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Official Guide
1901

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FROM NIAGARA TO THE SEA.

The Pan-American Exposition will be held in the city of Buffalo during the season of 1901. The gates will open on May 1st, and the Exposition will continue six months. It is estimated that the total cost of the Exposition, exclusive of exhibits, but including the Midway, will be about $10,000,000. It is intended that this Exposition shall be the most artistic creation ever produced for a like purpose. It will surpass all former enterprises of this sort in a number of very important features. These are: first, the court settings, there being more than thirty-three acres of beautiful courts. This is approximately two and a half times greater than the area of the courts at the World’s Columbian Exposition at Chicago. The second point of superiority is in the hydraulic and fountain effects, there being in all the courts large pools of water into which hundreds of fountains will throw their sparkling streams. As a third feature, may be mentioned the horticultural and garden effects. In all the courts and upon the grounds outside the buildings will be a very elaborate decorative arrangement of beautiful lawns and gardens. As a fourth feature, may be noted the plastic ornamentation of the buildings, which is very intricate and beautiful. All the buildings are covered with staff, which is moulded into thousands of beautiful and fanciful shapes. To this feature will be added
the most magnificent display of original sculpture ever used for decorative purposes at any exhibition. These wonderful productions are the work of thirty or more of the most noted sculptors of America. There will be more than one hundred and twenty-five grand works of this character. The total number of pieces used in this ornamentation will exceed five hundred. As a fifth feature will be the color decorations. Never before at any exposition has an effort been made to produce a harmonious color scheme. All of the great buildings will be decorated in harmonious tints, and the effect upon the eye will be very beautiful. Crowning the achievements of the architects and artists, the sculptors, the landscape architects and the hydraulic engineer, will be the work of the electrician. It is he who will complete the magnificent picture when at night he imparts the exquisite radiance of wonderful electric lighting effects to the marvelous picture. Half a million electric lamps will be used in the illumination of the courts of the Pan-American Exposition. Never before has such a work been undertaken upon so grand a scale.

The centerpiece of the Exposition is an Electric Tower three hundred and ninety-one feet high, upon and about which will be an electrical display surpassing any ever yet attempted. More than
forty thousand lamps and a search-light with a thirty-inch projector capable of casting rays for a distance of fifty miles, will be used in the illumination of this tower.

In all the exhibit divisions, the Pan-American Exposition will be very complete. It is the aim of the Exposition to show the progress of the nineteenth century in the Western World. The exhibits will be gathered from all the principal states and countries of the western hemisphere and the new island possessions of the United States Government. Special efforts are being made to bring together exhibits of exceptional novelty and of the highest educational value.

Niagara to the Sea. Nowhere on the continent of North America is there a more picturesque region than that which lies between Niagara and the sea. Niagara itself is one of the wonders of the world, and is usually the place first visited by tourists who are desirous of seeing this greatest of Nature’s marvels, and “doing” the grand tour of the St. Lawrence. Leaving the Falls of Niagara, then crossing Lake Ontario by steamer, or rounding its western extremity by rail, Toronto, the Queen City of the West, is reached; then, embarking on one of the magnificent new steamers of the Richelieu and Ontario Navigation Company, following the course of the lake, to Kingston, thence down the St. Lawrence, threading in and out of the Thousand Islands, shooting the rapids, stopping over at Montreal and Quebec, and finally reaching the Saguenay River, the incomparable grandeur of which forms the crowning glory of this grand trip.

Niagara Falls. Before civilization had changed the aspect of North America, the grandeur of Niagara was known to the inhabitants of the Old World as Nature’s greatest creation; and today, when the facilities of transportation have brought the most
remote places within easy access, it is still so regarded. The scene is much changed since the day when it was regarded as an object of superstitious fear to the Indians. Then, perhaps,

Niagara Falls.

its environment was more harmonious. Hemmed in by a dense forest, the approach to the Falls must have inspired a feeling of reverence and awe. As the only means of access to the Falls was a narrow Indian path, the rumbling and crashing of its mighty
waters was heard long before the majesty of the scene burst upon the spectator. No wonder that, to the Indian, Niagara was sacred, or that at stated periods pilgrimages were made to propitiate its anger. Every year, as an offering to the wrathful deity, a beautiful young girl was bound fast in a bark canoe, and then set adrift in the rapids, while singers chanted her death-song till her frail bark was swept over the cataract, and swallowed up in the foam and spray beneath. Time also has left its impress, slowly but surely the massive rock is being worn away, and, in 1850, a large portion of the Table Rock was precipitated into the gulf with a crash that was heard for miles from the scene. Perhaps the best description that has ever been written is from the pen of Charles Dickens:—

"For the first time I heard the mighty rush of water, and felt the ground tremble under my feet. The bank is very steep, and was slippery with rain and half-melted ice, but I was soon at the bottom. Deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry-boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—great Heaven, on what a fall of bright green water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquility, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or terror.

Spot where Sir Isaac Brock fell, at Queenston Heights.
Niagara was at once stamped upon my heart, an image of beauty; to remain there changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voices spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made. * * * To wander to and fro all day, and see the cataracts from all points of view, to stand upon the edge of the great Horse-shoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and grey as evening slowly fell upon it; to look upon it every day, wake up in the night

Queen's Royal Hotel, Niagara-on-the-Lake.
and hear its ceaseless voice; this was enough. I think, in every quiet season now, still do these waters roll and leap, and roar and tumble, all day long; still are the rainbows spanning them, a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid; which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—light—came rushing on creation at the word of God."

Since the memorable visit of Dickens, the immediate vicinity of the Falls has been transformed. Beautiful parks form an agreeable setting to Nature's work. Hotels have been erected, and bridges span the river. The region of the Falls, above and below, presents a series of delightful pictures. One of the most picturesque spots lies between the Whirlpool and Queenston. The Niagara Gorge Railway affords an excellent opportunity of seeing the principal points of interest at a very moderate outlay. Leaving Brock's Monument. Niagara, it is a short journey, either by rail or electric car, to the historic village of Queenston. The country here is particularly interesting. On the eminence is the monument erected by Canada in honor of Sir Isaac
Brock, who fell during an engagement with the American troops, on the 13th of October, 1812. From the gallery at the top of the column, a fine panoramic view is obtained. On the opposite shore, reached by the new suspension bridge, is the American village of Lewiston.

Twelve miles from the Falls, and directly opposite Fort Niagara, is Niagara-on-the-Lake, a very popular summer resort whose surroundings are full of varied and historical interest — and possesses a really fine hotel in the Queen's Royal, under the same management as the Queen's Hotel of Toronto. From Niagara-on-the-Lake, we embark on one of the fine steamers of the Niagara Navigation Company. These steamers run from Queenston down the Niagara river and across Lake Ontario to Toronto. The sail occupies about three hours, and constitutes an ideal afternoon’s outing. On the American point is Old Fort Niagara, which played an important part in the early history of the country. It was here that La Salle erected a palisaded store-house in 1678, when he was building the "Cataraqui," the first vessel ever launched on Lake Erie. This store-house, after its destruction by the Indians, was rebuilt by the French in 1687, and finally a stone fort was erected on the site in 1749, by the Marquis
de la Jonquière. Ten years later it was taken by the British, and remained in their possession until the close of the War of Independence, when it was ceded to the United States. As the steamer proceeds, the old fort is left behind, and we are now in the blue waters of Lake Ontario. The broad expanse of water is a novelty after the turbulence of Niagara, while the cooling breeze is refreshing and invigorating. From the deck we are soon able to distinguish the shore to which we are heading. The narrow strip of land which stretches out into the lake, and forms part of the natural harbor of Toronto, is "The Island," transformed from an unsightly strip of land into a picturesque pleasure ground.

Toronto, frequently called the Queen City, is beautifully situated on the north shore of Lake Ontario, and is one of the largest and most prosperous cities of the Dominion. Its beautiful scenery, its picturesque parks, its handsome public buildings, its beautiful churches, colleges and residences make it very attractive to the visitor. Its situation on the lake, in the heart of the temperate zone, admirably adapts Toronto for a summer resort. It has a mild and equable climate, which renders the summer days pleasant. The average temperature in summer is between 10° and 20° hotter than that of the resorts of North Carolina and Florida in winter, and between 10° and 20° cooler than the temperature of those states in summer, while the elevation above the sea is about the same, and there is little difference in humidity. The temperature is very near that of Denver, save that there is a greater daily variation in the latter city.

In the middle of the last century, the only inhabitants of the present site of Toronto was a tribe of Indians. In 1749, the French established a trading post bearing the name of Fort Rouille; not long after, the country passed into the hands of the British, and little was heard of
Fort Rouille until 1793. In 1792, when Lieutenant-Governor Simcoe, dissatisfied with the seat of government at Niagara, chose it for the permanent seat of the government, and gave it the name of York. The first road that was cleared was Yonge street, connecting the seat of government with the Holland river, and opening up the waterway to the West. The residence of the Governor and the Parliament buildings were established near the shore, and from that date, 1793, the city of York took its birth.

There is little left in Toronto or in the neighborhood suggestive of its early history; a massive granite boulder in the Queen's Park bears this inscription:

ERECTED BY THE CORPORATION OF THE CITY OF TORONTO, 1878.

In 1834, the city was incorporated under the name of Toronto, and in 1867 a new era dawned for the city; by the federation of the provinces, Toronto became the capital of the Province of Ontario, which gave it a great impetus to its commerce.

The city rises gradually from the water's edge to an elevation of over one hundred feet above the level of the lake. The streets resemble in arrangement those of the modern cities of the United States, and there is an up-to-date appearance about the whole city. The streets are broad and well paved, and most of them have boulevards of well-kept lawns and shade-trees, the drives through the long forested avenues affording delightful glimpses of shrubbery and flowers.

The two main arteries of the city are Yonge and King streets, which cross each other at right angles. Starting from the foot of Yonge street, northwards from the bay, three fine buildings, fairly typical of the city's wealth and enterprise, are seen—the Custom House, Bank of Montreal and Board of Trade. From this point radiate the wholesale business streets, whose massive structures are seen on every hand. At the intersection with King street, the commercial hub of the city is reached. Above King, is an almost unbroken line of retail shops, and it is perhaps the busiest of Toronto's streets. Yonge street divides the city into two grand
View of the City of Toronto.
divisions, and is the great thoroughfare of the north, extending thirty miles to Holland Landing. The residence of the Lieutenant-Governor, designed in the modern French style of architecture, is west on King street. Near by are the old Parliament buildings, which are interesting historically, and eastwardly, towards the bay, is the magnificent Union Station, utilized by the two great railway systems of Canada.

Another of Toronto's notable buildings is the magnificent Temple, at the northwest corner of Richmond and Bay streets, erected by the Supreme Court of the Independent Order of Foresters, and in which are located the head offices of that great fraternal benefit society. The building, which is ten stories high, and surmounted by a central tower rising two stories higher, is built of brown stone, brick, terra cotta and steel. It is a model of architectural and artistic construction and equipment, and is greatly admired by all who visit and inspect it. From the top of the tower, which is nearly two hundred feet above the street level, a magnificent view of the city, the surrounding country and Lake Ontario can be obtained, and occasionally the south or American shore and Niagara Falls can be seen. In the basement of the building are situated the safe deposit vaults of the Provincial Trust Company—the finest, largest and most thoroughly equipped vaults in Canada.
Among the tenants are a bank and one of the largest publishing companies in the Dominion, and occupying eligible positions are the assembly halls and lodge rooms used by the order and by the Masonic fraternity. The building is practically fireproof.

