EXCURSION ROUTES and RATES
FROM BUFFALO AND

NIAGARA FALLS,
TO THE THOUSAND ISLANDS, RAPIDS OF THE ST. LAWRENCE, MONTREAL, QUEBEC, THE SAGUENAY, WHITE MOUNTAINS, HALIFAX, LAKE CHAMPLAIN, LAKE GEORGE, PORTLAND, SARATOGA, BOSTON AND NEW-YORK,
Via Grand Trunk R'y and Richelieu & Ontario Nav. Co.'s Steamers

TICKETS AT REDUCED RATES, AT THE GENERAL OFFICE,
MRS. L. BARBER, Agent, - - NIAGARA FALLS, N. Y.

JOSEPH HICKSON,
Gen. Manager, G. T. R'y.
JAS. STEPHENSON,

L. J. SEARGEANT,
Traffic Manager, G. T. R'y.
ALEX. MILLOY,
Traffic Manager, R. & O. Nav. Co.

Matthews, Northrup & Co., Engravers and Printers, Buffalo, N. Y.
# THROUGH TIME TABLE.

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<td>Ar. Montreal</td>
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<td>Ar. Quebec</td>
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# NOTICE.

**PULLMAN SLEEPING CARS** from Toronto at 7:50 P.M. through to Kingston Wharf.

**PASSENGERS** are allowed to remain in the cars till the boat arrives.

**THE RICHELIEU AND ONTARIO NAVIGATION CO.**

are the only line running through from Toronto to Montreal, without change.

**ALSO,**

The only line passing ALL of the Thousand Islands.

**PASSENGERS** can leave Buffalo (New York Central Depot) at 2:25 P.M., New York, and Niagara Falls 3:15 P.M. with through Draw 18-3 Room Car to Toronto, where connections are made with trains leaving at 7:50 P.M. for Kingston Wharf.
More tourists visit Niagara Falls than any other place in America. There is no civilized nation on the face of the earth that is not represented every year, and no man can consider himself "traveled," until he has listened to its thunder and watched its never-ending flow. From here hundreds of tourists scatter in search of other attractions, and this little book will briefly describe what they will see at the Falls, and on the trip which most of them take after leaving there—the trip down the peerless St. Lawrence.

Probably a majority of visitors get the first good view of Niagara Falls from Prospect Point. This is a rocky projection, on the American side, at the very point where the water plunges into the abyss. A wall of solid masonry, about breast-high, has been built to keep sight-seers from falling in, and one may lean over it and enjoy a magnificent view of the American fall and the frowning rocks far below. This point is in Prospect Park, a beautiful grove, with fountains and running streams, and rustic seats, in which to enjoy at ease the surrounding beauties. A very powerful electric light is displayed on summer evenings, and the fountains in the park, as well as the Falls themselves, are brilliantly lighted, and hundreds come from Buffalo or neighboring places nearly every pleasant evening on "Electric Light Excursions."

Just above Prospect Park is a bridge over the rapids to Goat Island, which divides the American from the Canadian falls. The island contains about sixty acres, and is almost entirely covered with native timber. Turning to the right, after leaving the bridge, a shady walk of a few rods brings us to the romantic little Luna Island, from which, on bright moonlight nights, can sometimes be seen a lunar rainbow. Passing along to the opposite side of Goat
Island, we come in full view of the Canadian, or Horseshoe fall. This is larger and grander than the American, and impresses the visitor anew with the power and majesty of Niagara. It was out here on the rocks where the famous Terrapin Tower used to stand.

Above Goat Island, and connected with it by neat and substantial bridges, are three little islands called the "Three Sisters." They are as charming as can be, and from them can be had the best view of the rapids. As one watches the water rushing past with frightful rapidity, boiling and surging, he feels how hopeless must have been the case of the poor victims who have been so unfortunate as to get into the mad currents. A plunge over the awful cataract, and certain death could be the only end.

A short way below the falls is the NEW SUSPENSION BRIDGE, built for carriages and foot passengers. It is one of the longest and most graceful spans in the world, and is much frequented. Crossing it to the Canadian side, we find the Museum, in which is an extensive collection of curiosities, and farther up, right by the edge of the Horseshoe fall, is what remains of the once famous Table-rock. It was formerly a large platform, reaching out over the gulf, but portions of it have broken off from time to time, until now it is but a remnant of its former self. But from it, and near it, can be obtained what many think is the most satisfactory view of the Falls. To thoroughly enjoy it, one must sit down and remain quiet, gazing steadily at the ceaseless torrent, and the clouds of spray dashing up and being driven away by the winds. Many people fail to appreciate Niagara, on account of their bustle and hurry, but no one but the most stoical character imaginable could fail to be awe-struck, and almost frightened, by a few minutes' silent communion with Nature here in her grandeur and power.

"Flow on forever in thy glorious robe
Of terror and of beauty. God has set
His rainbow on thy forehead, and the clouds
Mantled around thy feet. And he doth give
Thy voice of thunder power to speak of Him
Eternally:—bidding the lip of man
Keep silence, and upon thy rocky altar pour
Incense of awe-struck praise.
And who can dare
To lift the insect trump of earthly hope,
Or love, or sorrow, 'mid the peal sublime
Of thy tremendous hymn! Even ocean shrinks
Back from thy brotherhood, and his wild waves
Retire abashed; for he doth sometimes seem
To sleep like a spent laborer, and recall
His weary billows from the vieing play,
And lull them to a cradle calm; but thou,
With everlasting, undecaying tide,
Dost rest not night nor day.'

About two miles below the falls, and in full view, is the

GRAND TRUNK RAILWAY SUSPENSION BRIDGE,

with a span of over eight hundred feet across one of the wildest rivers in the world. No bridge in America is as widely known as this one, or is a more perfect triumph of engineering skill. About half a mile below the bridge the river narrows, pented up between the mighty banks of rock, and as if angry that even they should make bold to impede its course, it rushes through with terrible power, and with a roar second only to the Falls themselves.

