canadian Pacific Ry.....	“ Starting Point.....	14	

SAULT STE. MARIE, MICH., AND RETURN

ROUTE R 142

Rates as follows:

From Quebec.....	\$36.00	From Toronto.....	\$16.00
“ Montreal.....	31.00	“ London.....	16.00
“ Ottawa.....	27.70	“ St. Thomas.....	16.00
“ Prescott.....	26.00	“ Niagara Falls.....	18 25
“ Brockville.....	25.40	“ Owen Sound.....	12 00
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific S.S. Line.....	“ Sault Ste. Marie.....	18	
Return same route.			
			R

SAULT STE. MARIE, MICH., AND RETURN

RW

ROUTE R 143

Rates as follows:

From Quebec.....	\$13.50	From Brockville.....	\$32.90
“ Montreal.....	38.50	“ Toronto.....	23.50
“ Ottawa.....	35.20	“ London.....	23.50
“ Prescott.....	33 50	“ St. Thomas.....	23.50
Canadian Pacific Ry.....	to Owen Sound.....	14	
Canadian Pacific S.S. Line.....	“ Sault Ste. Marie.....	18	
†Lake Superior Transit Co.....	“ Buffalo.....	46	
†Michigan Central R.R.....	“ Niagara.....	51	
Niagara Navigation Co.....	“ Toronto.....	63	
Canadian Pacific Ry.....	“ Starting Point.....	14	

SAULT STE. MARIE, MICH., AND RETURN

RW

ROUTE R 144

Rates as follows:

From Quebec.....	\$42.55	From Brockville.....	\$31.95
“ Montreal.....	37.55	“ Toronto.....	22.55
“ Ottawa.....	34 25	“ London.....	22.55
“ Prescott.....	32.55	“ St. Thomas.....	22.55
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific S.S. Line.....	“ Sault Ste. Marie.....	18	
Duluth, South Shore & Atlantic Ry.....	“ St. Ignace.....	115	
Mackinaw Transportation Co.....	“ Mackinaw City.....	48	
Michigan Central Railroad.....	“ St. Thomas.....	51	
Canadian Pacific Ry.....	“ Starting Point.....	14	

† Meals and Berts included.

TACOMA, W.T., AND RETURN

ROUTE R 145

Rates as follows:

From Quebec.....	\$130.00	From London.....	\$110.00
" Montreal.....	125.00	" St. Thomas.....	110.00
" Ottawa.....	120.00	" Niagara Falls.....	110.00
" Prescott.....	120.00	" Detroit.....	110.00
" Brockville.....	119.40	" Sault Ste. Marie.....	98.00
" Toronto.....	110.00	" Port Arthur.....	80.00
Canadian Pacific Ry.....	to Port Arthur.....		14
Canadian Pacific Ry.....	" Vancouver.....		15
Canadian Pacific Navigation Co.....	" Tacoma.....		17

Return same route.

R

TACOMA, W.T., AND RETURN

R W

ROUTE R 146

Rates same as for Route R 145

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific S.S. Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Vancouver.....	15
Canadian Pacific Navigation Co.....	" Tacoma.....	17
Canadian Pacific Navigation Co.....	" Vancouver.....	17
Canadian Pacific Ry.....	" Port Arthur.....	15
Canadian Pacific Ry.....	" Starting Point.....	14

VANCOUVER, B.C., AND RETURN

R W

ROUTE R 147

Rates as follows:

From Quebec.....	\$130.00	From London.....	\$110.00
" Montreal.....	125.00	" St. Thomas.....	110.00
" Ottawa.....	120.00	" Niagara Falls.....	110.00
" Prescott.....	120.00	" Detroit.....	110.00
" Brockville.....	119.40	" Sault Ste. Marie.....	98.00
" Toronto.....	110.00	" Port Arthur.....	80.00
Canadian Pacific Ry.....	to Port Arthur.....		14
Canadian Pacific Ry.....	" Vancouver.....		15
Canadian Pacific Ry.....	" Port Arthur.....		15
Canadian Pacific S.S. Line.....	" Owen Sound.....		18
Canadian Pacific Ry.....	" Starting Point.....		14

VANCOUVER, B.C., AND RETURN

ROUTE R 148

Rates same as for Route R 147

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Vancouver.....	15

Return same route.

R

VANCOUVER, B.C., AND RETURN

ROUTE R 149

Rates same as for Route R 147

Canadian Pacific Ry.....	to Owen Sound.....	14
Canadian Pacific S.S. Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Vancouver.....	15

Return same route.

R

† Meals and Berths included.

VANCOUVER, B.C., AND RETURN

ROUTE R 150

Rates as follows:

From Quebec.....	\$138.00	From Toronto.....	\$116.30
“ Montreal	133.00	“ London	116.30
“ Ottawa	127.40	“ St. Thomas	116.30
“ Prescott	127.40	“ Niagara Falls.....	116.30
“ Brockville	126.75	“ Detroit.....	116.30
Canadian Pacific Ry.....	to Owen Sound.....		14
†Canadian Pacific S.S. Line.....	“ Port Arthur.....		18
Canadian Pacific Ry.....	“ Vancouver		15
Canadian Pacific Ry.....	“ Emerson		16
St. Paul, Minneapolis & Manitoba Ry.....	“ St. Paul		95
Choice of six railways.....	“ Chicago		*
Michigan Central R.R.....	“ St. Thomas		54
Canadian Pacific Ry.....	“ Starting Point		14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

VANCOUVER, B.C., AND RETURN

ROUTE R 151

Rates same as for Route R 150

Canadian Pacific Ry.....	to Port Arthur		14
Canadian Pacific Ry.....	“ Vancouver		15
Canadian Pacific Ry	“ Emerson		16
St. Paul, Minneapolis & Manitoba Ry.....	“ St. Paul		95
Choice of six railways.....	“ Chicago		*
Michigan Central R.R.....	“ St. Thomas		54
Canadian Pacific Ry.....	“ Starting Point.....		14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

VICTORIA, B.C., AND RETURN

ROUTE R 152

Rates as follows:

From Quebec.....	\$130.00	From London.....	\$110.00
“ Montreal	125.00	“ St. Thomas	110.00
“ Ottawa	120.00	“ Niagara Falls.....	110.00
“ Prescott	120.00	“ Detroit.....	110.00
“ Brockville	119.40	“ S. S. Marie.....	98.00
“ Toronto.....	110.00	“ Port Arthur	80.00
Canadian Pacific Ry.....	to Port Arthur		14
Canadian Pacific Ry.....	“ Vancouver		15
Canadian Pacific Navigation Co.....	“ Victoria		17

Return same route.

R

VICTORIA, B.C., AND RETURN

R W

ROUTE R 153

Rates same as for Route R 152

Canadian Pacific Ry.....	to Port Arthur.....		14
Canadian Pacific Ry.....	“ Vancouver		15
Canadian Pacific Navigation Co.....	“ Victoria		17
Canadian Pacific Navigation Co.....	“ Vancouver		17
Canadian Pacific Ry.....	“ Port Arthur.....		15
†Canadian Pacific S.S. Line.....	“ Owen Sound		18
Canadian Pacific Ry.....	“ Starting Point.....		14

† Meals and Berths included.

VICTORIA, B.C., AND RETURN

ROUTE R 154		Rates same as for Route R 152	
Canadian Pacific Ry	.....	to Owen Sound	14
†Canadian Pacific S.S. Line	.....	" Port Arthur	18
Canadian Pacific Ry	.....	" Vancouver	15
Canadian Pacific Navigation Co.	.....	" Victoria	17
Return same route.			R

VICTORIA, B.C., AND RETURN

ROUTE R 155		Rates as follows :	
From Quebec	..... \$138.00	From Toronto	..... \$116.30
" Montreal	..... 133.00	" London	..... 116.30
" Ottawa	..... 127.40	" St. Thomas	..... 116.30
" Prescott	..... 127.00	" Niagara Falls	..... 116.30
" Brockville	..... 126.75	" Detroit	..... 116.30
Canadian Pacific Ry	.....	to Owen Sound	14
†Canadian Pacific S.S. Line	.....	" Port Arthur	18
Canadian Pacific Ry	.....	" Vancouver	15
Canadian Pacific Navigation Co.	.....	" Victoria	17
Canadian Pacific Navigation Co.	.....	" Vancouver	17
Canadian Pacific Ry	.....	" Emerson	16
St. Paul, Minneapolis & Manitoba Ry	.....	" St. Paul	95
Choice of six railways	.....	" Chicago	*
Michigan Central R.R.	.....	" St. Thomas	54
Canadian Pacific Ry	.....	" Starting Point	14
* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.			