The Exhibition Buildings are situated on the Garrison Reserve, at the west end of the city, overlooking Lake Ontario, and are easily reached. They attract large numbers of visitors, especially during the holding of the annual exhibitions in September. Hyde Park, a magnificent stretch of alternate hill and shade, with beautiful trees and shrubbery, almost borders on the Humber, and is a delightful resort, west of which is Lorne Park. Rosedale, in the northeast, is adorned with fine residences, and its ravines are romantically picturesque, while Queen's Park, the Horticultural Gardens and other charming breathing places are found in the heart of the city.

St. James Cathedral, on King street east, said to have the highest spire on the continent, is a magnificent specimen of English Gothic architecture, and it is only one of a large number of stately and imposing edifices; amongst others, which may be mentioned, St. Michael's Cathedral, the Metropolitan (Methodist) Church, directly opposite, Jarvis Street Baptist Church, Congregational Church on Bond and Willow streets, St. Andrews and Knox Presbyterian churches.

The Provincial Parliament buildings, at the southern end of Queen's Park, form a stately pile, which was erected at a cost of $1,250,000. It has a frontage of four hundred and thirty-five feet, with a depth of two hundred and sixty, and from its towers
magnificent views of the city are obtainable. But a few rods away, in the western part of the park, is Toronto University, the pride of the city. In its architectural features, it belongs essentially to the Old World. The style is Norman, the proportions being noble and the harmony of the whole exquisite. The university was founded under a royal charter in 1827, and it has an endowment of $1,800,000. Its faculties include those of Arts, Science, Law,
Theology and Medicine, and it is in federation with University College and Victoria University. It has also provision for residence, in this respect differing from most of the Canadian universities. The university proper, as in London and elsewhere, is a degree-conferring body, teaching being vested in the colleges. Near the university is the monument erected to the memory of the Canadian volunteers who fell while defending the frontier during the Fenian invasion of 1867.

While in this vicinity, Osgoode Hall — the palace of justice — where the highest courts of the Province are held, claims attention. The exterior is interesting, but its beauty is altogether eclipsed by the richness of the interior.

Another building, on Queen street, worthy of note, is the University of Trinity College, founded in 1852, and having an endowment of $750,000. Victoria University, much smaller than its sister, but architecturally a gem, and McMaster University, a grand-looking structure of brick and stone, are near by. Other educational institutions worth visiting are the Baptist College, Wycliffe College, Knox College, the Normal and Model Schools, the School of Practical Science, etc.

Toronto is well supplied with excellent hotels. The Queen’s, one of the most comfortable hotels on the continent—possessing every modern convenience—has always been famous for its home-like comforts, and is in every way desirable as a family hotel. It is pleasantly situated, not far from either dock or station, yet quiet;
a remarkably cool hotel in summer. It has been patronized by nearly all visitors of note to Toronto.

The Arlington is a well-known and attractive hotel, located on the corner of King and John streets. Its cuisine and service are excellent, and every attention is paid to the comfort of its guests.

The Iroquois is centrally located on the corner of King and York streets. It is under able management and is popular with all who favor it with their patronage.

The Rossin House, one of the best-known hotels in the city, is located on the opposite corner.

There are numerous other hotels and private boarding-houses. There is a capital street-car service, by which every part of the city can be reached, and a ride on the Belt Line will give the hurried tourist a fair idea of the city's best features.


The new magnificent steamer "Toronto" will begin her regular trips on the Toronto-Montreal route on June 1st, and will sail from Toronto every Tuesday, Thursday and Saturday. This splendid boat has spacious and elegant passenger accommodation, having one hundred and fifty staterooms, four parlor-rooms with bathrooms connecting, and has a sleeping capacity for four hundred passengers. The dining-room, situated on the upper deck, has a seating capacity for over one hundred persons. The interior finish and decorations, and the spacious halls and deck saloons are most elaborate, the main and gallery saloons being finished in Francis I. Renaissance, with the dining-room in Louis XVI.

The entrance hall, on the main deck, is decorated in Neo-Grec, with modern Renaissance details, with the smoking-room in Oriental treatment. The refreshment, writing-rooms and barber shop are in Elizabethan paneling of natural wood finish. The main staircases are in Honduras mahogany, with wrought-metal balustrades
in hammered leaf work, finished-antique bronze, the main newels carrying bronze figures supporting electric torches.

To give some idea of the dimensions of the steamer, a few figures would not be out of place. The length over all is two hundred and seventy-eight feet, width of beam sixty-two feet, depth fourteen feet. The engines are of the triple expansion class. The feathering paddle-wheels are twenty-two feet outside, and ten feet three inches face of bucket. The average time-table speed is seventeen miles an hour, with a capacity for twenty miles when required.

The new steamer "Kingston" will leave Toronto on alternate days with the "Toronto," commencing June 17th.

The "Kingston," like the "Toronto," was built by the Bertram Engine Works Company of Toronto, being completed this year, and is somewhat larger, being two hundred and ninety feet in length. Her passenger accommodation is greater than that of the "Toronto," having sleeping accommodation for four hundred and fifty passengers. The dining-room on the "Kingston" is on the main
deck, and is exceedingly handsome. The decorations of the "Kings-
ton" are otherwise similar to those of the "Toronto."

The first port of call, after leaving the city of Toronto, is the pretty village of Charlotte, N. Y., lying on the southern shore of Lake Ontario, some seven miles north of the city of Rochester, and one of the best points of embarkation for the trip.

Charlotte itself is a pleasant and picturesque village, situated at the mouth of the Genesee river, and is the lake port for all the tourist business converging in the city of Rochester. The environments of Charlotte contain a great many attractive resorts, such as Ontario Beach, just below Charlotte, which is connected with Rochester by a branch of the New York Central, and also an electric railway. Good fishing and hunting are plentiful in the immediate vicinity, and bathing, boating and driving are interspersed with social attractions at the summer hotels. Other favorite places in close proximity to Charlotte are Windsor Beach, Lake Bluff, Sea Breeze, Irondequoit Bay, etc.

Rochester is regularly laid out, with well-paved streets, bordered with shade-trees. It has earned the title of the "Flower City,"
from the numerous nurseries situated there, which, with the seedfarms, are gorgeous sights when in bloom, covering acres with their brilliant flowers. Rochester is noted for its many fine buildings and private residences. The University of Rochester is a fine structure, built of red sandstone, and surrounded by extensive grounds beautifully laid out. The Falls of the Genesee river (three in number) are among the natural attractions. Rochester is an important railroad center; the trains of the New York Central, Lehigh Valley, Buffalo, Rochester & Pittsburg, New York, Lake Erie & Western, and Pennsylvania railroads, all connect at this point. Leaving Charlotte, the steamer sails down Lake Ontario, on her way towards Kingston.

Kingston is the Sandhurst or West Point of Canada, with its Military College, its massive grey-stone forts, its Martello towers and imposing public buildings. It is beautifully situated at the foot of Lake Ontario, at the head of the river St. Lawrence, and at the mouth of the Rideau or Great Cataraqui River, which, with the Rideau Canal, connects it by water-way with Ottawa. A settlement was begun here by the French, under Gouverneur de Courcelles (1672), with the name of Fort Cataraqui, for the purpose of protecting the fur-traders from the murderous depredations of the Indians. His successor, Count de Frontenac, built a massive stone fort, giving it his own name, which still attaches to the country. This fort was alternately seized and occupied by the French and English, until it was destroyed by the latter, under Colonel Bradstreet, in 1758. It was again rebuilt under the name of Fort Henry,
which it retains to-day. At the time of the union of Upper and Lower Canada (1841), Kingston was made the capital, but the seat of government was afterwards removed to Montreal (1841), and afterwards, in turn, to Toronto and Kingston, until, in 1859, Ottawa was chosen as the permanent capital by Her Majesty Queen Victoria.

Kingston has quite extensive industries in ship-building and ship repairing, and also carries on an extensive grain trade.

It is also a great educational centre. Its colleges are of continental repute. They are Queen’s University, Royal Medical College (for male and female), Royal Military College, School of Gunnery, School of Art, Science Hall, School of Mining, Kingston, Business College, Congrégation de Notre-Dame, St.-Mary’s-on-the-Lake Convent, and Kingston Ladies’ College, and several smaller institutions.

The general appearance of the city is that of solidity and antique beauty. Its prevalent limestone architecture has secured for it the name of the “Limestone City.” It is well laid out,
and here and there is adorned by massive buildings, such as the City Hall, Court House, with its pillars and dome in Grecian Ionic style, Custom House, Post-office, St. George's (Anglican) and St. Mary's (R. C.) cathedrals, the tower of St. Mary's, as recently rebuilt, is a masterly monument of Gothic architectural art.

The steamer leaves Kingston at 6.00 a.m., and passengers arriving in sleeping-cars by Grand Trunk from the west can remain in the car until a few minutes before departure of steamer.

"The New Island Wanderer," on her tour of the Thousand Islands.

We launch out at early morn upon the silent bosom of the majestic St. Lawrence. Behind us lie the cold grey structures of the Limestone City, with its domes and pinnacles bathed in the rising lustre of the morning sun. Across the river stands Garden Island, with its cluster of shipping, and City View Park, on Wolfe Island, with its undulating groves. Before us lies the entry to the sinuous channels of the famous archipelago of the Thousand Islands.

These commence near Kingston, where the waters of Lake Ontario issue into the broad channel of the St. Lawrence, with Wolfe Island, the largest of them, and extend down to Brockville, a distance of some fifty miles. They number, in all, some seventeen hundred, varying in size, shape and appearance, from a small barren rock projecting from the surface of the river, to the large fertile area of land, crowned with richest foliage and lofty trees, many of them ornamented by summer residences varying in style of archi-
The Military College and City of Kingston.
tecture, from the modest cottage of the camper to the magnificent castle of the millionaire, others remain in the simplicity of natural beauty. As we wind in and out amid these charming islands, the rapidly-changing picture almost bewilders us.

These islands were the scene of several thrilling and romantic adventures during the days of the rebellion. The burning of the "Sir Robert Peel" occurred here in 1838, by a band of outlaws headed by "Bill Johnson," a kind of political Robin Hood, who had conceived the idea of conferring on Canada the boon of freedom. The story of his devoted and daring daughter "Kate," who rowed him from hiding place to hiding place, and kept him supplied with food, gives a touch of the charm of legend and adventure to those rocky mazes.

The beautiful and romantic scenery of these islands, the advantages for boating, fishing and camping, and the purity of atmosphere, contribute towards making this region the most unique of Canada's pleasure grounds.
The Richelieu & Ontario Navigation Company's Steamer "Toronto."
Corner in Smoking-room.