Leaving Niagara Falls, we can go to Toronto, all rail, via Hamilton, catching lovely glimpses of the lake along the way, and passing Burlington Beach, a noted Canadian watering-place, or taking the railroad for Lewiston, pass along the river, midway between the water and the top of the bank, obtaining what deserves to be one of the most famous views in the State. From the car windows one can look almost directly down, over a hundred feet, onto the green river. A little farther along we see the remains of a suspension bridge which formerly crossed the river at this point, and on the opposite side we see a slender column—rising up to a height of one hundred and eighty-five feet—a monument erected over the ashes of General Brock, on the spot where he fell. At

LEWISTON

we board the steamer, and are soon gliding down the now quiet but beautiful river, and after passing under the guns of Fort Niagara, we steam out into the placid waters of Lake Ontario. Near the middle of the lake, land is almost lost from view, but after a little we can see, in the dim distance, the blocks and spires of Toronto.
TORONTO

is the Capital of the Province of Ontario, and is well worthy of a visit. It is a beautiful city, and built in solid Canadian style. Among the more noted objects of interest, is the St. James Cathedral, having a spire three hundred and six feet in height—the most lofty on the continent. In it is the celebrated Benson Clock. In the Metropolitan Church, the headquarters of the Methodists of Canada, is an organ which compares favorably with the noted ones of the world. It has 3,315 pipes and fifty-three stops. The University of Toronto is considered an exceptionally fine example of Norman Gothic architecture, and the carving in stone has a richness of detail suggestive of the Mediaeval ages.

Passengers reaching Toronto in the afternoon can proceed eastward immediately in one of the magnificent iron steamers of the Richelieu and Ontario Navigation Company; or, if they wish to spend a few hours in the city, can remain until evening, and then take a Pullman Sleeping-car, on the Grand Trunk Railway, and after a run over one of the finest tracks in America, connect with the steamer next morning at Kingston wharf.

If on the boat, we coast along the north shore of the lake, making short calls at Port Hope, Cobourg, and one or two other substantially built Canadian towns, and before we fully realize it the sun is lost from sight, and evening—the most delightful hour of the day on the water—is upon us. The passengers all seem to enjoy this part of the trip, and many remain on deck until a late hour, promenading, softly singing, or sitting in reverie, seemingly loth to give up to so prosaic an occupation as sleep. But the sleep is refreshing, nevertheless, and thoroughly enjoyable, for the boat glides along so quietly, and the air is so cool, old Morpheus has full sway.

Early in the morning the boat stops at Kingston and takes on the passengers who have caught up by rail, giving a view of the famous Citadel, second in strength only to the one to be seen later at Quebec. And then for several hours the route is through the

"LAKE OF THE THOUSAND ISLANDS,"

which is not exactly a lake and not exactly a river, but just about the most enchanting region on the face of the earth. Big islands
and little islands, some wooded, some rocky, are upon every side, and set in the clear still water they look like gems. At times the steamer passes so close to some little island that a pebble might be cast on the shore, and again; looking ahead, the way seems barred, but by a sudden turn of the wheel a rugged point is rounded amid widening passages and a path is opened out as by a magic wand. Wild fowl of divers kinds are started up at the approach of the steamer, and frequently a noble beauty that would make an Ike Walton beside himself, is seen in the clear crystal depths. It is a famous spot for sporting.

The majority of the larger islands are owned by private individuals from various parts of the United States, who have built neat and beautiful cottages on them, and come here with their families in the heated season to find rest and recreation in this earthly paradise. The late Dr. J. G. Holland, whose writings are so familiar in American homes, owned one of the most charming, and it is pointed out from the steamer's deck. While passing the islands breakfast is served, and startling appetites displayed, the night's ride having sharpened them wonderfully. After breakfast the steamer stops at Clayton and Alexandria Bay, and one or two flag stations, and soon passes the last of the islands and touches at Brockville and Prescott.

Just below Prescott the first of the rapids, the Galop, are encountered. Compared with the ones to follow they are a mere nothing, but their rush of waters prepares the traveler for the more wild and exciting experiences of the day.

Farther on the Long Sault are reached. These are the longest rapids on the river, being an almost continuous descent for nine miles. Steam is shut off, and the boat is dashed along the turbulent waters nearly twenty miles an hour. The sensation of riding down hill by boat rather than by hand-sled is de-
cidedly novel, and much more exhilarating. These rapids are divided in the middle by a chain of islands, and the right hand channel was formerly the only one which was considered passable, but examinations have been made, and now the other channel is descended in safety. At the foot of the Long Sault Rapids is the village of Cornwall, and near it the boundary line between the United States and Canada. So thereafter the course of the river is entirely within Her Majesty's dominions.

Not far below Cornwall the river widens out considerably, and is known by the name of Lake St. Francis, and while traversing its quiet waters dinner is served and partaken of as heartily as was breakfast. After the lake is passed come a succession of rapids, one hardly being passed before another is encountered. They can not all be mentioned here, although each has some distinctive features. However, the Split Rock rapids must not be left unnoticed. As the steamer is dashing through them, borne on by the mad current, a solid mass of rocks appears ahead, and so near as to make destruction seem inevitable, but an unerring hand is at the wheel, and at the critical moment, when almost every breath is held, a sudden turn clears the rock and the impending peril is averted.

Last among the rapids, more wild and exciting than any other, and one really difficult of navigation, is the LACHINE,

and it is no wonder shooting it is an experience to be remembered a life-time, and one for which tourists come hundreds of miles and feel amply repaid. As the steamer nears it a canoe is seen coming out from the shore and soon attracts universal attention, as it is whispered about that it brings Baptiste, the famous Indian pilot. He has made it his business for over forty years to pilot steamers down the rapids, and it is said during the past twenty years he has not missed a day. During the summer season he is employed exclusively by the Richelieu Line, and he comes on board with all the dignity of which an Indian is capable. He at once inspires confidence in the passengers, and has never guided the boat amiss, but still a feeling comes over all that it is no trifling matter to shoot the rapids they are now so rapidly approaching, neither is it child's play to stand at the wheel.
The steamer dashes and plunges, and rushes on like a maniac, scarcely avoiding threatening rocks seen in the water on either side, turns to the right and then to the left, while every voice is hushed, and then glides out into peaceful waters and quiets down with the air of having done a hard task well.