VICTORIA, B.C., AND RETURN

ROUTE R 156		Rates same as for Route R 155	
Canadian Pacific Ry	.....	to Port Arthur	14
Canadian Pacific Ry	.....	" Vancouver	15
Canadian Pacific Navigation Co.	.....	" Victoria	17
Canadian Pacific Navigation Co.	.....	" Vancouver	17
Canadian Pacific Ry	.....	" Emerson	16
St. Paul, Minneapolis & Manitoba Ry	.....	" St. Paul	95
Choice of six railways	.....	" Chicago	*
Michigan Central R.R.	.....	" St. Thomas	54
Canadian Pacific Ry	.....	" Starting Point	14
* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.			

WINNIPEG, MAN., AND RETURN

ROUTE R 157		Rates as follows :	
From Quebec	..... \$62.95	From London	..... \$45.00
" Montreal	..... 57.35	" St. Thomas	..... 45.00
" Ottawa	..... 51.90	" Niagara Falls	..... 45.00
" Prescott	..... 51.90	" Detroit	..... 45.00
" Brockville	..... 51.20	" Sault Ste. Marie	..... 38.00
" Toronto	..... 45.00		
Canadian Pacific Ry	.....	to Owen Sound	14
†Canadian Pacific S.S. Line	.....	" Port Arthur	18
Canadian Pacific Ry	.....	" Winnipeg	15
Return same route.			R
(Time Limit, 40 days.)			

† Meals and Berths included.

WINNIPEG, MAN., AND RETURN

R W

ROUTE R 158

Rates same as for Route R 157

Canadian Pacific Ry.....	to Owen Sound.....	14
†Canadian Pacific S.S. Line.....	" Port Arthur.....	18
Canadian Pacific Ry.....	" Winnipeg.....	15
Canadian Pacific Ry.....	" Port Arthur.....	15
Canadian Pacific Ry.....	" Starting Point.....	14

(Time Limit, 40 days.)

WINNIPEG, MAN., AND RETURN

ROUTE R 159

Rates same as for Route R 157

Canadian Pacific Ry.....	to Port Arthur.....	14
Canadian Pacific Ry.....	" Winnipeg.....	15

Return same route.

R

(Time Limit, 40 days.)

WINNIPEG, MAN., AND RETURN

R W

ROUTE R 160

Rates as follows:

From Quebec.....	\$84.50	From Brockville.....	\$73.90
" Montreal.....	79.50	" Toronto.....	64.50
" Ottawa.....	76.20	" London.....	64.50
" Prescott.....	74.50	" St. Thomas.....	64.50
Canadian Pacific Ry.....	to Owen Sound.....	14	
†Canadian Pacific S. S. Line ..	" Port Arthur.....	18	
Canadian Pacific Ry.....	" Winnipeg.....	15	
Canadian Pacific Ry.....	" Emerson.....	16	
St. Paul, Minneapolis & Manitoba Ry.....	" St. Paul.....	95	
Choice of six railways.....	" Chicago.....	*	
Michigan Central R.R.....	" St. Thomas.....	54	
Canadian Pacific Ry.....	" Starting Point.....	14	

(Time Limit, 40 days.)

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

WINNIPEG, MAN., AND RETURN

R W

ROUTE R 161

Rates same as for Route R 160

Canadian Pacific Ry.....	to St. Thomas.....	14
Michigan Central R.R.....	" Chicago.....	54
Choice of six railways.....	" St. Paul.....	*
St. Paul, Minneapolis & Manitoba Ry.....	" Emerson.....	95
Canadian Pacific Ry.....	" Winnipeg.....	16
Canadian Pacific Ry.....	" Port Arthur.....	15
Canadian Pacific Ry.....	" Starting Point.....	14

(Time Limit, 40 days.)

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

† Meals and Berths included.

SIDE TRIPS

TO BE USED IN CONNECTION
WITH

WESTERN TOURS

ENUMERATED HEREIN

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

ROUTE S T 100 Rate **\$8.00**; with 60 days limit **\$6.00**
Steamer "Duchess".....to Windermere on Columbia Lakes. 102
Return same route. R

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

ROUTE S T 101 Rate **\$4.00**
Delta Transportation Co.....to Mackinac Island..... 21
Return same route. R

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

ROUTE S T 102 Rate **\$95.00**
†Pacific Coast S. S. Co....to Sitka, Glacier Bay, etc.... 68
Return same route. R
† Meals and Berths included.

RAILWAY AND STEAMSHIP CONNECTIONS

WESTERN TOURS

SUBJECT TO CHANGE—(Steamship Lines, weather permitting)

TRANSCONTINENTAL TRAINS FOR PACIFIC COAST leave

Quebec..... 1.30 p.m. Montreal... 8.20 p.m. Ottawa.....12.01 a.m.

Prescott.... 2.05 " Brockville . 3.00 " Toronto... .11.00 p.m.

St. Thomas. 4.35 p.m. London..... 4.50 p.m. Detroit12.05 p.m.

every week day (from Ottawa daily except Mondays), making trip from Montreal in 5½ days.

STEAMSHIP EXPRESS leaves Toronto 11.00 a.m. Mondays, Wednesdays and Fridays, connecting at Owen Sound with steamships for the Upper Lakes and beyond.

FROM OWEN SOUND:

Canadian Pacific Steamship Line

For Sault Ste. Marie and Port Arthur.....dep. 4.00 p.m. Mon., Wed. & Fri.

For Sault Ste. Marie, Georgian Bay and Manitoulin Island Ports, via North Chann l.....dep. 10.30 p.m. Tuesdays and Fridays.

FROM SAULT STE. MARIE:

Minneapolis, Sault Ste. Marie & Atlantic Ry. See Time Table Folder.

Duluth, South Shore & Atlantic Ry. See Time Table Folder.

Canadian Pacific Steamship Line

Westbound.....dep. 11.30 a.m. Tuesdays, Thursdays and Saturdays.

Eastbound, Through.....dep. 11.30 a.m. Tuesdays, Fridays and Sundays.

" Local.....dep. 5.00 a.m. Mondays and Fridays.

Lake Superior Transit Company

For Duluth and Lake Superior Ports...dep. 8.00 a.m. Sun., Mon., Wed. & Sat.

For Detroit and Buffalo.....dep. 7.00 a.m. Sun., Mon., Fri. & Sat.

Lake Mich. & Lake Sup. Transportation Co.

For Chicago, etc.....dep. 8.00 a.m. Mondays and Fridays.

Delta Transportation Co.

For Mackinac Island, etc.....dep. 6.00 a.m. week days.

FROM DETROIT:

Detroit & Cleveland S. Nav. Co.

For Mackinac Island { dep. 9.00 a.m. Wed. & Fri.

For Cleveland.....dep. 10.00 p.m. Mon. & Sat.

.....dep. 10.00 p.m. week days.

Lake Superior Transit Co.

For Sault Ste. Marie, etc.....dep. 10.30 p.m. Mon., Thu., Fri. & Sat.

FROM GOLDEN, B. C.:

Steamer Duchess, for Windermere, Columbia Lakes, dep. Mon. & Thurs. on arrival of Pacific Express.

FROM VANCOUVER, I. C.:

Canadian Pacific Nav. Co.

For Puget Sound Ports.....dep. 9.00 p.m. Mondays & Thursdays.

For Victoria.....dep. 1.30 p.m. daily, except Mondays.

For San Francisco via Shasta Rail Route

Dep. Vancouver, Steamer Premier, 9.00 p.m. Mondays & Thursdays.

Arr. Tacoma, Steamer Premier, 12.00 noon Tuesdays & Fridays.