The passage through the islands occupies several hours. The steamer courses between Howe and Wolfe islands, past Grindstone Island, stopping first at Clayton (New York), on the American mainland, a favorite summer resort, renowned for the splendid fishing in the vicinity, where black bass, pickerel and maskinongé abound. All lines of steamers stop at Clayton, which is connected with Niagara Falls, Albany, New York and Utica by railroad. The trip from New York to Clayton can be made in thirteen hours, without changing, and from Utica in three hours.

Clayton has excellent hotel accommodation. The Hubbard House is one of the best-known and most popular of the Thousand Islands hotels. It is liberally conducted, and attractive in all its appointments.

The New Windsor faces the St. Lawrence river. Its patrons are well cared for, and its rates are modest.

From Clayton, the steamer courses along the American channel of the river, past Round Island. This island (one mile by one
From Niagara to the Sea

The "Captain Visger" passing through the Lost Channel.

thousand four hundred feet) is one of the finest gems in the entire Ariadne's Crown of Isles. Its many pretty cottages, beautiful grounds, luxuriant foliage, substantial docks and splendid water front, make it a most attractive spot for tourists. Round Island possesses a superb hotel, the Frontenac. It is a truly luxurious summer hotel, lighted by electricity, and with the most modern appointments. It is surrounded by beautiful lawns, is amply supplied with pleasure boats and yachts, has golf links and a bicycle path three miles around the island, and is, in one word, an ideal summer home.

Opposite Round Island, is Murray Isle, the latest addition to the Thousand Islands resorts. It is charmingly situated and well shaded. A five-mile driving and bicycle track has been added to its many attractions. Its new and modern hotel, the Murray Hill, is well managed and is rapidly gaining a well-earned popularity.

A few miles farther on, in the very heart of the archipelago, the steamer passes Thousand Island Park, on Wellesley Island, an
extensive summer resort laid out in small parks and avenues, and occupied by five to six hundred beautiful cottages. Originally established as a denominational park, it is now conducted by business-men as a strictly undenominational resort, where, as at Chautauqua, the best speakers of all denominations are heard, and summer schools and university extension lectures are available at moderate charges. A fine and large hotel, the Columbian, has been erected in this park, in the form of a Greek cross. The hotel is lighted by electricity, has a new water supply system, and is under able management.

The facilities for boating, fishing, driving or horseback riding are unsurpassed. Concerts and other entertainments fill up the evenings.
The beautiful avenue along its water front gives far-reaching views of the flowing river upon one hand, and leafy vistas along the side avenues which lead into the heart of the park domain.

The characteristic island scenery from Thousand Island Park to Alexandria Bay is amongst the most beautiful of the trip. Hundreds of islands lie across the steamer's tortuous Alexandria Bay, and zig-zag course, all differing in size, coast and coloring, and forming an intricacy of channels through which only the experienced pilot could guide the way. Now we are entering a narrow pass between cliff-like banks covered with moss and trailing creepers, then we open into a lake-like expansion, then again among winding courses through clustering islands and around rocky points. We are here in the home of the canoe, of which hundreds are seen dotted over the surface of the water. Both sailing and paddling canoes are much in use, and help to enliven the scene. Steam launches are in great vogue among the richer class, and sailing yachts and skiffs complete the pleasure craft in these waters.

We now emerge from the labyrinth into Alexandria Bay, the "Saratoga of the St. Lawrence." It is one of the most popular
as well as one of the most fashionable watering places in America. Thousands of people from all parts of the world visit this place annually, attracted hither by the fame of its natural beauty, wholesome atmosphere, pleasant society and excellent fishing. This Mecca of pastime seekers is built upon a massive pile of rocks, and has an excellent view of the Thousand Islands scenery. The adjacent islands are dotted with cottages in all sorts of picturesque surroundings, some showing from among the trees perched on rocky bluffs, others snugly placed on low-lying islands and nestling in their beautiful coves.

At Alexandria Bay is located the Thousand Island House, built, owned and operated by that famous hotel-keeper Col. O. G. Staples, of Washington. This house is one of the best and most favorably known in northern New York. It was designed for the comfort of its guests, the rooms being exceptionally large and airy. On three sides of the house are broad verandas, while from the tower one may count over a hundred islands, and see for miles up and down the St. Lawrence.

The illumination of this building surpasses anything of the kind ever attempted in the country, while its beautiful location and up-to-date management make it a most desirable place.
at which to spend the summer. The Crossman House is another of the well-known hotels at Alexandria Bay, being under the management of the owner, Mr. C. W. Crossman, who is constantly adding to its attractions.

The New Marsden House also claims a share of popularity. It has been recently rebuilt and newly furnished at great cost, and is homelike and comfortable; the cuisine and attendance are excellent. Its location at Alexandria Bay, and modest rates combined with liberal management, have made this house a favorite with tourists.

Brockville.

The Walton Cottage is pleasantly situated, and is a favorite with those who prefer its quiet to hotel life. It is under excellent management, and its rates are moderate.

About opposite Alexandria Bay, on Wellesley Island, is Westminster Park, the Presbyterian resort. The portion of the island included in the park grounds consists of two hundred acres of ground rising to a mean elevation, above the water, of about forty feet, with rounded heights lifted to extremes of one hundred and fifty feet. From these summits, which are reached by easy slopes, the whole group of the Thousand Islands, extending along the river for a distance of twenty miles, are brought into full view. The Westminster Park ferry connects with all steamers arriving at, and departing from, Alexandria Bay.
Westminster Park Hotel is most desirably situated in Westminster Park, in close proximity to the best fishing grounds on the St. Lawrence river.

Leaving Alexandria Bay, the steamer runs down the widening channel among the outskirting islands, some decked with pine and firs, and some but arid granite rocks, until it passes the "Three Sisters," the final pickets of the archipelago, and leaves the Manatoana, the Garden of the Great Spirit, as the Indians named the Thousand Islands, behind.

Scarcely have we emerged from the still lingering images of the beautiful island scenery, when the spires and roofs of the picturesque town of Brockville come in view. This town, named after General Brock, the hero of Queenston Heights, 1812, is built on an elevation which ascends by successive ridges from the St. Lawrence. It is on the main line of the Grand Trunk Railway, and a branch of the Canadian Pacific Railway runs from it to Ottawa. It has connection by ferry with Morristown, N. Y., a terminal of the New York Central Railway. Its population is about nine thousand, and it is a progressive business centre.

Prescott, named after General Prescott, a town of some four thousand inhabitants, just about opposite the American city of Ogdensburgh, is the next port of call. Among its places of interest
are Fort Wellington, named after the Iron Duke, the Tomb of Barbara Heck, one of the founders of Methodism in America, and the famous Windmill, with its narrow loopholes peeping from its side. This is the windmill that figured in the insurrection of 1837 as the stronghold of the "Patriots," under the unhappy Van Schultze. These desperate men were forced to surrender, after several days' defence, and Van Schultze and nine others were executed at Fort Henry. The Government has since converted the Windmill into a lighthouse. Daniel's Hotel is a favorite resort for travellers. Prescott has also a grain elevator with a capacity of one million bushels.

At Prescott, passengers change from the lake steamers, which are too large to run the Rapids, to river steamers with commodious observation decks.

Leaving this historical ground, the steamer goes on her way, now bearing to the right, disclosing the imposing group of buildings of the Point Airy New York State Insane Asylum. A little further on, to the left, is Chimney Island, which during the French régime was strongly fortified. Soon after the last glimpse of Prescott fades in the distance, we pass through the first of the troubled waters of the St. Lawrence, the Galops. These are only a foretaste of what is to follow, for shortly afterwards we find ourselves in full view of the rapids du Plat, as they swirl their dark green waters among a group of wooded islands. After shooting the du Plat, the steamer glides with steadily increasing motion past a picturesque point named Woodlands, and in among bolder shores, on the north
side of Croyles Island, into sight of the turbulent waters of the Long Sault, with its snow-crested billows of raging water. This, the first one of the really remarkable rapids of the St. Lawrence, extends some nine miles down stream to Cornwall, divided into two main channels by numerous beautifully wooded islands. The "shooting of the rapids," as the descent by boat is called, is a most exciting experience. Before us is a seething mass of churning waters, rushing with headlong speed down a declivity which stretches ahead, apparently without termination. Each moment we feel ourselves being further drawn into the Charybdis jaws of the mighty current among its angry darkling eddies, past jutting headlands, close to insidious rocks; while the roar of the surges, the foaming spray that dashes over the vessel, intensifies the excitement caused by her swift downward and undulating movement. With her steam almost shut off, she dashes in among the waves that seem to advance up the hill to meet her, and is carried along, by sheer force of the current, at a speed of twenty miles an hour, past what seem to be dangerous places, amid the ocean roar and tumult of the lashing surf. Navigation of the Long Sault requires exceptional nerve and precision in piloting, as well as extra power to control the helm; hence, in "shooting the rapids," the rudder is provided with a tiller (besides the regular apparatus), and this is manned, while four men are kept at the wheel to ensure safe steering; and, as a result of such precautions, fatal accidents are unknown.

The first passage of the Long Sault by steamer was made about 1840, under the pilotage of the celebrated Indian Terorhiahere.

To the right is the picturesque Indian village of St. Regis, with its little cluster of houses and the glittering roof of its church standing conspicuously among them. The church, or rather its bell, is connected with an historical incident of savage Indian revenge, in
the early days. On its passage from France, the bell was captured by an English cruiser, taken to Salem, Mass., and sold to the church at Deerfield, of the same state. The St. Regis Indians, hearing of the capture and the destination of their bell, proceeded stealthily to Deerfield, attacked the town, massacred forty-seven of the inhabitants, and brought one hundred and twelve captives back with them, along with the bell, which now hangs in the St. Regis church.

Nearly opposite this pretty Indian village, on the left, is the thriving town of Cornwall, with its extensive woollen and cotton mills. The completion of the Cornwall canal, some twelve miles long, with six locks, offers a safe passage to small craft on the eastern journey, and is the only course possible for all craft bound westward. We are now near the line which divides Canada from the United States, as well as the line separating Eastern Ontario from Quebec. The St. Lawrence expands below Cornwall, forming the beautiful lake St. Francis. The shores on either side present a pleasing prospect, diversified with woods and farms. "But," says a well-known writer, "the chief glory of a sail down Lake St. Francis, is the distant mountain range, blue against the horizon. It is the Châteauguay range—a spur of the Adirondacks—sometimes drawing nearer, sometimes receding into cloud-like indistinctness." At the entrance to the lake, we pass Stanley Island. This is a pleasant summer resort, within fifty miles of Montreal, and in the fall is a central spot for duck shooting, etc. The Algonquin Hotel, situated on the island, is well fitted up, and, with pleasant surroundings, claims a good share of popularity.

Indian Village of Caughnawaga, opposite Lachine.
At the lower end of the lake we draw up by the long wooden pier of Coteau-du-Lac, whose straggling row of little French houses, looking still smaller in contrast with the great stone church and gleaming spire, give evidence that we are now in French Canada. Across from Coteau, on the southern side, at the upper end of the Beauharnois canal, is the town of Valley-field, with its huge cotton mill.

After leaving Coteau Landing, the steamer passes under the magnificent iron bridge of the Canada Atlantic Railway. It is about one mile and a half long. Shortly below this bridge the Coteau rapids are entered. These rapids are about two miles long and very beautiful, and have an exceedingly swift current. It was here that the detachment of men, sent to Montreal during General Amherst's expedition (1759), was lost.