Now comes in full view one of the grandest works of the present age, the Great Victoria Bridge of the Grand Trunk Railway. It is nearly two miles in length, being the longest bridge in the world. The steamer runs directly under its center, and then lands at one of the massive stone quays for which Montreal is noted, and we enter the commercial metropolis and largest city of Canada, where we will find much more to interest us than in any American city of the same size. In and around

MONTREAL

there are many beautiful drives, but the best of all, and one which everybody should take, is up and around Mount Royal, back of the city. On the way you pass the magnificent residence of the late Sir Hugh Allan, and the well-known city of the dead—
Mount Royal Cemetery. And when the top is finally reached there is spread before your enraptured vision a view which is unexcelled in America. Several hundred feet beneath is the city, and you can almost look down its chimneys. Standing out prominently is the cathedral of Notre Dame, the largest church edifice on the continent, which will seat ten thousand. And rising to a height of two hundred and twenty feet are its two towers, in one of which is a mammoth ten-ton bell, requiring a dozen men to ring out its deep bass tone. Closer by, almost at your feet, lies the celebrated McGill university buildings, in solid blocks of stone, and over yonder is the imposing architecture of the Windsor Hotel, and near it is being slowly built what might almost be called one of the wonders of the world—the Cathedral of St. Peter—modeled after St. Peter’s at Rome. Opposite the lower end of the city and near the middle of the river is St. Helen’s Island—half convent and half arsenal, and crossing the river nearer the upper end of the city is the great tubular bridge. Farther up the river several miles can be seen the white foam of the Lachine rapids, and in the distance the grand old peaks of the Adirondacks and the Green Mountains of Vermont. In the middle distance stands alone the peak of Beloeil, and to the north-east stretches away toward the ocean as far as the eye can reach the silver sheet of the majestic St. Lawrence—noble river which for beauty, fame and fable is equalled only by the Rhine.

From Montreal we can go to the quaint old city of

QUEBEC

in one of the floating palaces of the Richelieu Line, or pass through the heart of the French-Canadian country in a Pullman Car. On reaching Quebec we seem to have landed in a foreign country, so little like an American city does it appear. We are met by the dark features and piercing eyes of the French, profuse with their graceful courtesying, and greeted by their soft, musical language.

The most prominent characteristic of Quebec is the Citadel, which is on an almost perpendicular bluff, three hundred and thirty-three feet above the river. Here is almost an impregnable fortress—the “Gibraltar of America.” Its heavy guns look down with threatening air, and can command river and land for miles around.
Below the citadel is a monument erected to Generals Wolfe and Montcalm, enemies in life and brothers in death, and on the side of the rocky bluff is a sign showing where the intrepid Montgomery fell, in his vain endeavor to capture the fortress.

Quebec was settled at an early date, and is full of historical associations. Its streets are narrow and crooked, its houses are funny and old, and the visitor will find much to interest him. He must not neglect to drive out to the Falls of Montmorenci, about nine miles down the river, if he wants a pleasant ride among the French inhabitants and a view of a lovely little cataract falling two hundred and fifty feet, with snowy whiteness, into the green waters of the St. Lawrence.

From Quebec a popular side-trip is up the Saguenay, where can be seen a quiet river passing between solid walls of rock over a thousand feet in height, or the tourist can run down the Intercolonial Railway and pull the famous Restigouche salmon from the Provincial streams. And then he will turn back
to the south over the Grand Trunk Railway from Quebec to Gorham, in the White Mountains, where he can enjoy the grand and never-to-be-forgotten stage-ride to Mount Washington. Or perhaps he will go through Lake Champlain and the lovely Lake George on his way home. In either case, after having made the tour from Niagara Falls down the St. Lawrence to Quebec or the Saguenay, he may rest assured that he has made the finest trip of its length which can be found on the American Continent.

TIP-TOP HOUSE, WHITE MOUNTAINS.
GRAND TRUNK RAILWAY
AND
Richelieu and Ontario Navigation Company.

TOURISTS' TICKETS, SEASON 1883.

Routes and Rates from Niagara Falls.

(Rates from Buffalo 55c. additional.)

BOSTON
Form X 15—Via Toronto, Montreal, Gorham and Portland........ 20.00

BOSTON
Form X 11—Via Toronto, Montreal, Quebec, Gorham and Portland. 23.50

BOSTON
Form X 16—Via Toronto, Montreal, St. Johns, White River Junction, Concord and Nashua................................. 20.00

BOSTON
Form X 12—Via Toronto, Montreal, St. Johns, Burlington, Bellows' Falls and Fitchburg ........................................... 20.00

BOSTON
Form 3029—Via Toronto, Montreal, Newport, St. Johnsbury, Wells River, Concord, Nashua and Lowell.......................... 20.00

BOSTON
Form X 38—Via Toronto, Montreal, Rouse's Point, Plattsburg, Lake Champlain, Burlington, Bellows' Falls and Fitchburg...... 21.75

BOSTON
Form X 29—Via Toronto, Montreal, Rouse's Point, Plattsburg, Lake Champlain to Fort Ticonderoga, thence by R. R. via Saratoga, Rutland, Bellows' Falls and Fitchburg................................. 26.00

BOSTON
Form X 34—Via Toronto, Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany, People's Line of Steamers to New-York and Sound Steamer Line to Boston... 28.55

Agents will please note that tickets of Form X 6, or 3312, or 3311 (see page 18), must be used in connection with such of the above as are printed to read from Montreal.
Rates from Buffalo 55c. Additional.

BOSTON

From Niagara Falls.

Form 2910—Via Toronto, Montreal, St. Johns, St. Albans, Burlington, Lake Champlain, Lake George, Caldwell, Glens Falls, Saratoga, Albany, Day Line Steamer to New-York, and Sound Steamer Line to Boston. .................................................. 29.00

BOSTON

Form X 227—Via Toronto, Montreal, St. Johns, St. Alban's, Montpelier, Wells River, Bethlehem Junc., Profile House, Bethlehem Junc., Fabyan's, Crawford House and back to Fabyan's, thence via Concord, Nashua and Lowell .................................. 27.85

BOSTON

Form 3032—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Fabyan's, Crawford House, North Conway and via Eastern R. R. .................................................. 24.00

BOSTON

Form 3030—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Bethlehem Junc., Profile House, Stage and Rail to Plymouth, Rail to Concord, Nashua and Lowell. ............................. 25.40

BOSTON

Form 3031—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Bethlehem Junc., Profile House, Bethlehem Junc., Fabyan's, Summit of Mt. Washington, Glen House, Gorham and Portland .................................................. 34.00

BOSTON

Form X 136—Via Toronto, Montreal, Sherbrooke, White River Junction, Concord and Nashua .................................................. 20.00

BOSTON

Form X 137—Via Toronto, Montreal, Quebec, Sherbrooke, White River Junc., Concord and Nashua .................................................. 23.50

BOSTON

Form 2914—Via Toronto, Montreal, Quebec, Sherbrooke, Newport, Wells River, Concord, Nashua and Lowell ................................. 23.50

BOSTON

Form 3056—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junc., Profile House, Bethlehem Junc., Fabyan’s, Crawford House, Fabyan’s, Base of Mt. Washington, Summit, Glen House, Gorham, Portland .................................................. 38.50

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INTERNATIONAL BRIDGE, BUFFALO.
Rates from Buffalo 55c. Additional.