Arr. Portland, Northern Pacific Railroad, 12.10 a.m. & 2.30 p.m. daily.

Dep. Portland, Southern Pacific Railroad, 4.00 p.m. daily.

Arr. San Francisco, Southern Pacific Railroad, second day after, 7.40 a.m.

FROM VICTORIA, B.C.:

Steamers for Puget Sound Ports.....dep. 5.00 a.m. daily, except Sunday.

Arr. Tacoma 3.00 p.m. daily, except Sundays.

Arr. Portland, Northern Pacific Railroad, 12.10 a.m. daily.

Arr. San Francisco, Southern Pacific Railroad, 7.40 a.m. daily.

Pacific Coast Steamship Co.

For San Francisco.....dep. 1.00 p.m. Saturdays.

For Alaska, Str. Ancon, June 4, July 1 & 30, Aug. 27, Sept. 24, 1888.

Str. G. W. Elder, " 18, " 16, " 13, " 10, "

For additional details, see current Time Table Folders.

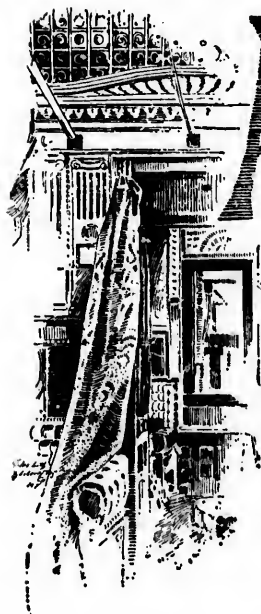




Miscellaneous Tours

I.

TO THE THOUSAND ISLANDS AND DOWN THE ST. LAWRENCE.



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

The city of Kingston is the first point of special interest. It covers the site of old Fort Frontenac, one of the outposts of the earliest French occupation of the country, and has witnessed many stirring incidents in pioneer history. Its harbor is now defended by a series of forts and martello towers that give to it a most picturesque effect; and the city itself contains many objects of interest, and is most pleasantly environed.

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

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

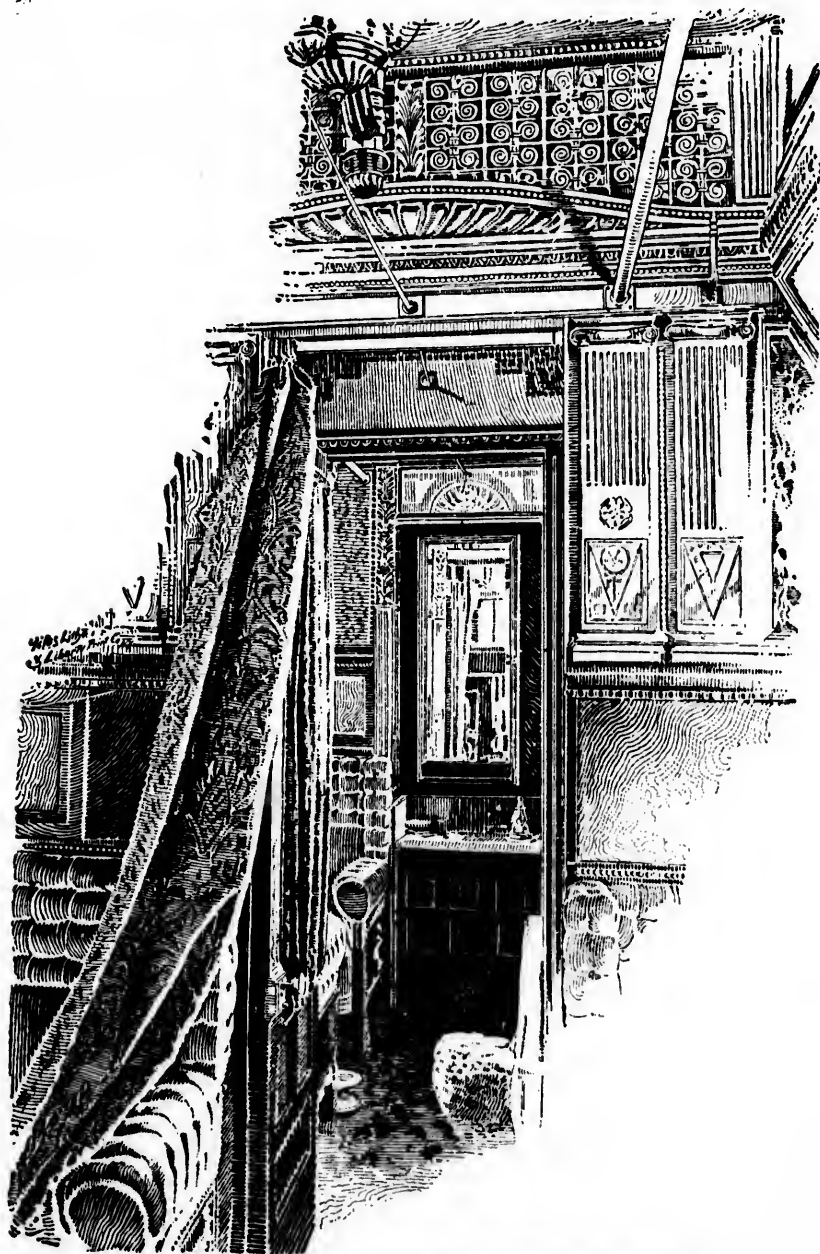
Certain centres of this gay vacation-community form landing places for the steamers, and points of pilgrimage to the tourist. The uppermost of these is Round Island, which lies almost opposite Clayton, N.Y., and is a settlement of scores of cottages surrounding a

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

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

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

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



INTERIOR OF STATE ROOM—SLEEPING CAR.

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

The last or most easterly of the Thousand Islands are called the Three Sisters, on account of their resemblance and proximity to each other, and are nearly opposite Brockville, a delightfully situated town on the north bank of the river and the terminus of the Ottawa & Brockville branch of the Canadian Pacific Railway.

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

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

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

"The increasing speed, and especially the perceptible descent, soon awaken the interest of the dullest among the passengers . . . and

the half-hour required for the passage of the Long Sault is crowded full of alternating delight, fear and exhilaration, quickening the pulse and giving zest to the journey not to be appreciated except by those who experience it.

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

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

At the head of these rapids is the pretty little Indian village of Lachine, and here comes aboard the Indian pilot, Baptiste by name,



DESCENT OF THE LACHINE RAPIDS, ST. LAWRENCE RIVER.

who has piloted the boats through the Lachine rapids for forty years. Just below Lachine the St. Lawrence is now spanned by the new steel bridge of the Canadian Pacific Railway, which forms not only a structure of the greatest interest to engineers and of value to travellers to and from the United States, but an exceedingly picturesque object in the beautiful landscape. The village opposite Lachine is the Iroquois town of Caughnawauga.

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

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

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

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

II.

TORONTO TO OTTAWA, MONTREAL AND CALEDONIA SPRINGS; THE OTTAWA RIVER.