About seven miles further down, we sweep past a small island whose trees almost dip into the hurrying stream, and rounding a sharp curve we enter the Cedar rapids. These are very turbulent, and the passage is most exciting. At times the steamer seems to be settling as if to sink, but she swiftly glides from the threatened danger, past ominous rocks, until
she emerges from the rapids. But scarcely has she left the Cedars when she enters the Split Rock rapids—sentineled by huge boulders guarding the entry. One cannot help a shudder of fear as the ship approaches this threatening rock, but the skilful hand of the helmsman turns the boat aside, and it passes by unscathed.

A short distance below the Split Rock rapids are the Cascades, the last of this series of rapids, conspicuous by white-crested waves which mount tumultuously from the dark-green waters in such a choppy, angry way, that they make the vessel lurch and toss as though at sea. This group of four rapids, following one another in close succession, have a descent of eighty-two and one-half feet, and extend, in all, about eleven miles.

Below the Cascades, the river expands into Lake St. Louis. Almost at its head, where the Cascades' seething waters soften into calm, the Ottawa river discharges one of its branches into the broad St. Lawrence, but the brown waters of the Ottawa do not readily mix with the green waters of the St. Lawrence, and the two running side by side can be easily distinguished from one another. The scenery is very fine along this lake. Calm and shadowy, the Châteauguay hills rear their lofty heads behind the trees, lower down the dim outline of Mount Royal can be seen, while further on, the cloudy tops of Belœil, St. Johns and Shefford loom against the sky. On our left as we go down, is the island of Montreal. Along its margin can be seen the cottages of Montrealers, who come here in large numbers to spend the summer months. It is a most pleasant resort, both on account of its nearness to the city, its beautiful scenery and its wholesome surroundings. Along the shore, there are several yacht and boating club houses; amongst others, a little above the head of Dorval Island, the Royal St. Lawrence Yacht Club, which has for several years held the trophy of the Seawanhaka Yacht Club for small yachts.

After issuing from the lake, we pass the town of Lachine, nine miles from Montreal. This place is associated with the name of La Salle, who, about the year 1670, obtained a grant of land from the Seminary of Montreal, and here formed a settlement, giving to it the name of Lachine. It was La Salle who, during his wanderings in the land of the Illinois, first pitched upon Chicago as a trading post.

Here the famous Lachine canal commences; it was built to
overcome the descent of the river in the Lachine rapids. Even as we pass along, we can see the enclosed waters of the canal bearing upon their bosom the huge form of some up-going steamer.

Across from Lachine, on the south bank, is the Indian village, Caughnawaga. The name means ‘‘praying Indian.’’ Just below Caughnawaga, we pass under the magnificent iron bridge of the Canadian Pacific Railway, a beautiful structure built on the cantilever principle.

Passing under the bridge, the steamer glides into the mid-stream that moves with the calm majesty of irresistible power and speed, indicative of the coming rapids, which now appear full in view.

**Lachine Rapids.** And now we are entering the fiercest, the most celebrated, the most difficult of navigation, as well as the last of the great St. Lawrence rapids—the Lachine. A universal stillness reigns among the passengers on deck, and their hearts throb with a dubious expectation as they look forward to the glittering sheet of foaming breakers ahead. Human speech can find no tongue in such a scene, but awe and the overpowering sense of the mighty forces in raging activity around, inspires the thrilling stillness of a mingled fear and pleasure in every soul—fear at the awful possibility of some miscarriage in our descent, pleasure in the triumphant exhibition of the ‘‘flash and cloud of the cascade, of the earthquake and foam-fire of the cataract,’’ combined with the howling multitude of waters and the vast sweep and surging of the ocean wave. In we plunge among the breakers, and the headlong current bears us towards the shelving and insidious rocks, sometimes hidden, sometimes disclosed to view, with the dark suggestion of others couched unseen beneath the water. Deftly we pass them by, within a few yards of their treacherous edges, through foam, through mountain billows, with our bows sometimes apparently submerged, through hurrying eddy and swirling whirlpool, through clouds of spray ascending from the churning abyss crowned with the iridescence of a hundred rainbows, and amid the thunderous voices of the surging deeps. A moment more, we have completed the descent, and ride in tranquility on the placid bosom of the river below, with a sense of relief born of the contemplated danger past. But the cool hand and clear eye of the pilot is equal to the perilous work, and it is a notable fact that no accident of any consequence has ever happened, nor has a single
A Richelieu and Ontario Navigation Co.'s Steamer entering the Lachine Rapids.
life been lost in the course of many years of steamboat navigation of these wonderful rapids.

Most people prefer the wildness and grandeur of the Long Sault to the pitch of the Lachine rapids, and no one should miss the Long Sault.

Passing the beautifully wooded shores of Nun's Island, we see the famous Victoria Jubilee Bridge—a magnificent structure which was built to replace the old Victoria Tubular Bridge, at one time the wonder of the continent, and one of the great engineering feats of the age. The new bridge ranks, from an engineering standpoint, with the foremost structures of the present age. It connects Montreal with the south shore of the St. Lawrence by the Grand Trunk Railway, and thus, with the Canadian Pacific Railway Bridge above, provides the alternative route by rail across the river.

Sweeping beneath the great bridge, we come in full view of the city of Montreal, with its teeming harbor, with its beautiful public buildings of massive stone; its churches, its cathedrals, with gleaming pinnacles and domes; its colleges; its famous parks and drives; and, most of all, with its royal mountain, lifting its imperial head above the rush and din of commerce. As we move through
the crowded harbor, we pass, here and there, the huge forms of ocean vessels. We come to port at Victoria Pier, a little above St. Helen's Island.

On account of the close connection of the steamers from the west and those leaving for Quebec, tourists generally prefer to sail on down the St. Lawrence to Quebec and the Saguenay, visiting Montreal on their way home, we will therefore reserve for the return trip a description of Montreal.

The journey down the St. Lawrence, from Montreal to Quebec, in one of the palatial steamers that ply on this route, is as pleasant a trip as could be taken anywhere in America. Leaving Victoria Pier in the evening, we first pass Longueuil, a small village on the south bank, and the summer residence of many Montrealers. Longueuil is memorable in history for the repulse, by the Americans, of General Carleton, in 1775. A little lower down on the north shore is Longue Pointe. At a distance of nine miles from Montreal, we see Pointe-aux-Trembles, founded in 1674. Here is one of the old French churches, built in 1709. Just below it are the islands of Boucherville. These islands are mostly low and flat, with very shallow water among them, and a thick growth of reeds and weeds, affording excellent duck shooting and pike fishing.

Fifteen miles down is Varennes, one of the most prettily situated places between Montreal and Quebec, and having mineral springs of great value. On the north shore, forty miles from Montreal, is Berthier; still five miles farther down, at the junction of the Richelieu river, is Sorel. Sorel was once called William Henry, after William IV., who, when in the navy, visited this place, coming up in his vessel to Lake St. Peter, whence he took a small boat. It stands on the site of the fort built by de Tracy in 1665, and was for many years the summer residence of successive governors of Canada. There is splendid snipe shooting in this neighborhood in October, and very good fishing all through the year, among the numerous islands which here stud the surface of the river. About five miles further down, the river expands into a vast sheet of water, about twenty-five miles long and nine miles broad, which is known as Lake St. Peter. This lake is, for the most part, quite shallow, except in the channel, which has been dredged so as to permit the passage of the largest ocean steamers.

Passing the mouth of the river St. Francis, on the south, near
which is a settlement of the Abenaquis Indians, we arrive at the city of Three Rivers, situated on the north shore of the St. Lawrence, at the mouth of the St. Maurice river, which here separates into three channels, whence the name of the city is derived, and lying about midway between Quebec and Montreal, being about ninety miles from either of the cities. This is a most interesting place in many respects. Benjamin Sulte, the French Canadian poet and historian, has worked its mines of historical lore to noble uses, giving it a fame greater than its lumber and iron industries could have done. The French began the smelting of iron here as early as 1737. Three Rivers is the see of a Roman Catholic bishopric. The cathedral is a stately edifice.

Here we may be said to be at the head of tide water. Continuing the journey, we pass Batiscan, called after a famous Indian chief; then Ste. Anne and the Jacques-Cartier river, after which the land on the river banks begins to rise, presenting a more bold and picturesque appearance as we near Quebec. Ste. Augustine and St. Antoine, two pretty villages, are passed, and the mouth of the Chaudière on the South is the next object of interest.

Continuing our way, we come to Lévis, nearly opposite Quebec.
Before us is the grand gateway of the St. Lawrence, the famous Citadel of Quebec.

From under these grey old walls, the first pioneers of what is now the granary of the world, went forth into the wilderness. From this antique city, also, departed the first missionaries, carrying the message of the cross to distant tribes and nations. But that which must forever give Quebec chief claim to the attention of the traveler is its historical battlefield, which has seen the fiercest and most momentous battles in the early history of North America, and on which both France and England’s generals perished in the final struggle for the possession of Canada. It is impossible to stand here and reflect on the momentous consequences of Wolfe’s victory without feeling the influence of the spirit of the scene. Founded by Samuel de Champlain, A. D. 1608, nearly three centuries have given the fortress city a history rich in material for the philosopher, the poet, and the romancer.

Quaint, curious old Quebec, whose winding streets and frowning battlements are pervaded with the atmosphere of departed centuries, here is the spot where the refined luxury of the Old World first touched the barbaric wilderness of the New; here is the cradle of Canada. Quebec seems to have been especially formed by Nature for the important part assigned to her in the drama of this continent, for, from her commanding eminence, she holds the position of guardian and sentry of Canada. In reviewing the history of Quebec, we meet the interesting figure of that intrepid explorer, Jacques-Cartier. In 1535 Jacques-Cartier sailed from France, under a commission from Francis I., in the hope of discovering a new highway to the Indies, and also of adding to the possessions of his native land. Sailing up the magnificent river, he gave to it the name of St. Lawrence, and, on the 14th of September, he reached the mouth of a little tributary, which he called Ste. Croix. Here he cast anchor. The natives of the village of Stadacona, headed by their chief, Donnacona, paddled out in their birch-bark canoes to meet the strangers, having been attracted by the novelty of their wondrous vessels.

The meeting of Jacques Cartier and the chief appears to have been friendly, for he willingly conducted the explorers to the
View of the City of Quebec from Lévis.
summit of the rock and to the little village that nestled beneath. The following spring, Jacques Cartier sailed again for France, and nothing came of his voyage. In 1608, Samuel de Champlain planted the white flag of France upon the heights of Quebec. Champlain was a man of undaunted courage, a soldier, sailor statesman, and possessing the heart and soul of a hero. No man was ever more fitted to found, develop and rule an empire than he.