BOSTON From Niagara Falls.

Form X 142—Via Toronto, Montreal, Groveton, Concord and Nashua ........................................... 23.00

BOSTON From X 145—Via Toronto, Montreal, Quebec, Groveton, Concord and Nashua ........................................... 26.50

BOSTON Form X 147—Via Toronto, Montreal, Groveton, Fabyan House, Bethlehem Junction, Profile House, Bethlehem Junction, Wells River, Concord and Nashua ........................................... 28.75

BOSTON Form 2961—Via Toronto, Montreal, Groveton, Fabyan's, Bethlehem Jn., Profile House, Stage and Rail to Plymouth, thence via Concord, Nashua and Lowell ........................................... 27.75

BOSTON Form X 154—Via Toronto, Montreal, Gorham, Glen House, Summit, Summit to Base by Mt. Washington R. R., Fabyan's, Bethlehem Jnct., Profile House, Bethlehem Jnct., Wells River, Concord and Nashua ........................................... 37.50

BOSTON Form 2962—Via Toronto, Montreal, Gorham, Glen House, Summit, Mt. Washington, Summit to Base by Mt. Washington R. R., Fabyan's, Bethlehem Jnct., Profile House, Stage and Rail to Plymouth, thence via Concord, Nashua and Lowell ........................................... 36.50

BOSTON Form X 17—Via Toronto, Ogdensburg, St. Albans and Central Vermont Line ........................................... 20.00

BOSTON Form X 39—Via Toronto, Ogdensburg, Moor's Jnct., Plattsburgh, Lake Champlain, Burlington, Bellows' Falls and Fitchburg ........................................... 20.50

BOSTON Form 2674—Via Toronto, Montreal, Quebec, Intercolonial Railway to Halifax, St. John, Steamer to Portland, and Rail to Boston ........................................... 35.85

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Rates from Buffalo 55c. Additional.

BOSTON

Form X 220—Via Toronto, Montreal, Quebec, Intercolonial Railway to Halifax, St. John, S. J. & M. R. R. and Maine Central R. R. to Portland, Rail to Boston .......................................................... 38.65

BOSTON

Form 2675—Via Toronto, Montreal, Quebec, Intercolonial Railway to Point du Chene, Steamer to Summerside, P. E. I., Rail to Charlottetown, Steamer to Pictou, Rail to Halifax and St. John, Steamer to Portland, and Rail to Boston .......................................................... 39.20

BOSTON

Form X 221—Via Toronto, Montreal, Quebec, Intercolonial Railway to Point du Chene, Steamer to Summerside, P. E. I., Rail to Charlottetown, Steamer to Pictou, Intercolonial R'y to Halifax, St. John, S. J. & M. R. R., and Maine Central R. R. to Portland, Rail to Boston .......................................................... 42.00

BOSTON

Form X 228—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River, Bethlehem Jn., Profile House, Bethlehem Jn., Fabian's, Crawford House, back to Fabian's, Wells River, Concord, Nashua and Lowell .......................................................... 27.60

CRAWFORD HOUSE

Form 3033—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, and Fabian's .......................................................... 18.30

CRAWFORD HOUSE

Form X 229—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River and Fabian House .......................................................... 18.30

CRAWFORD HOUSE

Form X 230—Via Toronto, Ogdensburg, St. Albans, Montpelier, Wells River and Fabian House .......................................................... 18.30

CRAWFORD HOUSE

Form X 100—Via Toronto, Montreal, Gorham, Glen House, Summit, Mt. Washington R. R. to Base of Mountain, and Fabian's .......................................................... 28.30

CRAWFORD HOUSE

Form X 101—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit, Mt. Washington R. R. to Base of Mountain, and Fabian's .......................................................... 31.80

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Rates from Buffalo 55c. Additional.

FABYAN’S

Form X 231—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River, Bethlehem Junct., Profile House, and Bethlehem Junct. .................................................. 21.00

FABYAN’S

Form X 232—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River .................................................. 18.00

FABYAN’S

Form X 219—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg .................................................. 18.00

GORHAM

Form X 13—Via Toronto, Montreal and Grand Trunk Railway, direct .................................................. 17.50

GORHAM

Form X 9—Via Toronto, Montreal, Quebec and Grand Trunk Railway .................................................. 21.00

GORHAM

Form 3027—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Fabyan’s, Crawford House, North Conway, Glen Station, and Glen House .................................................. 24.50

GORHAM

Form 3028—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Fabyan’s, Summit, Mt. Washington, and Glen House .................................................. 26.50

HALIFAX

Form 2845—Via Toronto, Montreal, Quebec and Intercolonial Railway .................................................. 26.00

HALIFAX

Form 2846—Via Toronto, Montreal, Quebec, Intercolonial Railway to Point du Chene, Steamer to Summerside, Rail to Charlottetown, Steamer to Pictou, Rail to Halifax .................................................. 29.35

KINGSTON

Form X 2—Via Toronto and Rail or Steamer .................................................. 6.80

LANCASTER, N. H.

Form X 98—Via Toronto, Montreal, Quebec and Groveton .................................................. 20.50

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Rates from Buffalo 55c. Additional.

MONTREAL
From Niagara Falls.