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

As far as Peterboro' this road passes through the fruitful fields of central Ontario, a richly cultivated grain and fruit producing region. Glimpses of Lake Ontario are caught southward, and many pretty

streams are crossed. At the large town of Peterboro' the Otonabee rushes down a steep incline, furnishing waterpower to many mills. "From this point as a centre, a whole realm of wild beauty opens out to the lover of nature, quiet lakes innumerable, flashing waterfalls, sparkling streams abounding in fish and game. This is the place where the Rice-lake canoe was invented, and in it the whole territory can be traversed with few portages. Through this region, down the



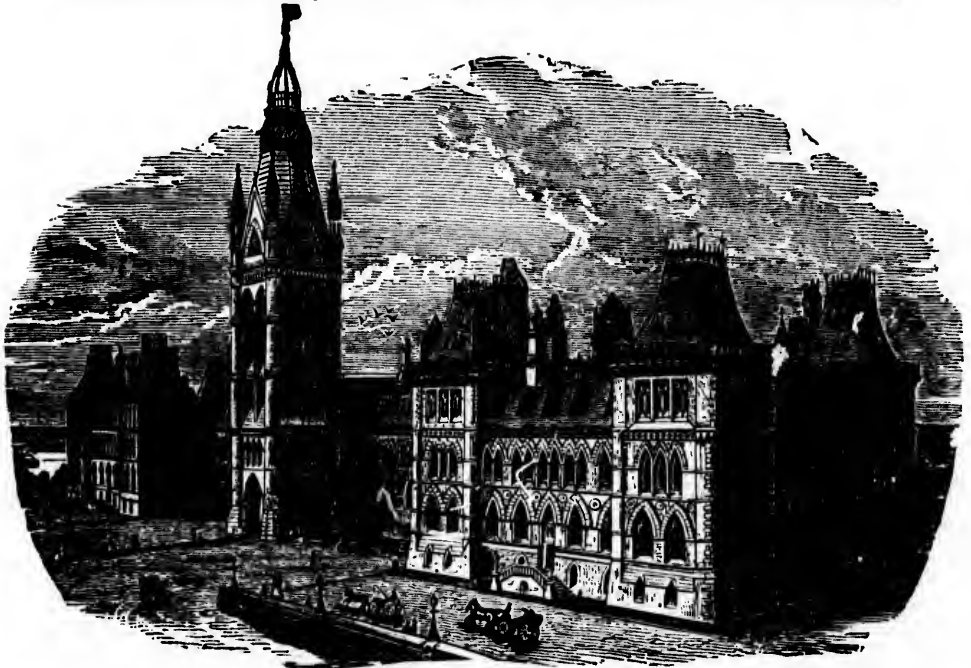
MONTREAL, FROM THE RIVER.

Trent, came in early times the ubiquitous Champlain from Lake Huron, leading the Huron raid into Iroquois land."

Eastward of Peterboro' the line traverses a more thinly settled and hilly region, abounding in timber, fine building-stone, minerals and good waterpower. All of the rivers and lakes are inviting to the sportsman, as has been mentioned on p. 15; and at Sharbot lake, where the Kingston & Pembroke Railway communicating with Kingston is crossed one of the best known picnic resorts in Canada, is encountered. Toward Ottawa the hills are left behind and a farming region, showing pretty landscapes on both sides of the track, is entered. Ottawa has already been described in our account of western tours.

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

The railway crosses at Ottawa within sight of the grand Chaudiere falls, and closely follows the northern bank of the river for fifty miles. It occupies a terrace at some distance above the level of the stream, and almost continuously exhibits to the eye of the passenger views across the wide valley of the Ottawa and far beyond it. At Bucking-



PARLIAMENT BUILDINGS AT OTTAWA.

ham, and at one or two other points, tributary streams are crossed, where they come tumbling down from the hills in handsome cataracts; the most remarkable and well-known of these are the falls of the Lievre near Buckingham. These hills approach closer and closer to the river, until they form a series of high promontories at Calumet. Good fishing is found upon the upper part of all these tributaries.

Calumet is the station for Caledonia Springs, well known to all

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

For those who are not hurried in time and would enjoy a delightful day's ride on the water, the steamers of the Ottawa River Navigation Company offer a pleasant route between Ottawa and Montreal. The steamer leaves the capital early in the morning, and as it makes its way out into the stream the government buildings perched upon the rocky bluff, the Chaudiere falls and timber slides, and the great lumber yards on each side of the river, show to the best advantage. Gatineau, Buckingham, Rockland, Thurso and Papineauville, flourishing towns supported by lumbering, mining and farming, are passed in succession. The last place was named after one of the most noted political leaders in Canadian history, and at Montebello, the next landing, he had his home. The scenery in this vicinity can hardly be surpassed in any portion of the country, blending the boldness of hills with the placid beauty of quiet water and well tilled plains. At noon the steamer reaches Grenville on the northern side of the river at the head of rapids which prevent this boat from going any further. Passengers, therefore, enter a train in waiting and are carried in half an hour to Carillon, where re-embarkation is made upon a second steamer for the lower part of the journey. The first stopping place is Rigaud, a little village in Quebec, and the next Pointe aux Anglais. Below this point the scenery begins to be very attractive and at Como, the landing on the south side of the lake of Two Mountains, a picture of extraordinary beauty is presented by the hills along the northern shore.

On the north side (opposite Como) is the village of Oka, inhabited by a remnant of the Iroquois and Algonquin tribes, behind which rises

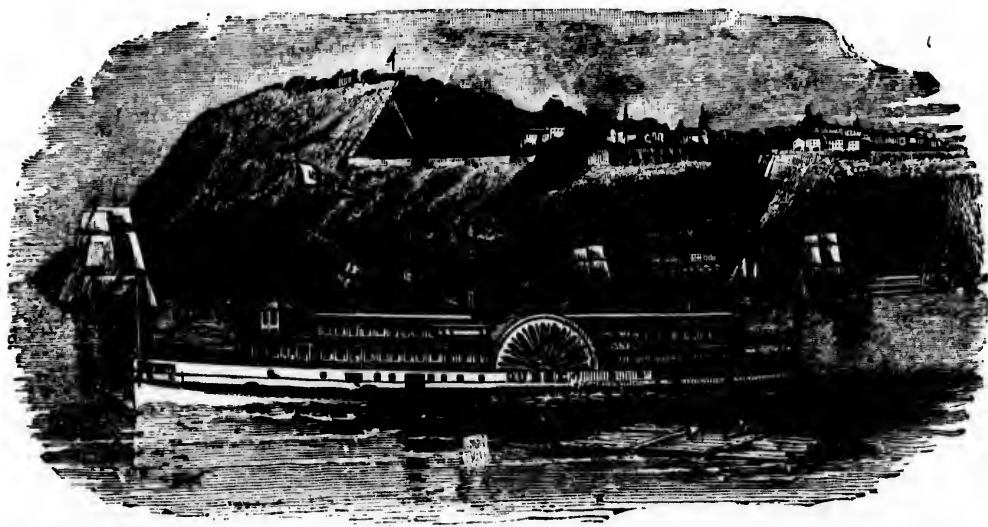
a hill called Mount Calvary, bearing upon its summit several curious old chapels or shrines visited on certain occasions by pious pilgrims from all the surrounding region. The smaller elevation to the east of Mount Calvary is the site of a monastery of Trappist monks, who live a most secluded life under ascetic rules, and whose only worldly occupation is the cultivation of a large farm and extensive orchards.

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

A short distance below the Ottawa pours its waters into the current of the St. Lawrence, and the view of their junction is one of the most interesting sights of the whole trip. So much earthy matter is brought down by the Ottawa that its waters are clouded. For a considerable distance they do not mingle with the cleaner St. Lawrence, and under a bright sky the yellow stream of the Ottawa is easily distinguished from the blue flood of the St. Lawrence. A few minutes after emerging from the Ottawa the steamer reaches Lachine, Montreal's most fashionable suburb. At Lachine the passenger list is always increased by a number of persons who have come out from Montreal to make the trip down the rapids which lie between Lachine and the city; and the running of these rapids forms a thrilling termination to the very charming trip.

From Montreal to Quebec the tourist may go by rail along the northern bank, or by steamboat. The latter makes a night trip, but start and arrive at such hours that the best part of the scenery is visible at each end of the trip. The backward view of Montreal's fine waterfront and noble mountain; the islands and points in the river just below the city; Three Rivers and the expanse of Lake St. Peter; are the principal incidents until the mouth of the Jacques Cartier

river, a celebrated salmon stream flowing down from the north, comes into view. Here, and all along both shores, henceforth, are relics and legends of the romantic and belligerent history of the early days of the province, and each headland has some old battery or monument, with many a legend of missionary zeal or knightly courage. Sillery and Cape Rouge, covered with villas, then tower up upon the left, while on the right are the steamboat wharves of South Quebec and Liverpool. Then the steamer turns toward the city, and moors to her wharf under the shadow of the great cliff and its citadel.



QUEBEC, FROM THE RIVER.

One stopping place on the railway along the north shore is worthy of special mention—St. Leon Springs, which are situated on the bank of the Riviere du Loup about five miles from Louiseville station. The hotel has room for 300 guests, and is surrounded by balsam trees and other rural accompaniments; its Concord stages meet all day trains. During the summer great numbers of Montreal people go there to drink the medicinal water (which is saline in character), to breathe the invigorating air and to enjoy the fishing and the unconventional gaiety of the locality.