From Dufferin Terrace, or from the Citadel, still higher, the picture spread out beneath our feet can nowhere be duplicated. Here the lily banner of the Bourbons and the time-worn flag of England have been unfurled in token of supremacy. All the memory-haunted scenes of a glorious past sweep before our gaze. Yonder is the spot where the noblest sons of France and England fought for the empire of this land, in the memorable battle of the Plains of Abraham. No pen is needed to tell the glory of their death. Behind Dufferin Terrace, in the Governor's Garden, the granite column tells their story, by its simple inscription: "In memory of Wolfe and Montcalm." Vanquisher and vanquished lie silent in the tomb, but their names are linked together in an indissoluble wreath of glory. Nestled together below us are the antique gables, the peculiar roofs, the quaint spires and the historic walls that take us back into the last century, and side
by side with them, increasing their interest, are the grand modern structures of the present.

Looking away beyond the churches and monuments, the ramparts and gates, we behold a picture that no pencil could delineate and no poet could describe. Over the heights of Lévis, and above its frowning fortifications, rises the summer sun; his beams gild the spires of a hundred historic buildings, each with a story that might be the basis of a real romance. Still looking to the right, the Isle of Orleans divides the waters of the St. Lawrence. Then across the stream—

'Where yonder mountains, cracked
And sundered by volcanic fire,
Sings Montmorency's cataract—
Fit chord for such a granite lyre.'

Then the village of Beauport stretches its serpentine length along the shore. Beyond the Beauport Flats rise the blue Laurentians, mound over mound, till they blend with the fleecy clouds upon the distant horizon. From out the forest and fields glances the steeple of the Charlesbourgh church—a hamlet with a history of its own. Behind this again, appears the humble, but still more interesting, chapel of the Indian village of Lorette. Still turning westward, we notice the sinuosities of the St. Charles, as it rolls through green meadows down to its confluence with the St. Lawrence. Yonder is the Monument of the Brave, on the Ste. Foye road; beside it, is a Martello tower; nearer still, is the Wolfe shaft on the Plains.

Dufferin Terrace was first laid out by the Earl of Durham, Governor-General of Canada in 1838. During the administration of the Marquis of Dufferin and Ava, however, it was improved and enlarged into the present promenade, and has since been known as Dufferin Terrace.

We will start our visit to the city with the Chateau Frontenac. The Chateau Frontenac is a magnificent new fire-proof hotel situated at the eastern end of Dufferin Terrace, commanding delightful views of the St. Lawrence as far as the eye can reach—down past the Isle of Orleans, across to Lévis and beyond, up stream
to Sillery, and, to the left, the country along the beautiful valley of the St. Charles river. It has been planned with a strong sense of the fitness of things. In exterior it blends with its surroundings; it is part of the wondrous picturesqueness, while the interior is a monument to the skill of the architect, who has retained the maximum of comfort and beauty without sacrificing the outlook, which has been obtained by constructing the hotel in the shape of a horseshoe.

The site of this beautiful hotel is that of the ancient Château St. Louis, for above two centuries the seat of the government of the province. The foundations of the original castle, dating 1620, can be seen still under Dufferin Terrace.

The Hotel Victoria is another of Quebec's favorite hotels. Overlooking the valley of the St. Charles river, it is situated within one block of the Grand Battery, and commands a delightful view. Turkish, Russian, electric and swimming baths are connected with this hotel, whose range of prices are well in keeping with a modest purse, while the tourist's comfort is well looked after.

The St. Louis Hotel has recently been modernized and re-opened. It is located within three minutes walk of the Dufferin Terrace and in proximity to all points of interest. Under the present able management, it justly claims its share of patronage.

A stroll around the ramparts, and an inspection of the picturesque and substantial archways, gives the visitor a good idea of the military strength of the city. In the midst of these standing evidences of defiance or defense, we may trace the dominant influence of a greater power in the embodiment of its religious institutions, still breathing the monastic spirit of the seventeenth century. Crowning the cliffs stands the University of Laval, the chief seat of French culture in the Dominion. To the visitor, the university possesses a peculiar charm, and many a priceless relic and work of art may be found within its walls. It has been called after the famous bishop, Mgr. de Laval de Montmorenci, who endowed it liberally, as did all his successors. It looks down from the high rock—two hundred feet above the river—upon one of the most magnificent scenes in America. Its triple towers and cross-crowned cupola seem to rise in the very heavens. Imposing as the edifice is from the outside, it is a treasure house within, with its vast library, its museum and its picture gallery. Among celebrated masters represented in the gallery of Laval may be
mentioned Salvator Rosa, Teniers, Romenelli, Joseph Vernet, Paget and Perocci Poussin.

On the cliff, near the entrance, is the spot where the gallant General Montgomery fell, at the head of the storming party, December 31, 1775.

Another fine edifice that claims our attention is the Basilica. It is built on the site of the ancient church of Notre-Dame de la Recouvrance, erected in 1633, by Samuel de Champlain, to commemorate the restoration of the colony by Britain. Within this ancient church were interred the remains of Laval—perhaps the most historical figure in the annals of New France—Frontenac, and many other of her worthies. The Basilica contains, amongst other valuable paintings, the Christ of the Cathedral, by Van Dyke, and the Ecstasy of St. Paul, by Carlo Maratti. Some of the pictures were brought to Canada from France during the Revolution. The square opposite, where the new City Hall has been erected, is the site of the old Jesuit College. There is interest even in the site of this old building, for it was the oldest college in America, dating from [the year 1635. Within its walls, the martyrs Lalemant, Brebeuf and Vignon taught, and Père Marquette
drew his plans that led to the establishment of Christianity on the banks of the Mississippi. Adjoining the Basilica is the Archbishop's Palace.

The next building that claims attention is the Ursuline Convent, on Garden street. The convent is beautifully situated in a garden of seven acres extent, and owes its origin to the religious zeal of Mme de la Peltrie and Mère Marie de l'Incarnation, two remarkable women, whose devotion has formed themes for poets and historians. The date of the earliest foundation was 1641, and of the present 1686. There is a small picture preserved here which portrays a touching tradition of the early days of Canada. Montcalm is buried in the chapel. Lord Aylmer, governor-general of Canada in 1831, caused a simple marble tablet to be placed above the tomb, bearing this inscription:

HONNEUR
À
MONT CALM
LE DESTIN EN LUI DÉROBANT LA VICTOIRE
L'A RÉCOMPENSE PAR UNE MORT GLORIEUSE

Montcalm's tomb is said to have been formed by the bursting of a shell during the siege of the city.

The Hôtel-Dieu, or Hospital of the Precious Blood, was founded in 1639, by a niece of Cardinal Richelieu. During the seventeenth century, it played an important part in the religious life of the French colony. Attached to the convent is the chapel which contains the bones of Father Lalemant and the skull of Father Jean de Brebeuf.

A place that is especially attractive to visitors from the United States is number 42 St. Louis street. In it were deposited the remains of Brigadier-General Mont-
from Niagara to the Sea

gomery, on the 31st of December, 1775. The quaint old church of Notre-Dame des Victoires, erected in 1688, should also be visited, as it is associated with several warlike events: the memorable repulse of Sir William Phipp's attack on Quebec, on the 16th October, 1690, and the providential escape of the town from surrender to Sir Hovenden Walker's formidable fleet, wrecked on the 22nd August, 1711. During the siege of Quebec, in 1759, a portion of the church was destroyed by the batteries from Lévis.

On the north side of the Place d'Armes, coming off the Dufferin Terrace, is the Union Building, erected in 1805, upon the site of a previous building occupied as a residence, in 1649, by Governor d'Ailleboust. This building has a very interesting story. Originally occupied by the famous Barons' Club, it was afterwards used as the Union and St. George's hotels, and as government offices. It was under this roof that war was declared with the United States, in 1812. It is owned and occupied by D. Morgan, tailor of Quebec.

Every turn that we take in Quebec brings us face to face with some memorial of the past, and most of its streets perpetuate the names of its worthies. Among the curious streets that every visitor is sure to see, may be mentioned Sous-le-Cap and the site of the once famous Breakneck Stairs. Even the Post-Office has its history, for it is built on the site of an old legendary haunted house known as Le Chien d'Or. There, in the wall, we can see the curious old stone, with its inscription and its golden dog gnawing its bone as of old, and in Mr. Kirby's novel, "The Golden Dog," we can learn still further of its history.

Passing along St. Louis street, on the right is the Place d'Armes, a military parade ground in the days of the French régime. On the left is Kent House, the residence of the Duke of Kent while in Canada. In striking contrast is the Court House, on the opposite side of the street. But contrasts are common
in Quebec, for here the old and new meet together as they meet nowhere else on the continent. Close by is the Music Hall, and opposite is the little old-fashioned house once occupied as the headquarters of General Montcalm. Here he held his councils of war, and prepared his plans for the defence of the city in 1759. Further on, we pass the Esplanade, beside the city walls, used by the British troops as a parade-ground. From here we can see the Garrison Club. Immediately outside the St. Louis gate, on the right, is the Skating Rink, and here we come in view of the handsome buildings of the Provincial Legislature, which overlook the historical Plains of Abraham.

These extensive fields reach from St. Louis road to the cliffs over Wolfe's Cove, and from the Citadel to Spencerwood, the residence of the lieutenant-governor. There, beneath the monument that tells a glorious story—"Here Wolfe fell victorious"—are the ashes of countless heroes. On such a spot well might the lines of Campbell be repeated:

"Few, few shall part where many meet,
The snow shall be their winding-sheet,
And every turf beneath your feet
Shall be a soldier's sepulchre."

Grande Allée and St. Louis Gate, Quebec.
Beyond are the Martello towers, built in 1812 for the better defence of the city's fortifications. Below, on the Ste. Foye road — which is reached by the Belvedere Drive — stands the "Monument of the Brave." It has been erected to commemorate the heroism of the men who perished at the battle of Ste. Foye.

The finest possible view of the old city is to be had from the Lévis heights, on the opposite shore, reached by ferry.

It was from Lévis that the British cannon played upon Quebec in 1759. The fortifications to-day are of a superior class in every sense, immense sums having been spent upon the forts and batteries. From the heights a magnificent view of the Montmorency Falls can be had, and the drives around Lévis are as picturesque and attractive as those about Quebec.

Ste. Anne de Beaupré, a short distance below Quebec, is reached by Electric Railway. Gliding past the serpentine form of the village of Beauport, on the left, and the green island of Orleans, or the Isle of Bacchus as Champlain called it, on the right, dotted here and there with little villages. On our left, the mountains grow larger and bolder, and Cape Tourmente appears.

Then comes the mountain of Ste. Anne. At its foot, the hamlet of Beaupré reposes. The train draws up at the little depot, at the village, and we find ourselves in the midst of another land, in the centre of an age long past. The rude habitant carts, the barefooted urchins, and wooden-shod women, the simple primitive Norman costumes, the pleasant manners of the natives, the quaint signboards on the hotels, the hurrying pilgrims and silent devotees, the grotto with its statue and fountain, the convent of the Hospital Nuns on the slope of the hill, the inspiring edifice of the new temple of worship, the long wharf stretching out, as if it were to catch and hold each passing steamer, the banners, crosses, processions, and, above all, the religious seriousness of every person, all tell emphatically that we are at last in presence of the world-famed shrine of Ste. Anne de Beaupré. To tell the story of Ste. Anne, we must draw upon holy writ, upon history and upon tradition. Two places, Nazareth and Sephoris — at the foot of Mount Carmel — contend for the honor of being the residence of Ste. Anne. Her husband was Jo-Achim or Eli-Achim. The only offspring of that marriage was Mary, the one destined to become the mother of the Redeemer. When Ste. Anne died, her
Interior of the Basilica, Quebec.
remains were interred near Jerusalem, in the valley of Jehoshaphat. From that vale, in the days of the Emperor Trajan, when Christianity was yet but a century old, tradition tells us that a rudderless ship swept over the Mediterranean, bearing the body of Ste. Anne, which was being carried to France and placed in the keeping of St. Auspicius, first bishop of Apt, a town in Provence. It was there that the great monarch, Charlemagne, found it. In after years, Ste. Anne became the patroness of Brittany, and at Auray a shrine was built in her honor, and the faith of the simple Breton taught that she there performed miraculous cures for all who trusted in her.