Form X 6—Via Lewiston and Steamer to Toronto and Rail or Steamer to Montreal.......................... 12.00

MONTREAL

Form 3312—Via N. Y. C. & H. R. R. to Suspension Bridge, Grand Trunk Railway (G. W. Division) to Toronto, and Rail or Steamer 12.00

MONTREAL

Form 3311—Via N. Y., L. E. & W. Railway to Suspension Bridge, Grand Trunk Railway (G. W. Division) to Toronto, and Rail or Steamer.......................... 12.00

MONTREAL and return

Form 2997—Via Toronto, and Rail or Steamer to Montreal (all Rail to Toronto returning). ....................... 21.50

NEW-YORK

Form X 21—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Saratoga, Troy and N. Y. C. & H. R. R. R... 23.00

NEW-YORK

Form 2752—Via Toronto, Montreal, St. Johns, Rutland, State Line, Troy, Albany, and N. Y. C. & H. R. R. R.................. 23.00

NEW-YORK

Form X 46—Via Toronto, Montreal, St. Johns, Burlington, Bellows’ Falls, and Springfield ........................................ 22.00

NEW-YORK

Form 3035—Via Toronto, Montreal, Newport, White River Junction, Springfield, Hartford and New-Haven.................. 23.00

NEW-YORK

Form 3036—Via Toronto, Montreal, Newport, Wells River, Concord, Nashua, Worcester, Norwich and Sound Steamer .......... 23.00

NEW-YORK

Form X 22—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Saratoga, Albany, and People’s Line Steamer.. 22.20

NEW-YORK

Form X 27—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Saratoga, Albany, and Day Line Steamer...... 22.70

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
NEW-YORK

Form X 19—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Troy, and N. Y. C. & H. R. R. R. ................................. 26.05

NEW-YORK

Form X 20—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany, and People’s Line Steamer.............................. 24.55

NEW-YORK

Form X 26—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany, and Day Line Steamer.................................. 25.05

NEW-YORK

Form X 185—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain to Burlington, Central Vermont R. R. to New-York, via South Vernon and Springfield................................. 24.75

NEW-YORK

Form X 233—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Steamer to Burlington, Rail to Montpelier, Wells River, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan’s, Crawford House, back to Fabyan’s, Base of Mt. Washington, Summit, Glen House, Glen Station, Portland, Boston, and Sound Steamer Line............................. 42.25

NEW-YORK

Form X 234—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain, Steamer to Burlington, Rail to Montpelier, Wells River, Bethlehem Junction, Fabyan’s, Base of Mt. Washington, Summit and back to Fabyan’s, Crawford House, North Conway, Eastern R. R. to Boston; and Sound Steamer Line...... 36.00

NEW-YORK

Form 2753—Via Toronto, Montreal, St. Johns, Rutland, State Line, Troy, Albany, and People’s Line Steamer................................. 21.50

NEW-YORK

Form 2754—Via Toronto, Montreal, St. Johns, Rutland, State Line, Troy, Albany, and Day Line Steamer................................. 22.00

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
**NEW-YORK**

From Niagara Falls.

Form **X 42**—Via Toronto, Montreal, St. John's, Burlington, Lake Champlain, Ft. Ticonderoga, Saratoga, Albany, and Day Line Steamer ................................................................. 22.70

**NEW-YORK**

Form **X 43**—Via Toronto, Montreal, St. Johns, Burlington, Lake Champlain, Lake George, Saratoga, Albany, and Day Line Steamer 25.00

**NEW-YORK**

Form **2906**—Via Toronto, Montreal, St. Johns, St. Albans, Bellows' Falls, Miller's Falls, New-London, and Norwich Line Steamer... 22.00

**NEW-YORK**

Form **X 44**—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Ft. Ticonderoga, Saratoga, Albany, and Day Line Steamer ................................................................. 22.30

**NEW-YORK**

Form **X 45**—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga, and Day Line Steamer. 24.35

**NEW-YORK**

Form **X 51**—Via Toronto, Ogdensburg, St. Albans, White River Junction, and Springfield................................................................. 22.00

**NEW-YORK**

Form **X 155**—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Ft. Ticonderoga, Saratoga, Troy, and N. Y. C. & H. R. R. R. ................................................................. 23.00

**NEW-YORK**

Form **X 156**—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Glens Falls, Saratoga, Troy, and N. Y. C. & H. R. R. R. ................................................................. 25.35

**NEW-YORK**

Form **2905**—Via Toronto, Montreal, St. Johns, St. Albans, Burlington, Leicester Junction, Ticonderoga, Roger's Rock Hotel, Lake George, Caldwell, Glen's Falls, Saratoga, and N. Y. C. & H. R. R. R. ................................................................. 26.50

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read *from Montreal.*
NEW-YORK

From Niagara Falls.

Form X 235—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan's, Crawford House, North Conway, Portland, Boston, and Sound Steamer Line............................... 29.00

NEW-YORK

Form X 236—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan's, Crawford House, back to Fabyan's, Wells River, White River Junction, Bellows Falls, Brattleboro, Miller's Falls, New-London, and Sound Steamer......................... 31.60

NEW-YORK

Form X 237—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan's, Crawford House, back to Fabyan's, Base of Mt. Washington, Summit, Glen House, Glen Station, North Conway, Eastern R. R. to Boston, and Sound Steamer Line............................... 39.60

NEW-YORK

Form 3034—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Bethlehem, Profile House, Bethlehem Junction, Fabyan's, Crawford House, North Conway, Eastern R. R. to Boston, and Sound Steamer Line............................... 29.00

NEW-YORK

Form 3037—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Stage and Rail to Plymouth, Concord, Nashua, Worcester, Norwich, and Sound Steamer............................... 29.50

NEW-YORK

Form 3038—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Bethlehem Junct., Fabyan's, Summit Mt. Washington, Glen House, Gorham, Portland, Boston, and Sound Steamer Line............................... 38.00

NEW-YORK

Form X 138—Via Toronto, Montreal, Sherbrooke, White River Junction, South Vernon, and Springfield............................... 23.00

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
NEW-YORK

From Niagra Falls.