III.

TO NIAGARA FALLS, BUFFALO AND CHAUTAUQUA LAKE.

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

The tourist tickets issued by the Canadian Pacific to the Falls and return, read from Toronto by steamer across Lake Ontario to Lewiston wharf. The return may be the same way, or by rail, through Hamilton.

The steamers' wharf in Toronto is close to the railway station, and the two hours' trip is an exceedingly pleasant sail by either of the two boats. One is the *Chicora*, an old favorite, which now runs to Hamilton and Lewiston, making one trip daily; or the new Clyde-built side-wheel steamer *Cibola*, which makes two daily trips between Toronto, Niagara town and Lewiston wharf. The view of Toronto harbor and city gained in going out, or in coming into port, is one of the finest in the whole circuit of the Great Lakes; and the gradual approach to the American shore is highly entertaining. At the mouth of the Niagara river the bluffs overlooking the lake and the old-fashioned village of Youngstown, are crowned by fortifications, now more picturesque than formidable. The opposite point, on the Canadian side, is occupied by Niagara town and old Fort George. Three miles above is the creek-mouth where the Canadian troops crossed over to attack Fort Niagara in 1812; and a little above that is Vrooman's point.

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

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

By taking the first morning boat from Toronto, the tourist may have quite time enough at Niagara Falls to see all the special features of the Cataract, the Rapids, Goat Island, the bridges and the villages on both sides of the falls, and return to Toronto the same evening; or he may go on to Buffalo and Chautauqua lake. It is to be remembered that the vicinity of the falls is now a public park, and no charges or tolls are collected of any sight-seer.

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

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

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

Miscellaneous Tours

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

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 200

Rates as follows :

From Toronto.....	\$11.00	From Niagara Falls.....	\$12 50
" London.....	15.85	" Detroit.....	20.00
" St. Thomas.....	16.10	" Sault Ste. Marie.....	27.00
Canadian Pacific Ry.....	to Sharbot Lake.....		14
Kingston & Pembroke Ry.....	" Kingston.....		41
Richelieu & Ontario Navigation Co.....	" Alexandria Bay.....		87
Return same route.			
R			

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 201

Rates as follows:

From Quebec.....	\$14.50	From Ottawa.....	\$ 6.50
" Montreal.....	9.50		
Canadian Pacific Ry.....	to Brockville or Prescott.....		14
Richelieu & Ontario Navigation Co.....	" Alexandria Bay.....		86 or 89
Return same route.			
R			

ALEXANDRIA BAY, N.Y., AND RETURN

R W

ROUTE R 202

Rates as follows:

From Quebec.....	\$14.50	From London.....	\$16.75
" Montreal.....	9.50	" St. Thomas.....	16.95
" Ottawa.....	6.70	" Niagara Falls.....	13.35
" Toronto.....	11.10	" Detroit.....	20.00
From Sault Ste. Marie..... \$27.10			
Canadian Pacific Ry.....	to Sharbot Lake.....		14
Kingston & Pembroke Ry.....	" Kingston.....		41
Richelieu & Ontario Navigation Co.....	" Brockville or Prescott.....		86 or 89
(Stop-over Alexandria Bay.)			
Canadian Pacific Ry.....	" Starting Point.....		14

BUFFALO, N.Y., AND RETURN

ROUTE R 203

Rates as follows :

From Quebec.....	\$24.90	From Brockville.....	\$13.65
" Montreal.....	19.90	" London.....	8.90
" Ottawa.....	16.20	" St. Thomas.....	9.30
From Sault Ste. Marie..... \$19.20			
Canadian Pacific Ry.....	to Toronto.....		14
Niagara Navigation Co.....	" Lewiston.....		62
New York Central & Hudson River R.R.....	" Buffalo.....		60
Return same route.			
R			

BUFFALO, N. Y., AND RETURN

R W

ROUTE R 204		Rates same as for Route R 203	
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	" Lewiston.....	62	
New York Central & H. R. R. R.....	" Buffalo.....	60	
Michigan Central R. R.....	" Niagara.....	51	
Niagara Navigation Co.....	" Toronto.....	63	
Canadian Pacific Ry.....	" Starting Point.....	14	

BUFFALO, N. Y., AND RETURN

ROUTE R 205		Rates same as for Route R 203	
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	" Niagara.....	63	
Michigan Central R. R.....	" Buffalo.....	51	
Return same route.			R

CALEDONIA SPRINGS, ONT., AND RETURN

ROUTE R 206		Rates as follows:	
From Quebec.....	\$9.00	From Toronto.....	\$15.70
" Montreal.....	4.00	" London.....	20.80
" Ottawa.....	4.00	" St. Thomas.....	21.20
" Prescott.....	7.15	" Niagara Falls.....	17.95
" Brockville.....	7.75	" Detroit.....	23.75
From Sault Ste. Marie.....		\$31.70	
Canadian Pacific Ry.....	to Calumet.....	14	
Ferry.....	" L'Orignal.....	31	
Stage.....	" Caledonia Springs.....	98	
Return same route.			R

CHAUTAUQUA LAKE, N. Y., AND RETURN

ROUTE R 207		Rates as follows:	
From Quebec.....	\$27.65	From Brockville.....	\$16.40
" Montreal.....	22.65	" London.....	11.65
" Ottawa.....	18.95	" St. Thomas.....	12.05
" Prescott.....	17.05	" Sault Ste. Marie.....	21.95
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	" Niagara.....	63	
Michigan Central R. R.....	" Buffalo.....	51	
Western, New York & Pennsylvania R. R.....	" Mayville.....	13	
Chautauqua Lake Steamers.....	" Chautauqua.....	20	
Return same route.			R

CHAUTAUQUA LAKE, N. Y., AND RETURN

ROUTE R 208		Rates same as for Route R 207	
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	" Lewiston.....	62	
New York Central & Hudson River R. R.....	" Buffalo.....	60	
Western, New York & Pennsylvania R. R.....	" Mayville.....	13	
Chautauqua Lake Steamers.....	" Chautauqua.....	20	
Return same route.			R

R W

Route R 203

14
62
60
51
63
14

ROUTE R 209

Rates as follows:			
From Quebec.....	\$31.50	From Prescott.....	\$22.00
“ Montreal.....	26.50	“ Brockville.....	21.40
“ Ottawa.....	23.75	“ Toronto.....	15.25
Canadian Pacific Ry.....	to St. Thomas.....	14	
Michigan Central R.R.....	“ Detroit.....	54	
Detroit & Cleveland Steam Navigation Co. “	Cleveland.....	28	
Return same route.			R

DETROIT, MICH., AND RETURN

R W

ROUTE R 210

Rates as follows:

Route R 203

14
63
51
R

From Quebec.....	\$32.50	From Prescott.....	\$22.50
“ Montreal.....	27.50	“ Brockville.....	21.90
“ Ottawa.....	24.20	“ Toronto.....	12.50
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	“ Niagara.....	63	
Michigan Central R.R.....	“ Buffalo.....	51	
† Lake Superior Transit Co.....	“ Detroit.....	44	
Michigan Central R.R.....	“ St. Thomas.....	54	
Canadian Pacific Ry.....	“ Starting Point.....	14	

follows:

\$15.70
20.80
21.20
17.95
23.75
14
31
98
R

MASTIGOUCHE HOUSE, P.Q., AND RETURN

ROUTE R 211

Rates as follows:

From Quebec.....	\$10.00	From Toronto.....	\$23.00
“ Montreal.....	8.00	“ London.....	28.10
“ Ottawa.....	13.00	“ St. Thomas.....	28.50
“ Prescott.....	13.00	“ Niagara Falls.....	25.25
“ Brockville.....	13.60	“ Detroit.....	30.50
From Sault Ste. Marie.....		\$39.00	
Canadian Pacific Ry.....	to St. Felix de Valois.....	14	
Stage.....	“ Mastigouche House.....	116	
Return same route.			R

MONTREAL, P.Q., AND RETURN

ROUTE R 212

Rates as follows:

follows:

\$16.40
11.65
12.05
21.95
14
63
51
13
20
R

From Toronto.....	\$19.75	From Niagara Falls.....	\$20.75
“ London.....	24.60	“ Detroit.....	26.75
“ St. Thomas.....	24.85	“ Sault Ste. Marie.....	35.75
Canadian Pacific Ry.....	to Sharbot Lake.....	14	
Kingston & Pembroke Ry.....	“ Kingston.....	41	
Richelieu & Ontario Navigation Co.....	“ Prescott.....	87	
Canadian Pacific Ry.....	“ Ottawa.....	14	
Ottawa River Navigation Co.....	“ Montreal.....	66	
Canadian Pacific Ry.....	“ Starting Point.....	14	

MONTREAL, P.Q., AND RETURN

ROUTE R 213

Rates as follows:

Route R 207

14
62
60
13
20
R

From Ottawa.....	\$10.20	From St. Thomas.....	\$23.10
“ Toronto.....	18.00	“ Niagara Falls.....	19.00
“ London.....	22.85	“ Detroit.....	25.00
From Sault Ste. Marie.....		\$34.00	
Canadian Pacific Ry.....	to Sharbot Lake.....	14	
Kingston & Pembroke Ry.....	“ Kingston.....	41	
Richelieu & Ontario Navigation Co.....	“ Montreal.....	87	
Canadian Pacific Ry.....	“ Starting Point.....	14	

† Meals and Berths included.

MONTREAL, P.Q., AND RETURN

ROUTE R 214

Rates as follows:

From Toronto.....	\$18.00	From Niagara Falls.....	\$19.00
“ London.....	22.85	“ Detroit.....	25.00
“ St. Thomas.....	23.10	“ Sault Ste. Marie.....	34.00
Canadian Pacific Ry.....	to Toronto.....	14	
Richelieu & Ontario Navigation Co.....	“ Montreal.....	92	
Canadian Pacific Ry.....	“ Starting Point.....	14	

MONTREAL, P.Q., AND RETURN

ROUTE R 215

Rates as follows:

From Ottawa.....	\$ 7.00	From St. Thomas.....	\$23.10
“ Toronto.....	18.00	“ Niagara Falls.....	19.00
“ London.....	22.85	“ Detroit.....	25.00
From Sault Ste. Marie.....\$34.00			
Canadian Pacific Ry.....	to Prescott.....	14	
Richelieu & Ontario Navigation Co.....	“ Montreal.....	89	
Canadian Pacific Ry.....	“ Starting Point.....	14	

MONTREAL, P.Q., AND RETURN

ROUTE R 216

Rates as follows:

From Prescott.....	\$ 7.00	From St. Thomas.....	\$22.10
“ Brockville.....	7.75	“ Niagara Falls.....	19.00
“ Toronto.....	17.00	“ Detroit.....	25.00
“ London.....	21.85	“ Sault Ste. Marie.....	33.00
Canadian Pacific Ry.....	to Ottawa.....	14	
Ottawa River Navigation Co.....	“ Montreal.....	66	
Canadian Pacific Ry.....	“ Starting Point.....	14	

NIAGARA FALLS, ONT., AND RETURN

ROUTE R 217

Rates as follows:

From Quebec.....	\$24.00	From Brockville.....	\$12.70
“ Montreal.....	19.00	“ London.....	7.95
“ Ottawa.....	15.25	“ St. Thomas.....	8.35
“ Prescott.....	13.35	“ Sault Ste. Marie.....	18.25
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	“ Niagara.....	66	
Michigan Central R.R.....	“ Niagara Falls.....	53	
Return same route.			
R			

NIAGARA FALLS, N.Y., AND RETURN

ROUTE R 218

Rates same as for Route R 217

Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	“ Lewiston.....	62	
New York Central & H. R. R. R.....	“ Niagara Falls.....	61	
Return same route.			
R			

NIAGARA FALLS, N. Y., AND RETURN

R W

ROUTE R 219

Rates as follows:

From Quebec.....	\$25.25	From Ottawa.....	\$17.35
" Montreal.....	20.25		
Canadian Pacific Ry.....	to Prescott.....	14	
Ferry.....	" Ogdensburg.....	32	
Rome, Watertown & Ogdensburg R.R.....	" Lewiston.....	93	
New York Central & H. R. R.R.....	" Niagara Falls.....	61	
New York Central & H. R. R.R.....	" Lewiston.....	61	
Niagara Navigation Co.....	" Toronto.....	62	
Canadian Pacific Ry.....	" Starting Point.....	14	

NIAGARA FALLS, ONT., AND RETURN

R W

ROUTE R 220

Rates as follows:

From Quebec.....	\$24.00	From Prescott.....	\$19.00
" Montreal.....	19.00	" Brockville.....	19.00
" Ottawa.....	19.00		
Canadian Pacific Ry.....	to Toronto.....	14	
Niagara Navigation Co.....	" Niagara.....	33	
Michigan Central R.R.....	" Niagara Falls.....	53	
Michigan Central R.R.....	" Niagara.....	53	
Niagara Navigation Co.....	" Toronto.....	63	
Richelieu & Ontario Navigation Co.....	" Montreal.....	92	
Canadian Pacific Ry.....	" Starting Point.....	14	

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

ROUTE R 221

Rates as follows:

From Quebec.....	\$19.50	From Prescott.....	\$12.20
" Montreal.....	14.50	" Brockville.....	11.70
" Ottawa.....	11.00		
Canadian Pacific Ry.....	to North Bay.....	14	
	Return same route.	R	

OTTAWA, ONT., AND RETURN

R W

ROUTE R 222

Rates as follows:

From Quebec.....	\$12.00	From St. Thomas.....	\$23.10
" Montreal.....	7.00	" Niagara Falls.....	19.00
" Toronto.....	13.00	" Detroit.....	25.00
" London.....	22.85	" Sault Ste. Marie.....	31.00
Canadian Pacific Ry.....	to Ottawa.....	14	
Canadian Pacific Ry.....	" Prescott.....	14	
Richelieu & Ontario Navigation Co.....	" Montreal.....	89	
Canadian Pacific Ry.....	" Starting Point.....	14	

OTTAWA, ONT., AND RETURN

ROUTE R 223

Rates as follows:

From Quebec.....	\$10.00	From London.....	\$21.85
" Montreal.....	5.15	" St. Thomas.....	22.10
" Prescott.....	7.00	" Niagara Falls.....	19.00
" Brockville.....	7.75	" Detroit.....	25.00
" Toronto.....	17.00	" Sault Ste. Marie.....	33.00
Canadian Pacific Ry.....	to Ottawa.....	14	
Ottawa River Navigation Co.....	" Montreal.....	66	
Canadian Pacific Ry.....	" Starting Point.....	14	

(: One month Time Limit.)

OTTAWA, ONT., AND RETURN

R W

ROUTE R 224

Rates as follows:

From Toronto.....	\$13.30	From Niagara Falls.....	\$15.55
“ London.....	18.95	“ Detroit.....	22.20
“ St. Thomas.....	19.05	“ Sault Ste. Marie.....	29.30
Canadian Pacific Ry.....	to Sharbot Lake.....	14	
Kingston & Pembroke Ry.....	“ Kingston.....	41	
Richelieu & Ontario Navigation Co.....	“ Prescott.....	87	
Canadian Pacific Ry.....	“ Ottawa.....	14	
Canadian Pacific Ry.....	“ Starting Point.....	14	

OTTAWA, ONT., AND RETURN

R W

ROUTE R 225

Rates same as for Route R 224

Canadian Pacific Ry.....	to Toronto.....	14	
Richelieu & Ontario Navigation Co.....	“ Brockville or Prescott.....	92	
Canadian Pacific Ry.....	“ Ottawa.....	14	
Canadian Pacific Ry.....	“ Starting Point.....	14	

OTTAWA, ONT., AND RETURN

ROUTE R 226

Rates as follows:

From Quebec.....	\$10.85	From Montreal.....	\$ 5.85
Canadian Pacific Ry.....	to Ottawa.....	14	
Canada Atlantic Ry.....	“ Coteau Landing.....	19	
Richelieu & Ontario Navigation Co.....	“ Montreal.....	88	
Canadian Pacific Ry.....	“ Starting Point.....	14	
(Time Limit, one month.)			