A few years after the founding of Quebec, a crew of Breton sailors were buffeted by a terrific tempest; all hope seemed to have fled; all earthly succour was despaired of; when, naturally, they turned to the protector of their people, and they vowed to build a shrine in honor of Ste. Anne d'Auray, should she guide them safely through the storm. They landed at last at the spot where now stands the beautiful basilica. They built a little chapel in fulfilment of their promise. In 1660 it became necessary to rebuild the primitive edifice. At that time a Sulpician father—de Quen—was parish priest of Quebec, and he deputed Rev. Mr. Vignal to go and bless the corner stone of the new church. The then governor of New France, M. d'Ailleboust, went down to the ceremony, and officially presided at the laying of the foundation of the first shrine to Ste. Anne in Canada. In 1670, the chapter of Carcassonne, in France, sent out a relic of Ste. Anne, to be kept in the new shrine. Rich presents came from the court of

Montmorency Falls.
Louis XIV., and the queen-mother—Anne of Austria—embroidered a chasuble for the service of Ste. Anne’s new altar. Voyageurs brought back stories of the wonderful shrine upon the banks of the majestic St. Lawrence; religious fervor and national enthusiasm combined to lavish gifts upon the humble church that stood amidst primeval grandeur upon the confines of a new world. The Marquis de Tracey, vice-roy of New France, had vowed, in the hour of shipwreck, to lay a gift at the feet of Ste. Anne. He fulfilled his compact by presenting a painting by the famed artist Lebrun, representing Ste. Anne and two pilgrims. It hangs over the high altar of the church, and beneath it are the arms of the donor. Bishop Laval de Montmorency gave two pictures from the brush of Luc Lefrançois, a Franciscan friar, and a silver reliquary set in precious stones. In 1706 Lemoine d’Iberville, the heroic pioneer soldier, presented the massive silver crucifix now on the altar. In 1866 the magnificent new church was erected, and on the north side of the large temple an auxiliary chapel was built with the materials, and having the decorations, steeple and bell of the primitive church. The new church is two hundred feet long,
From Niagara to the Sea

one hundred and five feet broad, fifty-six feet high internally, and has a number of lateral chapels and a large sacristy. It is of Corinthian architecture, and its twin towers rise to a height of one hundred and sixty-eight feet. Over the doorway, between the steeple, is a colossal statue of Ste. Anne, which is fourteen feet high, and of exceptional beauty. It was solemnly blessed and opened for public worship on the 17th of October, 1876. It was consecrated, with imposing ceremonies, upon the 16th of May, 1889, by His Eminence Cardinal Taschereau. Two years after its completion (1878), it was placed under the charge of the Redemptorist Fathers.

On entering, the traveler is impressed by the richness and grandeur of the temple, as well as surprised at the novelty of all he beholds. At either side of the main entrance, are pyramids of crutches and various surgical appliances that have been left by some who found relief from their infirmities and sufferings. One might easily spend a day examining the beautiful paintings, diving into the lateral chapels, watching the processions of "the lame, the halt and the blind" coming and going, and taking in scenes that cannot be duplicated on the American continent. In 1900, the number of pilgrims ran up to nearly one hundred and twenty-five thousand.

It matters not with what preconceived ideas you approach this sacred place, whether you believe or disbelieve in the intercession of the saint and in the miraculous effect of the prayers.
offered up, you cannot fail to be stirred into emotion by all the surroundings. If the traveler be a Roman Catholic, he finds something sublimely unusual in a pilgrimage to a sacred shrine: he is wafted back to the "Ages of Faith," when the pilgrim, with staff in hand and cross on breast, trod the weary and lengthy paths that led to the centres of devotion; he feels an indescribable inspiration in the presence of so much fervor, so much evidence of sincerity and its reward; he bends before the altar, in presence of a pyramid of crutches, canes and other objects that tell of the hundreds of cures operated, and he rises up a better man, a truer Christian, with higher ideals, loftier conceptions. If the tourist be a non-Catholic, he cannot fail to admire the simple faith of the numerous pilgrims that he will meet at the shrine, he must see in it all a something so unlike our matter-of-fact electric and steam-working age, that it leads him back irresistibly into past ages. He there beholds what he might never adequately comprehend—the fervor with which millions have been filled by enthusiastic preachers of holy pilgrimages; he can satiate the most craving appetite
for the mystic. Even were the excursionist an unbeliever—an atheist—he must be impressed in some way or other by a visit to Ste. Anne de Beaupré. One of the attractions of Ste. Anne's usually visited is the Cyclorama Building, containing views of Jerusalem and the Crucifixion.

Golf Links at Murray Bay.

With Ste. Anne's closes the description of the interesting spots in the vicinity of Quebec, and embarking on board the Saguenay river steamer the journey seaward is continued.

From the opening of navigation to June 15th, steamers leave Quebec for the Saguenay and intermediate ports on Tuesdays and Saturdays at 8 a.m.

From June 15th to July 6th, the splendid steamers "Carolina" and "Canada" will leave on Tuesdays, Wednesdays, Fridays and Saturdays, and from July 8th until August 31st inclusive, daily at 8 a.m.

From September 3rd to September 21st, steamers leave Tuesdays, Wednesdays, Fridays and Saturdays, and from September 24th to close of navigation, on Tuesdays and Saturdays at 8 a.m.

The steamers leave Chicoutimi the day following their departure from Quebec.
Leaving Quebec, we pass the island of Orleans on our left, and glide by picturesque villages, pointed spires, towering hills, on towards the cape of Tourmentes and the region so rich in folk-lore. Chateau Richer and the blue peak of Mount Ste. Anne appear in the distance, and soon Grosse-Isle, the quarantine station of the St. Lawrence, is passed. From here, the river expands, and the broad, open waters seem to have the proportions of a sea. Soon come in view Baie St. Paul and Isle-aux-Coudres. In 1663, Baie St. Paul was the centre of a fierce elemental war. For six months and a half, earthquakes were felt throughout Canada. Along the St. Lawrence, meteors filled the air, which was dark with smoke and cinders, the grass withered and crops would not grow. New lakes were formed and the appearance of the shore was altered, and a hill descended into the waters and emerged to form an island. Isle-aux-Coudres has its legend gathering round the memory of Père La Brosse, the faithful priest of the Hudson’s Bay post at Tadousac. The legend runs that the priest, one evening, while conversing with his little flock, told them that at midnight he would be a corpse, and at that hour the bell of the chapel would toll for the passing soul. He told them not to touch his body, but to hasten, whatever the weather, on the following day, to
Isle-aux-Coudres to fetch Messieur Compain, who would be waiting for them, to wrap his body in its shroud. At the first stroke of midnight, the little band was startled by the tolling of the bell, and on rushing to the church they found the priest dead before the altar. With dawn came a violent storm, but, faithful to their promise, they set out for Isle-aux-Coudres, where, as foretold, Father Compain was waiting, breviary in hand, having been warned in a vision, and by the tolling of the bell of his own chapel. For years after, the Indians going up and down the Saguenay, never passed Tadousac without praying in the church where his body reposed. The relics of Père La Brosse, whose memory is revered to this day, were removed many years ago to the church at Chicoutimi.

All along this route, scenes of wild and rugged grandeur are presented to view, forming a fitting prelude to the wondrous splendor of the Saguenay.

Murray Bay is a favorite watering-place of the lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. Its comfortable hotels, well-furnished and well-arranged boarding-houses, and the numerous cottages which are rented to visitors, give a varied choice of accommodation. It is one of the coolest and most health-giving resorts in North America, a fact which is attested by the increased number of visitors who annually return to enjoy the restorative influence of a climate hardly to be equalled in the world for its salubrious qualities. The air at Murray Bay, which has the advantage of being both mountain and sea air, seems to bring youth and strength and bounding spirits almost with the first few inhalations. Here the overworked brain finds rest, and in the summer a few weeks spent in this invigorating salt air is like a tonic. The dryness of the atmosphere makes it exempt from malaria and hay-fever. Delicate children have benefitted greatly at Murray Bay, and become strong and robust after a few weeks spent here.

The St. Lawrence is here twenty miles broad, and its waters are as salt as the ocean itself, and cool and invigorating to those who delight to indulge in sea-bathing.

Murray Bay, with the grand old Laurentian mountains behind it and the river in front, furnishes a variety of scenery not often found in combination. It has often been compared to the west coast of Scotland for beauty.
There are delightful drives, in every direction, to places of picturesque charm and historic interest. These drives are so numerous that their delights are almost inexhaustible, and there are few places where driving can be indulged in at so moderate a cost.

There are churches of various denominations at Murray Bay, Episcopal, Presbyterian & Catholic.

The neighborhood is renowned as a sporting district for both the field sportsman and the angler. The trout usually supplied on board the Company's Saguenay steamers come from the numerous lakes in the vicinity. There is a golf club at Murray Bay, tennis grounds, etc., also boating, sailing, yachting, etc., for those nautically inclined.

The Manoir Richelieu has just been built by the Richelieu and Ontario Navigation Company, and is the largest and most up-to-date hotel on the lower St. Lawrence. It stands on a commanding bluff near the wharf, and has an unrivalled location, directly on the river front, facing the south, and has accommodation for about four hundred guests. The views from its broad piazzas, twenty feet wide, with a grand sweep of river, field and village, as well as mountain views of rare beauty, are always exhilarating. The water supply is of the purest, and the drainage and sanitary arrangements are perfect. The hotel has spacious drawing, reception, writing, smoking rooms, etc. It is handsomely furnished throughout, the effect being one of rare comfort. Many of the large airy bedrooms are en suite, and all are carpeted with the best Brussels, and the beds are all furnished with hair mattresses, etc. For those who do not care to indulge in sea-bathing, hot and cold salt and fresh water baths can be enjoyed in the hotel. The hotel will be under the management of Mr. Henry M. Paterson, whose management is a guarantee of the best service in the dining-room, kitchen, etc. The table will be supplied with the very best the markets afford, and the service maintained up to a high standard of excellence. There will be an orchestra in attendance during the season. The hotel possesses its own golf links, consisting of an eighteen-hole course. It also has a very complete livery in connection. Visitors who make the Manoir Richelieu their stopping place, will certainly enjoy a delightful outing by the sea.

Some miles below Murray Bay, the Pilgrims are seen. They consist of a remarkable group of rocks which, from their height, are
visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays, owing to the rocks being sparsely covered with vegetation.