Form X 139—Via Toronto, Montreal, Quebec, Sherbrooke, White River Junction, South Vernon, and Springfield................. 26.50

NEW-YORK

Form X 140—Via Toronto, Montreal, Sherbrooke, White River Junction, Concord, Nashua, Boston, and Sound Steamer Line... 24.00

NEW-YORK

Form X 141—Via Toronto, Montreal, Quebec, Sherbrooke, White River Junction, Concord, Nashua, Boston and Sound Steamer Line................................. 27.50

NEW-YORK

Form X 36—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit, Mt. Washington R. R. to Base of Mountain, Crawford House and Fabyan's, Bethlehem Jn., Profile House, Bethlehem Jn., thence via Concord, Nashua, Boston, and Sound Steamer Line................................. 44.80

NEW-YORK

Form 2960—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit, Mt. Washington, Summit to Base by Mt. Washington R. R., Fabyan’s, Crawford House, Fabyan’s, Bethlehem Jn., Profile House, Stage and Rail to Plymouth, thence via Concord, Nashua, Lowell, Boston and Sound Steamer Line................................. 44.50

NEW-YORK

Form 3061—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Bethlehem Jn., Fabyan’s, Crawford House, North Conway, Eastern R. R. to Boston, Sound Steamer Line .............................................. 33.00

NEW-YORK

Form 3062—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junction, Fabyan’s, Base Mt. Washington, Summit and return to Base, Fabyan’s, Crawford House, North Conway, Wolfboro, Steamer to Weirs, Rail to Concord, Nashua, Lowell, Boston, and Sound Steamer Line........... 40.50

NEW-YORK

Form 3063—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Jn., Profile House, Bethlehem Jn., Fabyan’s, Crawford House, North Conway, Portland, Boston & Sound Steamer Line............................................................... 32.60

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
<table>
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<tr>
<th>NEW-YORK</th>
<th>From Niagara Falls.</th>
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<td>Form X 150—Via Toronto, Montreal, Groveton, Concord, Nashua, Lowell, Mansfield, Weir J dct. to Fall River or Newport, and Sound Steamer</td>
<td>27.50</td>
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<tr>
<td>Form X 192—Via Toronto, Montreal, Groveton, Fabyan's, Base of Mtn., Mt. Washington R. R. to Summit, Glen House, North Conway, E. R. R. to Boston, and Sound Steamer Line</td>
<td>37.00</td>
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<tr>
<td>Form X 24—Via Toronto, Montreal, Gorham, Portland, Boston, and Sound Steamer Line</td>
<td>23.00</td>
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<td>Form X 25—Via Toronto, Montreal, Quebec, Gorham, Portland, Boston, and Sound Steamer Line</td>
<td>26.50</td>
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<tr>
<td>Form X 191—Via Toronto, Montreal, Gorham, Glen House, Summit Mount Washington R. R. to Base, Fabyan's, Bethlehem Jn., Profile House, Bethlehem Juct., Concord, Nashua, Lowell, Boston, and Sound Steamer Line</td>
<td>41.50</td>
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<tr>
<td>Form 2963—Via Toronto, Montreal, Gorham, Glen House, Summit, Mt. Washington, Summit to Base by Mt. Washington R. R., Fabyan's, Bethlehem Juct., Profile House, Stage and Rail to Plymouth, thence via Concord, Nashua, Lowell, Boston, and Sound Steamer Line</td>
<td>40.50</td>
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<tr>
<td>Form X 198—Via Toronto, Montreal, Quebec, Gorham, Glen House, North Conway, Boston via E. R. R., and Sound Steamer Line</td>
<td>32.75</td>
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<tr>
<td>Form X 195—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit, and back to Glen House, Glen Station, Portland, Boston, and Sound Steamer Line</td>
<td>37.75</td>
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</table>

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
NEW-YORK

From Niagara Falls.

Form 2751—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit Mt. Washington, Glen House, Glen Station, Crawford House, Fabyan's, Wells River, White River Junction, Springfield, and New Haven................................. 41.00

NEW-YORK

Form 2907—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit Mt. Washington, Base, Fabyan's, Crawford House and back to Fabyan's, Wells River, White River Junction, Bellows' Falls, Miller's Falls, New London and Norwich Line Steamer.... 41.00

NEW-YORK

Form X 238—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit of Mt. Washington, Base of Mountain, Fabyan's, Crawford House, back to Fabyan's, Bethlehem Junc., Profile House, Bethlehem Junc., Wells River, Montpelier, Burlington, Lake Champlain, Steamer to Fort Ticonderoga, Rail to Baldwin, Lake George, Steamer to Caldwell, Rail to Glens Falls, Saratoga, Albany, and Day Line Steamer to New-York.......... 49.35

NEW-YORK

Form X 239—Via Toronto, Montreal, Quebec, Gorham, etc., same as form X 238 to Albany, thence via People's Line Steamer to New-York ................................................................. 48.85

NEW-YORK

Form 2678—Via Toronto, Montreal, Quebec, Intercolonial Railway to Halifax, St. Johns, Steamer to Portland, Rail to Boston and Sound Steamer Line.................................................. 39.80

NEW-YORK

Form X 222—Via Toronto, Montreal, Quebec, Intercolonial Railway to Halifax and St. John, S. J. & M. R. R. and Maine Central R. R. to Portland, Rail to Boston and Sound Steamer Line........ 42.65

NEW-YORK

Form 2679—Via Toronto, Montreal, Quebec, Intercolonial Railway to Point du Chene, Steamer to Summerside, Rail to Charlestown, Steamer to Pictou, Rail to Halifax, St. John, Steamer to Portland, Rail to Boston, and Sound Steamer Line...... 43.20

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal
 Rates from Buffalo 55c. Additional.

NEW-YORK

From Niagara Falls.