QUEBEC, P.Q., AND RETURN

R W

ROUTE R 227

Rates as follows:

From Ottawa.....	\$10.00	From St. Thomas.....	\$25.50
“ Toronto.....	20.00	“ Niagara Falls.....	22.25
“ London.....	25.10	“ Detroit.....	27.50
From Sault Ste. Marie.....\$36.00			
Canadian Pacific Ry.....	to Montreal.....	14	
Richelieu & Ontario Navigation Co.....	“ Quebec.....	88	
Canadian Pacific Ry.....	“ Starting Point.....	14	

QUEBEC, P.Q., AND RETURN

ROUTE R 228

Rates as follows:

From Toronto.....	\$23.00	From Niagara Falls.....	\$24.00
“ London.....	27.75	“ Detroit.....	29.25
“ St. Thomas.....	28.10	“ Sault Ste. Marie.....	39.00
Canadian Pacific Ry.....	to Toronto.....	14	
Richelieu & Ontario Navigation Co.....	“ Montreal.....	92	
Richelieu & Ontario Navigation Co.....	“ Quebec.....	88	
Canadian Pacific Ry.....	“ Starting Point.....	14	

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

ROUTE R 229

Rates as follows:

From Quebec	\$ 4.00	From Toronto.....	\$18.50
“ Montreal	3.50	“ London	23.60
“ Ottawa	8.50	“ St. Thomas	24.00
“ Prescott.....	8.50	“ Niagara Falls.....	20.75
“ Brockville.....	9.10	“ Detroit.....	26.00
From Sault Ste Marie.....		\$34.50	

Canadian Pacific Ry	to Louiseville	14
Stago	" St. Leon Springs	97
Return same route.		R

SHARBOT LAKE AND RETURN

ROUTE R 230

Rates as follows:

From Quebec	\$11 70	From Toronto	\$ 7.00
“ Montreal	6.70	“ London	11.35
“ Ottawa	3.60	“ St. Thomas	11.70
“ Prescott	3.35	“ Niagara Falls	9.25
“ Brockville	2.80	“ Detroit	15.50
Canadian Pacific lty.....		to Sharbot Lake.....	14
Return same route.			

THOUSAND ISLANDS AND RETURN

R W

ROUTE R 231

Rates as follows:

From Ottawa.....	\$14.00	From St. Thomas.....	\$16.95
“ Toronto.....	11.10	“ Niagara Falls.....	13.35
“ London.....	16.75	“ Detroit.....	20.00
From Sault Ste. Marie.....		\$27.10	

Canadian Pacific Ry	to Toronto	14
Richelieu & Ontario Navigation Co. (through Thousand Islands)	" Brockville or Prescott	92
Canadian Pacific Ry	" Starting Point	14

THOUSAND ISLAND PARK AND RETURN

ROUTE R 232

Rates as follows:

From Ottawa.....	\$ 7.65	From St. Thomas.....	\$15.70
“ Toronto.....	9.60	“ Niagara Falls.....	11.85
“ London.....	15.25	“ Detroit.....	20.00
From Sault Ste. Marie.....		\$25.60	

Canadian Pacific Ry	to Sharbot Lake	14
Kingston & Pembroke Ry	" Kingston	41
St. Lawrence Steamboat Co.	" Thousand Island Park	127
Return same route.		R

TORONTO, ONT., AND RETURN

ROUTE R 233

Rates as follows:

From Quebec	\$23.00	From Prescott	\$18.00
" Montreal	18.00	" Brockville	18.00
" Ottawa	18.00		

Canadian Pacific Ry	to Toronto	14
Richelieu & Ontario Navigation Co.	" Montreal	92
Canadian Pacific Ry	" Starting Point	14

SIDE TRIPS

TO BE USED IN CONNECTION WITH

MISCELLANEOUS TOURS

ENUMERATED HEREIN

CALUMET TO CALEDONIA SPRINGS AND RETURN

ROUTE ST 51	Rate \$1.50	
Ferry.....	to L'Orignal.....	31
Stage.....	" Caledonia Springs.....	98
Return same route.		

BROCKVILLE TO MONTREAL, VIA OTTAWA

ROUTE ST 53	Rate \$4.60	
Canadian Pacific Ry.....	to Ottawa.....	14
Ottawa River Navigation Co.....	" Montreal.....	66

BROCKVILLE TO MONTREAL, VIA OTTAWA

ROUTE ST 51	Rate \$4.60	
Canadian Pacific Ry.....	to Ottawa.....	14
Canadian Pacific Ry.....	" Montreal.....	14

BROCKVILLE TO OTTAWA AND RETURN TO PRESCOTT

ROUTE ST 55	Rate \$3.50	
Canadian Pacific Ry.....	to Ottawa.....	14
Canadian Pacific Ry.....	" Prescott.....	14

MONTREAL TO ST. LEON SPRINGS AND RETURN

ROUTE ST 56	Rate \$3.50	
Canadian Pacific Ry.....	to Louiseville.....	14
Stage.....	" St. Leon Springs.....	97
Return same route.		

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

ROUTE ST 57	Rate \$1.00	
Stage.....	to St. Leon Springs and Ret..	97

MONTREAL TO PRESCOTT, (VIA OTTAWA) R W

ROUTE ST 58	Rate \$4.25	
Canadian Pacific Ry.....	to Ottawa.....	14
Canadian Pacific Ry.....	" Prescott.....	14

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 59	Rate \$5.00	
Canadian Pacific Ry.....to Ottawa.....		14
Return same route		R

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 60	Rate \$5.00	
Canadian Pacific Ry.....to Ottawa.....		14
Ottawa River Navigation Co....." Montreal.....		66

MONTREAL TO OTTAWA AND RETURN

ROUTE ST 61	Rate \$7.00	
Canadian Pacific Ry.....to Ottawa.....		14
Canadian Pacific Ry....." Prescott.....		14
Richelieu & Ontario Navigation Co....." Montreal.....		89

MONTREAL TO QUEBEC AND RETURN RW

ROUTE ST 62	Rate \$5.00	
Richelieu & Ontario Navigation Co.....to Quebec.....		88
Canadian Pacific Ry....." Montreal.....		14

MONTREAL TO QUEBEC AND RETURN

ROUTE ST 63	Rate \$5.00	
Canadian Pacific Ry.....to Quebec.....		14
Return same route.		R

MONTREAL TO MASTIGOUCHE HOUSE AND RETURN

ROUTE ST 64	Rate \$8.00	
Canadian Pacific Ry.....to St. Felix de Valois.....		14
Stage....." Mastigouche House.....		116
Return same route.		R

TORONTO TO NIAGARA FALLS AND RETURN

ROUTE ST 66	Rate \$2.25	
Niagara Navigation Co.....to Niagara.....		63
Michigan Central R.R....." Niagara Falls.....		53
Return same route.		R

TORONTO TO NIAGARA FALLS AND RETURN

ROUTE ST 67	Rate \$2.25	
Niagara Navigation Co.....to Lewiston.....		62
New York Central & Hudson River R.R...." Niagara Falls.....		61
Return same route.		R

R W

ate \$4.25
14
14

RAILWAY, STEAMSHIP, ETC., CONNECTIONS

Miscellaneous Tours

(SUBJECT TO CHANGE)

FROM NIAGARA FALLS :

Michigan Central Railroad

For Toronto dep. 9.37 a.m. and 5.00 p.m. week days

New York Central & Hudson River Railroad

For Toronto dep. 7.25 a.m., 9.40 a.m. and 1.55 p.m. week days

Arr. in Toronto, via Niagara Navigation Co'y, 10.30 a.m., 1.00 p.m. and 8.00 p.m.