Steaming across the river, it is evening when the beautiful summer resort, Rivière-du-Loup, is reached, and a five-mile drive from here takes us to Cacouna, the Newport of Canada. Cacouna is one of the leading watering-places on the lower St. Lawrence. It is the seat of an old French parish, preserving the ancient customs of old France. It is situated on an elevation above the sea and facing the west; having a slope to the salt-water beaches. The St. Lawrence here is twenty miles wide, the Laurentian mountains forming the opposite shore, which, with the remarkably pure air, produces most beautiful sunsets. Its magnificent trees, lawns and promenades, its drives on the fine roads, inland or on shore, boating, sailing and fishing, form some of the many attractions.

Many Canadian and American families have erected here neat and tasty cottages for their summer homes.

Its salubrity, elevation and average summer temperature, as well as salt sea breezes and balmy air, make it specially attractive. Many physicians prescribe a summer residence in this part of the country to patients subject to general debility and lassitude resulting from life in low latitudes. Sea-bathing, with a smooth and gently-sloping beach and no undertow with the tide, is perfectly safe.

The Cacouna Athletic and Gentlemen Riders' Club annual meeting is an attractive feature at this place, for lovers of field sports.

Across the river, at the mouth of the Saguenay, is the town of Tadousac, the first settlement made by the French on the St. Lawrence. It was their principal fur-trading post, and the large revenues from this trade were a source of contention during most of the time in which the kings of France held sway in Canada. As the fur-bearing animals disappeared, so did the commercial and political glory of Tadousac, and it is now but a quiet hamlet, still glorious in its surroundings.

There is a very pleasant and comfortable hotel here, which is patronized by some of the best American and Canadian families whose never-failing return is the hotel's best advertisement. It is owned and operated by the Richelieu and Ontario Navigation
Company, lighted by electricity, and has all the latest modern improvements. There is an excellent golf course in connection with the hotel. The atmosphere at this locality is especially bracing: the salt air from the gulf of St. Lawrence, and the breezes from the Saguenay hills meet here, and probably at no place in North America can the denizens from heated localities find greater relief or lay in a larger amount of health than at Tadousac. While the steamer is in port, time is given to walk over and visit the village, including the little church, the first ever built in Canada, and at eight o'clock the steamer prepares to face the mysteries of the world-famed Saguenay, and enter a scene which pen has never yet adequately described. No one can realize this picture all at once; everything is deceptive, and it takes time to grasp the magnitude of the surroundings. But by degrees the immensity and appalling grandeur of the environments assert themselves, and the beholder feels and knows that he is in close communion with the awful majesty of nature. Here, above all other places, the grandest works of man sink into insignificance, and the very silence seems to

Capes Trinity and Eternity, Saguenay River.
do homage as to a god. Calm and unbroken is the solitude of nature in this her temple. Mirth and laughter may ripple over the waters, but she heeds them not. Storms and tempests may rage around, and the sun's fierce rays descend upon her brow, seeking to disturb her serenity; but in vain. Victorious in some elemental conflict, she ceases from her labors. Peace, inviolate, is the guerdon of her warfare, and the loneliness of her grandeur the highest monument of her triumph.

Thus we are made to feel as the seclusion of these waters is penetrated. At every turn, some new and unexpected beauty meets the eye, distinct, bearing the stamp of individuality, and yet, in some mysterious manner, inseparable from the whole. There are, however, no rivals among these gorgeous scenes. Projecting rock and sheltered cove, fir-crowned cliff and open bay, each to the other lends a charm, and each reiterates the same grand theme. Even the silent bosom of the waters contributes its meed of praise, for in their unfathomable depths are mirrored the heights which soar into the infinite.

Going up the river at night, vision is replaced by feeling. Yonder in the distance a silvery beam of light seems to have lost its way among these frowning sentinels, and to tremble in their
keeping. On we glide through its fairy-like shadows into darkness again, and the rocks appear to bar our progress. But no; still we move, and wonder only succeeds wonder.

On our return trip, the scene is changed to daylight, and in the golden glory of a summer's day, the vessel moves onward, the multiform rocks, the bays and projections, the perpendicular walls, slanting sides and overhanging cliffs, all change with the rapidity of a kaleidoscopic view. But there is no monotony, only increasing loveliness. From the summit of these rocks, crowned with sunshine, to the depths of the transparent waters, all is beauty and deep and lasting peace. The scene grows upon you hour by hour, until you seem to form a part and share in this wondrous manifestation of nature. The shades contrasted with the sunlight form beautiful combinations, but when the shadow of Cape Eternity falls upon the surrounding slopes as if the sun had withdrawn its light, while high above is seen its glittering crown, a picture is formed which no words can paint, for no scene will ever replace that formed under the shadows of Cape Eternity.

On we pass, surrounded by nature in her wildest moods, until appear once more the scenes of civilization. The sight of the beautiful open water known as Ha! Ha! Bay, comes as a relief after the majesty we have left behind us. The bay was named, so the story runs, from the surprised laugh of the earliest French explorers, who, sailing, as they thought, straight up the river,
found themselves in this huge cul-de-sac. A scattered, picturesque village decks the shore, and the tourist will meet with an interesting type of Canadian character in the villagers. A short sail in the steamer round the bend of the river, will bring us to Chicoutimi.

Beautifully situated on a hill, Chicoutimi seems to form a little world of its own. Its name appears to be singularly appropriate, meaning in Cree "Up to here it is deep." Chicoutimi was one of the earliest Jesuit missions, and a great fur-trading centre, becoming afterwards one of the principal posts of the Hudson's Bay Company, and it could boast of a church as early as 1670. In the present church, over the altar, is a beautiful painting which is said to be an original Rubens.

The Château Saguenay, at Chicoutimi, is a splendid hotel situated near the Saguenay river, commanding delightful views, and is fitted up in the most modern style. It is lighted by electricity, and is as comfortable and homelike as a traveler would wish.

We are near the famous hunting and fishing grounds of the Saguenay region. Tourists who wish to reach the paradise of wild-wood sport, in the vicinity of Lake St. John, may take their passage at Chicoutimi via the Quebec and Lake St. John Railway, as the Saguenay steamers connect with the trains on this line. The beautiful and fertile region of the lake continues to attract sportsmen to its shores.

Good fishing is to be had anywhere on the rivers and lakes of the gloriously diversified region around Lake St. John, the home of the land-locked salmon or ouananiche. And large game — deer, bear, moose and the wapiti — are to be found in season, with capable and companionable guides to lead the hunter to their native fastnesses. Nowhere in the world will the sportsman and the lover of the grand and beautiful in nature find better reward for his toil. Many American, as well as Canadian, fishing clubs, have leases, or own lakes among these hills. There are good hotels and every accommodation to be had in the villages around Lake St. John. Guides and canoes are available there for sportsmen, and an elegant steel steamer, the "Mistassini," having a capacity
for four hundred passengers, runs daily between Roberval and
the fishing grounds on the other side of Lake St. John. Valuable
information regarding this region, may be obtained from the
V. & B. Sporting Goods Company, of Quebec.

It is time, however, to return to our steamer. Leaving Chicou-
timi behind, we pass again through magnificent scenery, which
is still further impressed on our memory. Rapidly we glide by
the long procession of headland, rock and hill, the scattered ham-
lets, the silver threads of cascades here and there trickling down
dark precipices, until, towards evening, we approach the rocky
nooks of Tadousac. We can just distinguish in the star-light
the massive wooden pier and the lofty pines before us. In a short
time, we are fairly out of the Saguenay, and enter the wide expanse
of the St. Lawrence, which we cross to Rivière-du-Loup.

The steamers recross again to Murray Bay, and in the morning
we find ourselves in Quebec, with a whole day before us, which will
afford ample time to visit the picturesque suburbs of Quebec. A
point of interest within pleasant driving distance, is the site of
the old hunting lodge of the Intendant Bigot, beyond the village of
Charlesbourg. All that now remains of the building known as
Château Bigot, are the weather-beaten walls, in an open glade
beside a stream, with a few bushes which indicate the presence
of a garden. Here the wicked intendant was wont to hold his
carousals with his boon companions of the hunt, after the fashion
pictured in Le Chien d’Or. The building has its legend of a buried
hoard of silver, and of a beautiful Huron girl, who loved Bigot, and
died a violent
death.

Another very enjoyable trip, through open
and fertile coun-
try, may be made
to the Indian vil-
lage of Lorette,
inhabited by a
remnant of the
Huron tribe, and
where the last
traces of this

Hotel Victoria, Quebec.
primitive race are to be found. In the house of one of the chiefs is preserved a portrait bestowed by royal hands on a former chief.

A charming drive of nine miles below Quebec, takes us to the falls of Montmorency.

The quaint village of Beauport, where may still be seen the remnants of Montcalm's forts — and in the centre of which is the famous asylum — stretches nearly the whole distance. It would be impossible to give an accurate description of the beauty, the majesty, the thundering might of these falls. Down a precipice of over two hundred feet, the Montmorency river plunges into the St. Lawrence, and most of the waters is supposed to escape by a subterranean passage, as very little of it goes to swell the St. Lawrence.

At 5.30 in the evening, the steamer leaves for Montreal, and a pleasant night's sail up the St. Lawrence, with restful sleep, lands the traveler in Montreal in the early morning.

Montreal is happily typical of Canada, for, besides being the commercial metropolis of the Dominion, from its position at the head of ocean navigation, it still retains in its streets and its inhabitants, many traces of French and English occupation. Here the Old World mingles with the New, and the rapid strides of progress seem only to make the contrast more apparent. It is not only to the Canadian tourist that Montreal appeals with special interest; visitors from the sister country will find amid its memorials much which speaks to them of their own country, and many a link that binds them in a friendly bond of union.

The first place to visit is the Custom House, a short distance to the west of the Richelieu and Ontario Navigation Company's wharves. Our mission is not to decide any question of tariff, but to view the cradle of Montreal. Affixed to this building are two tablets which read as follows: "This site was selected and named, in 1661, 'La Place Royale,' by Samuel de Champlain, the founder of Canada," and "Near this spot, on the 18th day of May, 1642, landed the founders of Montreal, commanded by Paul de Chomedey, sieur de Maisonneuve; their first proceeding being a religious service."

There is, however, an earlier period which takes us back into the ages of discovery, gathering around the name of Jacques Cartier, without which no description of Montreal would be com-
Montreal, from the Mountain Park.
plete. In 1535, Jacques Cartier, shortly after his discovery of Quebec, sailed up the St. Lawrence, in search of the kingdom of Hochelaga, of which he had received glowing accounts from the Indians of Stadacona. On the 2nd of October, the exploring party, consisting of about fifty sailors and their officers, in a small galleon and two longboats, approached the shores of the mysterious kingdom. An Indian path led through the forest to the fortified town or kingdom of Hochelaga, situated at the base of the mountain. All trace of this village, however, had disappeared at the time of Champlain's visit, and its inhabitants had either been massacred or carried away into captivity during the war after Jacques Cartier's visit.