Form X 223—Via Toronto, Montreal, Quebec, Intercolonial Railway to Point du Chene, Steamer to Summerside, P. E. I., Rail to Charlottetown, Steamer to Picton, Intercolonial Railway to Halifax and St. John, S. J. & M. R. R. and Maine Central R. R. to Portland, Rail to Boston, and Sound Steamer Line ............... 46.00

NEW-YORK

Form 3059—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan’s, Crawford House, Fabyan’s, Wells River, White River Junction, South Vernon, Springfield, Hartford and New Haven ............. 35.50

NEW-YORK

Form 3058—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan’s, Crawford House, Fabyan’s, Wells River, Concord, Nashua, Lowell, Boston and Sound Steamer Line ...... 34.25

NEW-YORK

Form 3057—Via Toronto, Montreal, Quebec, Sherbrooke, St. Johnsbury, Lunenburg, Bethlehem Junction, Profile House, Bethlehem Junction, Fabyan’s, Crawford House, Fabyan’s, Base of Mount Washington, Summit, Glen House, Gorham, Portland, Boston, and Sound Steamer Line ......................... 42.00

OGDENSBURG

Form X 5—Via Toronto, Rail or Steamer .................. 8.65

PORTLAND

Form X 14—Via Toronto, Montreal and Gorham direct ............... 18.50

PORTLAND

Form X 10—Via Toronto, Montreal, Quebec and Gorham ........... 22.00

PRESCOTT

Form X 4—Via Toronto, Rail or Steamer .................. 8.65

PRESCOTT

Form X 90—Via N. Y. C. & H. R. R. R. to Suspension Bridge, Rail to Toronto, Steamer or Rail ......................... 8.65

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
LAVAL UNIVERSITY AND GRAND BATTERY, QUEBEC.
Rates from Buffalo 55c. Additional.

PRESCOTT

Form X 91—Via N. Y., L. E. & W. R. R. to Suspension Bridge, Rail to Toronto, Steamer or Rail ................................. 8.65

PRESCOTT

Form X 92—Via N. Y. C. & H. R. R. R. to Suspension Bridge, Steamer from Niagara to Toronto, and Steamer or Rail ........... 8.65

PRESCOTT

Form X 93—Via N. Y., L. E. & W. R. R. to Suspension Bridge, Steamer from Niagara to Toronto, and Steamer or Rail .......... 8.65

PROFILE HOUSE

Form 3039—Via Toronto, Montreal, Newport, St. Johnsbury, Lunenburg and Bethlehem Junction ...................................... 19.10

PROFILE HOUSE

Form X 240—Via Toronto, Montreal, St. Johns, St. Albans, Montpelier, Wells River and Bethlehem Junction ..................... 19.10

PROFILE HOUSE

Form X 241—Via Toronto, Ogdensburg, St. Albans, Montpelier, Wells River and Bethlehem Junction .......................... 19.10

PROFILE HOUSE

Form X 102—Via Toronto, Montreal, Gorham, Glen House, Summit, Mount Washington, Railroad to Base of Mountain, Crawford House, Fabyan’s, Bethlehem Junction ........................................ 31.00

PROFILE HOUSE

Form X 103—Via Toronto, Montreal, Quebec, Gorham, Glen House, Summit, Mount Washington, Railroad to Base of Mountain, Crawford House, Fabyan’s and Bethlehem Junction ............ 34.50

QUEBEC

Form X 7—Via Toronto and Rail or Steamer .................................. 14.50

QUEBEC and back to MONTREAL

Form X 8—Via Toronto and Rail or Steamer ................................ 17.00

SARATOGA

Form X 23—Via Toronto, Montreal, Rouse’s Point, Plattsburg, Lake Champlain and Fort Ticonderoga ............................... 19.75

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
### Rates from Buffalo 55c. Additional.

<table>
<thead>
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<th>Route</th>
<th>Distance (Miles)</th>
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<td>SARATOGA Form X 18—Via Toronto, Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George and Glens Falls</td>
<td>21.85</td>
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<tr>
<td>SARATOGA Form X 52—Via Toronto, Montreal, St. John's, Burlington, Lake Champlain and Fort Ticonderoga</td>
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<tr>
<td>SARATOGA Form X 53—Via Toronto, Montreal, St. John's, Burlington, Lake Champlain, Lake George and Glens Falls</td>
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<tr>
<td>SARATOGA Form 2909—Via Toronto, Montreal, St. John's, St. Albans, Burlington, Rutland and Whitehall</td>
<td>19.75</td>
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<tr>
<td>SARATOGA Form X 54—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Ft. Ticonderoga</td>
<td>19.75</td>
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<tr>
<td>SARATOGA Form X 55—Via Toronto, Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George and Glens Falls</td>
<td>21.85</td>
</tr>
<tr>
<td>SARATOGA Form X 242—Via Toronto, Montreal, Gorham, Glen House, Summit Mt. Washington R. R. to Base of Mountain, Crawford House, Fabyan's, Bethlehem Junct., Profile House, Bethlehem Junct., Wells River, Burlington, and via Lake Champlain, Lake George, and Glen's Falls</td>
<td>43.65</td>
</tr>
<tr>
<td>SARATOGA Form X 243—Via Toronto, Montreal, Gorham, Glen House, Summit of Mt. Washington, Rail to Base of Mountain, Fabyan's, Bethlehem Junct., Profile House, Stage and Rail to Plymouth, Wells River, Montpelier, Burlington, Lake Champlain, Lake George, and Glens Falls</td>
<td>44.00</td>
</tr>
</tbody>
</table>

Agents will please note that tickets of Form X 6, or 3312, or 3311 (See page 18), must be used in connection with such of the above as are printed to read from Montreal.
SIDE-TRIP TICKETS.

TORONTO to COUCHICHING and return
Form 2569—Via Northern Railway, Toronto to Lake Couchiching and return ........................................ 3.50

BROCKVILLE to OTTAWA and return
Form 3278—Via Canadian Pacific Railway .......................... 3.35

MONTREAL to OTTAWA
Form 2980—Via G. T. R. to Lachine, O. R. N. Co., Steamer to Ottawa ................................. 2.50

OTTAWA to MONTREAL
Form 2979—Via O. R. N. Co., Steamer to Lachine, G. T. R'y or Steamer to Montreal .................. 2.50

MONTREAL to OTTAWA and return
Form 2982—Via G. T. R'y to Lachine, O. R. N. Co. Steamer to Ottawa, returning by O. R. N. Co. Steamer to Montreal .................. 4.00

OTTAWA to MONTREAL and return
Form 2981—Via O. R. N. Co. Steamer to Montreal, returning by G. T. R'y to Lachine, O. R. N. Co. Steamer to Ottawa .................. 4.00

MONTREAL to OTTAWA and return
Form 2626—Via G. T. R'y to Coteau, C. A. R'y to Ottawa, returning by O. R. N. Co. Steamer to Montreal .................. 4.50