FROM DETROIT :

Michigan Central Railroad

For Toronto { dep. 12.05 p.m. week days, and 10.55 p.m. daily

Detroit & Cleveland Steam Navigation Company { arr. 9.00 p.m. week days, and 9.00 a.m. daily

For Cleveland dep. 10.00 p.m. daily except Sunday

FROM TORONTO :

Richelleu & Ontario Navigation Company

For Thousand Islands and Montreal dep. 2.00 p.m. daily except Sunday

Niagara Navigation Company

For Niagara Falls, Buffalo, etc. dep. 7.00 a.m., 2.00 p.m. and 5.00 p.m. week days

FROM KINGSTON :

Richelleu & Ontario Navigation Company

For Thousand Islands and Montreal dep. 5.00 a.m. daily except Monday

St. Lawrence Steamboat Company

For Thousand Island Park { direct, 3.30 p.m. week days
via Cape Vincent, 7.00 a.m. and 2.00 p.m. week days

FROM BROCKVILLE :

Richelleu & Ontario Navigation Company

For East dep. 9.00 a.m. daily except Monday

For West dep. 10.00 a.m. daily except Monday

FROM PRESCOTT :

Richelleu & Ontario Navigation Company

For Montreal dep. 10.00 a.m. daily except Monday

For West dep. 9.00 a.m. daily except Monday

FROM OGDENSBURG :

Rome, Watertown & Ogdensburg Railroad

For Niagara Falls dep. 11.45 a.m. week days

FROM OTTAWA :

Ottawa River Navigation Company

For Montreal dep. 7.20 a.m. week days

FROM CALUMET :

Ferry to L'Orignal, thence Stage

To Caledonia Springs dep. 10.45 a.m. and 7.00 p.m. week days

FROM LOUISEVILLE :

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

FROM MONTREAL :

Richelleu & Ontario Navigation Company

For Quebec 7.00 p.m. week days

For additional details, see current Time Table Folders.

CTIONS

5

p.m. week days
p.m. week days
n. and 8.00 p.m.

10.55 p.m. daily
9.00 a.m. daily

except Sunday

except Sunday

p.m. week days

except Monday

p.m. week days

except Monday

except Monday

except Monday

except Monday

a.m. week days

a.m. week days

p.m. week days

all day trains

p.m. week days

ders.

CANADIAN PACIFIC RAILWAY

THE SLEEPING AND PARLOR CAR SERVICE

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

FOR ONE LOWER OR ONE UPPER BERTH IN SLEEPING CAR BETWEEN

Quebec and Montreal.....	\$1 50
Montreal and Toronto.....	2 00
Montreal and Port Arthur.....	6 00
Montreal and Winnipeg.....	8 00
Montreal and Banff Hot Springs.....	14 00
Montreal and Vancouver.....	20 00
Ottawa and Toronto.....	2 00
Ottawa and Vancouver.....	20 00
Port Arthur and Banff Hot Springs.....	9 00
Pt. Arthur and Vancouver.....	15 00
*Toronto and Chicago.....	3 00
*Toronto and Detroit.....	2 00
Toronto and Port Arthur.....	6 00
Toronto and Winnipeg.....	8 00
Toronto and Vancouver.....	18 50
Boston and Montreal.....	2 00
Montreal and Portland, Me.....	2 00
*New York and Montreal.....	2 00
*Chicago and St. Paul.....	2 00
*St. Paul and Winnipeg.....	3 00
St. Paul and Vancouver.....	13 50
Winnipeg and Vancouver.....	12 00

FOR ONE SEAT IN PARLOR CAR BETWEEN

Quebec and Montreal.....	\$ 75
Montreal and Ottawa.....	50
Montreal and Toronto.....	1 00
Ottawa and Toronto.....	1 00
Toronto and Owen Sound.....	50
Toronto and St. Thomas.....	50
Toronto and London.....	50
Toronto and Detroit.....	1 00
Montreal and Boston.....	1 50
Montreal and Portland.....	1 50

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

Between other Stations in Proportion.

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

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

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

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

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

Montreal.....A. B. CHAFFEE, Jr., City Ticket Agent, 266 St. James St.

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

Quebec.....J. W. RYDER, City Ticket Agent, St. Louis Hotel.

BostonH. J. COLVIN, City Ticket Agent, 211 Washington St.

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

Vancouver....Ticket Agent.

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

THROUGH SLEEPING CAR SERVICE

BETWEEN

Quebec and Montreal.

†**Montreal and Boston.**

‡**Montreal and Portland.**

Montreal and Toronto.

Ottawa and Toronto.

Montreal and Vancouver.

Toronto and North Bay.

Toronto and Chicago.

(SERVICE IN BOTH DIRECTIONS).

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

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

†Via Montreal & Boston Air Line.

‡Via Fabyan's and White Mountains.

AGENCIES

Adelaide	So. Aus.	Agents Oceanic S.S. Co.....	
Boston	Mass.	{ C. E. McPherson, District Pas- senger Agent.....	211 Washington St.
		{ H. J. Colvin, City Pass. Agent..	211 Washington St.
Brockville	Ont.	A. Caswell, Ticket Agent.....	145 Main St.
Buffalo	N.Y.	Hurd & Hyde, Ticket Agents....	15 Exchange St.
Chicago	Ill.	{ J. Francis Lee, Commercial Agent.....	232 Clark St.
Detroit	Mich.	{ C. A. Warren, Ticket Agent Michigan Central R.R.....	
Glasgow	Scotland	{ Archer Baker, Europ'n Traffic Agent.....	135 Buchanan St.
Hallifax	N.S.	C. R. Barry, Ticket Agent.....	126 Hollis St.
Hamilton	Ont.	W. J. Grant.....	8 James St. South.
Hong Kong ...	China	{ Messrs. Adamson, Bell & Co., Agents for China.....	
Liverpool	Eng.	{ Archer Baker, Europ'n Traffic Agent.....	17 James St.
London	Eng.	" " " " " "	88 Cannon St.
London	Ont.	T. R. Parker, Ticket Agent.....	1 Masonic Temple.
Mackinac Island		Geo. Arnold, Ticket Agent.....	
Montreal	Que.	{ A. B. Chaffee, Jr., City Passen- ger Agent.....	266 St. James St.
New York	N.Y.	{ E. V. Skinner, General Eastern Agent.....	337 Broadway.
Niagara Falls ...	Ont.	Geo. M. Colburn.....	Clifton House.
Niagara Falls ...	N.Y.	D. Isaacs, Ticket Agent.....	Prospect House.
Ottawa	Ont.	J. E. Parker, City Pass. Agent..	42 Sparks St.
Portland	Ore.	{ C. G. McCord, Freight and Passenger Agent.....	6 Washington St.
Portland	Me.	{ Ticket Agent, Portland & Ogdensburg R.R.....	
Pt. Townsend ..	W.T.	James Jones, Ticket Agent.....	
Prescott	Ont.	H. H. Wells, Ticket Agent.....	
Quebec	Que.	J. W. Ryder, City Pass. Agent...	St. Louis Hotel.
St. John	N.B.	{ Messrs. Chubb & Co., Ticket Agents.....	Chubb's Corner.
San Francisco ..	Cal.	{ Messrs. Goodall, Perkins & Co., Agents Pacific Coast S.S. Co., D. B. Jackson, Passenger Agent..	10 Market St. 214 Montgomery St.
		M. M. Stern.....	222 Montgomery St.
S. S. Marie ...	Mich.	{ Robert Perry, Ticket Agent.... Thos. R. Harvey, Ticket Agent...	Steamship Wharf. 37 Ashmun St.

Seattle ...	Wash. Ter. ...	E. W. MacGinnes.....	
Shanghai	China ...	Messrs. Adamson, Bell & Co....	
Sydney	N.S.W. ...	Alex. Woods.....	
Tacoma ...	Wash. Ter.	{ E. E. Ellis, Freight and Pas- senger Agent	
Toronto	Ont.	{ W. R. Callaway, District Pas- senger Agent	110 King St. West.
Vancouver	B.C.	{ D. E. Brown, District Freight and Passenger Agent	
		{ G. McL. Brown, Ticket Agent. }	
Victoria	B.C.	{ Robt. Irving, Freight and Pas- senger Agent	Government St.
Windsor	Ont.	W. C. Leary, Ticket Agent	
Winnipeg	Man.	{ G. H. Campbell, City Ticket Agent	471 Main St.
Yokohama	Japan	{ Messrs. Frazer & Co., Agents for Japan..... }	

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