MONTREAL to OTTAWA and return
Form 2627—Via G. T. R'y to Lachine, O. R. N. Co. Steamer to Ottawa, returning by C. A. R'y to Coteau, G. T. R'y to Montreal .......................... 4.50

MONTREAL to QUEBEC and back
Form X 41—Via Rail or Steamer ........................................ 5.00

RICHMOND to QUEBEC and back
Form X 56—Via Grand Trunk Railway .................. 3.00
QUEBEC to CACOUNA and return
Form X 65—Via Steamer from Quebec to Rivière-du-Loup and Intercolonial R. R., or all Rail................................. 4.50

QUEBEC to TADOUSAC and return
Form X 66—Via Steamer from Quebec or Intercolonial Railway to Rivière-du-Loup and Steamer.............................. 5.00

QUEBEC to HA HA BAY and return
Form X 67—Via Steamer from Quebec or Intercolonial Railway to Rivière-du-Loup and Steamer.............................. 8.00

PORT KENT to AUSABLE CHASM and return
Form 96—Via Stage ............................................................... 0.75

ST. HILAIRE to IROQUOIS HOUSE and return (Belœil Mt.)
Form 2729—Via Omnibns...................................................... 0.50

CRAWFORD HOUSE to SARATOGA
Form X 244—Via Rail to North Conway, Wolfboro, Steamer to Weirs, Rail to Plymouth, Rail and Stage to Profile House, Rail to Bethlehem Junction, Wells River, Montpelier, Burlington, Lake Champlain, Lake George, Glen’s Falls................................. 20.25

NORTH STRATFORD (G. T. R.) TO RANGELEY LAKES AND BRYANT’S POND (G. T. R.)
Form 3166—Via Stage North Stratford to Colebrook, Dixville Notch, Errol Dam, Steamer to Sunday Cove, Middle Dam, Upper Dam Landing and South Arm of Lake, Stage to Andover and Bryant’s Pond .................................................. 9.00

Also at Eastern Agencies, BOSTON TO KINGSTON and Return
**Routes and Rates.**

**BOSTON TO KINGSTON and Return to NEW-YORK**

Form X 225—Via same route as X 224 as far as Albany, thence by Day Line Steamer to New-York............. 30.00

**BOSTON TO KINGSTON and Return to NEW-YORK**

Form X 226—Via same route as X 224 or X 225, as far as Albany, thence by N. Y. C. & H. R. R. R. to New-York...... 31.10

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The coupons between Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec, are valid either by Boat or Rail.

The coupons between Niagara Falls and Toronto reading by Lewiston and Steamer, can be exchanged (without extra charge) for tickets via Rail to Toronto (G. W. Division) Grand Trunk Railway, on application to the Agents at the Falls, viz.:

Mrs. L. Barber, No. 4 International Block, and

G. W. Colburn, Clifton House.

Tickets do not include Meals or Berths on Steamer on Lake Ontario and the St. Lawrence River but are good for passage only.

Tickets via Lake Champlain afford tourists an opportunity to visit the Ausable Chasm. (See Form X 96.)

Agents are requested to specially inform passengers of the great advantages afforded to tourists by the Grand Trunk Railway and the Richelieu & Ontario Navigation Co.'s Line of Steamers, great improvements having been made. The Grand Trunk Railway has been relaid with steel rails, the equipment of new locomotives and first-class cars is very superior, and Pullman and Dining Cars are run on the Express Trains.

Early in the season a Pullman Palace Sleeping Car will be attached to the Evening Train from Toronto, which will run through to
Kingston Wharf. Passengers can remain in the car until the boat arrives.

Tickets reading over the Mount Washington R. R. are not available earlier than about the middle of June or after about the 20th of September. The Day Line and the Lake George Steamers commence their trips about 1st of June, and Passengers should be reminded that many of the Steamboat Lines cease running or make irregular trips after about the 1st of October, earlier or later, according to the severity or mildness of the weather.

Baggage checked through either by Steamer or Rail.

Tickets reading over the G. T. R'y and R. & O. N. Co.'s lines, and all information regarding the various routes of pleasure travel, can be obtained at the General Office, Grand Trunk R'y,

177 WASHINGTON STREET (cor. Exchange), BUFFALO,

And of the following Agents of the Company:

Mrs. L. Barber, No. 4 International Block, Niagara Falls, N. Y.
G. M. Colburn, Clifton House, Niagara Falls, Ont.
D. Isaacs, Prospect House, Niagara Falls, Ont.
F. J. Amsden, Powers' Block, and 8 Atwater St., Rochester, N. Y.
W. C. Brayton, 7 Franklin Street, Syracuse, N. Y.
E. E. Hungerford, Rome, N. Y.
Gain L. Fay, Utica, N. Y.
Leland Edwards, cor. Broadway and Maiden Lane, Albany, N. Y.
R. E. Belding, cor. Broadway and Union Street, Troy, N. Y.
W. D. French, Auburn, N. Y.
Henry Lewis, 325 Superior Street, Cleveland, Ohio.
J. T. Robinson, opposite Erie Depot, Binghamton, N. Y.
Albert C. Wilson, Saratoga, N. Y.

JAS. STEPHENSON, ALEX. MILLOY,

T. D. SHERIDAN, Passenger Agent,
177 Washington Street, cor. Exchange Street, Buffalo, N. Y.
GRAND TRUNK R’Y:
The Great International Route
And only Line from BUFFALO TO THE WEST
via the World-Renowned
NIAGARA FALLS,
FOUR EXPRESS TRAINS
FROM
BUFFALO, SUSPENSION BRIDGE AND
NIAGARA FALLS, DAILY, FOR
DETROIT, CHICAGO
AND ALL POINTS WEST!

The Only Line Running PULLMAN PALACE SLEEPING CARS, from NEW-YORK and BUFFALO, via
Niagara Falls, to CHICAGO.

SUPERB DINING-CARS ON EXPRESS TRAINS.

JOSEPH HICKSON,
Gen. Manager, MONTREAL.

L. J. SEARGEANT,
Traffic Manager, MONTREAL.

JAMES STEPHENSON,
Gen. Pass. Agent, MONTREAL.

WM. EDGAR,
Asst Gen’l Pass. Agent, TORONTO.

T. D. SHERIDAN, Agent, 177 Washington Street, cor. Exchange, BUFFALO, N.Y.