While in this vicinity, Bonsecours Church and Bonsecours Market claim attention. The church of Notre-Dame de Bonsecours, from which the adjoining market derives its name, is, to the antiquarian, of the deepest interest. Its foundation dates from 1657, only fifteen years after the foundation of the city, when de Maisonneuve donated a piece of land on which to build a chapel. The first building measured thirty by forty feet, but it was soon found to be too small, and in 1675 a larger church was commenced, which stood until its destruction by fire in 1754. The present church was commenced soon after, but not completed until 1771. There are many old paintings in the church, to which great value is attached, but the principal object is the time-honored statue of the Blessed Virgin. This was acquired by Sister Mary Bourgeois from a noble of Britany, where it was reputed for miracles. She, in consequence, brought it over, built the chapel for it, and set it up where it now stands, and where it has remained the patron of the French sailors for nearly two centuries and a half. Bonsecours Market is specially worthy of a visit on one of its market days. Here an illustration of the provincial life of the habitant may be obtained.

In the midst of the St. Lawrence, nearly opposite the market, is a favorite resort in summer, St. Helen's Island, named by Champlain after his wife. The island is laid out as a park, and, being thickly wooded, has many shaded walks. Within an enclosure containing a fort, is a space reserved for military purposes. The island is reached by the boats of the Richelieu and Ontario Navigation Company.

To enable the tourist to take in at a glance the magnificence of
the city's situation, it is necessary to visit the Mountain Park. Ascending the mountain by the inclined railway, or by a series of winding roads, a glimpse is obtained here and there through the foliage of the panorama spread out below; but it is not till the summit is reached that an idea of the vastness of the scene is realized. It was from this point that Jacques Cartier viewed the fertile country he had come to claim for France, when, uplifting the cross, he gave to it the name of Mount Royal.

"Therefrom one sees very far," he wrote, and his words are re-echoed to-day. On one side stretches out the city, with its spires and domes glittering in the sun, the palatial homes of the wealthy, the meaner dwellings of the poor; broad avenues and parks and tokens of industry, and beyond, Nature's watery highway lined with docks and shipping, the prosperous towns and villages which rise from its southern shore. And turning, through the shadow of the trees may be seen the beautiful and silent city of the dead.

It may be observed that with the rise of commerce the city has crept nearer and nearer to the foot of the mountain. For fifty years after its foundation, the limits of the town were strictly confined within fortified walls, on account of the frequent attacks of the Indians, but as they were subdued or civilized, suburbs sprang up outside of these boundaries. In the year 1672, the population of Montreal was one thousand five hundred and twenty; its present population is three hundred thousand.

Nearly all the streets are paved. Among the buildings erected by corporations and business firms, may be mentioned the stations and office buildings of the Grand Trunk and Canadian Pacific railways. On St. James street, in particular, several handsome structures have been completed, including the lofty building of the New York Life Insurance Company, at the corner of Place d'Armes; the Temple Building, on the site of the pioneer St. James Methodist church; the Canada Life Insurance Company's building and The Merchants Bank's new building, at the corner of St. Peter street, and the Bank of Toronto, at the corner of McGill street.
wherein the consul for the United States has his offices. On Notre-Dame street, the Sun Life Insurance Company's offices has been added to the list of large buildings. On St. Catherine street, the most important structures are St. James Methodist Church, Morgan's dry goods store, Henry Birks & Sons' Building, and Murphy's and Ogilvy's buildings. The Montreal Street Railway, on the corner of Craig street and Place d'Armes hill, have also a fine office building.

Descending the mountain road, we pass under the elevator on the eastern slope, and, gaining the main road, cross what is known as Fletcher's Field. The large stone building facing us, with its prominent dome, is the Hôtel-Dieu, Saint-Joseph de Ville-Marie. It was first founded, over two hundred and fifty years ago, by the Duchess de Bullion, and much of the early history of Montreal is bound up with it. Turning into Pine avenue, there is a good view of the buildings of the Royal Victoria Hospital, the joint gift of Lord Strathcona and Mount Royal, and Lord Mount Stephen. It is constructed on the most approved plans, equipped with all modern appliances, and recognized as one of the leading hospitals on the continent.

Driving down McTavish street, a good view of the Reservoir is obtained, and soon the interesting buildings of McGill are seen. McGill University. The grounds and buildings of McGill College occupy a part of the ancient town of Hochelaga. A tablet on Metcalfe street, in front of the western portion, reads thus: "Site of large Indian village, claimed to be the town of Hochelaga, visited by Jacques Cartier, 1535." The university owes
The de Maisonneuve Monument, Place d'Armes, Montreal.
(With Post-Office and Bank of Montreal in background)
its origin to Hon. James McGill, who, by his will, dated 8th January, 1811, devised the estate of Burnside, consisting of forty-seven acres of land, with the manor-house and buildings thereon erected, and also bequeathed the sum of ten thousand pounds sterling to the Royal Institution of Learning, to establish a university to be distinguished by the appellation of McGill. With the proceeds of this estate, the present institution was commenced, and a royal charter obtained in 1821, and reorganized by an amended charter in 1852. The William Molson Hall, being the west wing of the college building, was erected in 1861, by the donation of Mr. William Molson. The Peter Redpath Museum was donated to the university, in 1880, by Mr. Redpath. In 1890, Sir W. C. McDonald gave the McDonald Physics Building and its equipment to the university, which is one of the most valuable additions to McGill, and since then he has added the Engineering Building and the Electrical Building, magnificent monument to his generosity, and in the same year the Redpath Library was added as a gift of Mr. Peter Redpath. The Royal Victoria College is the gift of Lord Strathcona, as a college for the higher education of women.

The Peter Redpath Museum contains large and valuable collections in botany, zoology, mineralogy and geology, arranged in such a manner as to facilitate work in these departments.

Within a few minutes' drive from McGill, on Sherbrooke street, are the substantial buildings and ample grounds of Montreal College, under the direction of the Sulpicians. This is one of the best classical colleges in America. In connection with it is the Grand Seminary, and recently a new school of philosophy has been erected on the hill, near the
botanical gardens, to accommodate the increasing number of students. From this college, priests have gone forth into almost every diocese of the United States. Close to the entrance of the new building, may be seen the ruins of Capitulation House, which is asserted by tradition to have been the headquarters of General Amherst when he occupied the heights on approaching to the siege of Montreal, then a small town miles away. A tablet also marks it thus: "Tradition asserts that the capitulation of Montreal and Canada was signed here, 1760."

The Laval University. The Laval University is to the French what McGill is to the English — their principal seat of learning. The chief seat of Laval, however, is at Quebec.

Amongst Montreal's most interesting buildings, is the Château de Ramezay — one of the oldest historical landmarks — associated with events of the greatest importance in Canadian history. It was built in 1705 by Claude de Ramezay, governor of Montreal. Within its venerable walls, after the fall of Quebec, in 1760, arrangements were completed for the withdrawal of the last French garrison from Montreal, by which act the finest colony of France, and for which the French had done so much, became the possession of Britain.

Victoria Square, Montreal.
In 1775, the Château was again made memorable as the headquarters of the American Brigadier-General Wooster, and in the following year, under General Benedict Arnold, the Commissioners of Congress, Benjamin Franklin, Samuel Chase, and Charles Carroll of Carrollton, here held council. To Benjamin Franklin, Montreal was indebted for its first printer—Fleury Mesplet, who established *The Gazette*, which is one of the leading papers of the city.

For years after the British conquest, the Château was recognized as the official residence of English governors. It is now converted into a museum, in which repose many interesting souvenirs associated with the history of Canada. A visit to the spacious vaults will give an idea of the stability of the structure, which could not be obtained from exterior view.

Eastwards is the old Quebec Gate Barracks, now a Canadian Pacific Railway station and hotel, and on the opposite side of Craig street are the Viger Gardens.

To the west of the City Hall is situated the Court House. Affixed to this building is a tablet bearing this inscription: "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692; occupied as military headquarters 1800; burnt 1803. Charlevoix and Lafitau, amongst others, sojourned here. On the square,
in front, four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696." This square was also, during the present century, the site of the town pillory, so that the administration of justice, in various forms, seems to have been meted out on this spot from the earliest to the present time. The north side of the Court House overlooks a large open space, known as the Champ-de-Mars, still used as a military parade-ground. The soldiers of France and British troops have both trod this historic ground. East of the Court House is the City Hall, a handsome structure of grey cut stone.

The Post-Office, on St. James street, is built in French Renaissance style.

Opposite the Post-Office, is the St. Lawrence Hall, one of the best-managed and most popular hotels in Montreal. Its splendid location makes it a favorite with tourists.

Place d'Armes. In this square, past and present interests are united. On the north side is the Bank of Montreal, one of the wealthiest institutions on the continent, having a capital of twelve million and a reserve fund of seven million dollars. The style of its architecture, of the Corinthian order, forms a pleasing contrast to the buildings which surround it. The sculpture of the pediment, representing Canadian scenes, is the work of Mr. Steele, R.S.A. Some of the frescoes of the interior are very fine. The northern boundary of the city, in 1721, extended as far as this building, the stone fortifications running through its side.

Facing the Bank, on the south side, is the parish church of Notre-Dame, with its two impressive towers which rise to a height
of two hundred and twenty-seven feet. The length of the church is two hundred and fifty-five feet, with a breadth of one hundred and thirty-five feet, and a seating capacity of fourteen thousand.

A chapel at the south-east of the church has been recently constructed, and is a beautiful specimen of ecclesiastical architecture. The view obtained from the west tower is a remarkable one; on a clear day, in the far distance, may be seen the hills of Vermont. The great bell, named *Gros Bourdon*, weighing 24,780 pounds, one of the five largest bells in the world, is also located in this tower. Many fine specimens of art are to be found in the church, which is open at all times. Adjoining the church, is the Seminary of St. Sulpice, which is interesting as preserving the ancient style of architecture of the building of the city. Many curious volumes are to be found in the library of the seminary, one of special interest being the first parish register of the church, in which the signature of de Maisonneuve, the founder of Montreal, frequently occurs.

On the eastern corner of the square, is a tablet reading thus: "In 1675 here lived Daniel de Grésolon, Sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

A little further east is the site of the house of the founder of another American city, distinguished by a tablet reading: "In 1694 here stood the house of La Mothe Cadillac, the founder of Detroit."

The whole of the ground in this vicinity possesses a charm for the antiquarian and historian. The centre of the square, now
adorned by a monument to the founder, was once the scene of a battle. The event is recalled by an inscription on a building to the east of the Bank of Montreal: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated; Chomedy de Maisonneuve killing the chief with his own hands, 30th March, 1644." The monument, unveiled recently, illustrates some of the principal events in the founder's career, and also perpetuates the memory of several of his contemporaries.

**Dominion Square.** On this square, picturesquely situated, are many of the important buildings of Montreal. The Windsor, one of the best hotels in Canada, occupies a commanding site at the corner of Dorchester street. Facing the southeast corner of the hotel, is the Macdonald memorial, erected to the memory of the late Honorable Sir John A. Macdonald, prime minister of Canada, and one of the "fathers of Confederation." The monument was unveiled on the 6th of June, 1895, by Lord Aberdeen, then governor-general. The bronze figure under the canopy represents the Premier in the robes of a Grand Commander of the Bath, of which order he was a member. The canopy is crowned with the figure of Canada, encircled by the nine provinces of the Dominion. The bas-relief panels are illustrative of Canadian history. The figures were designed and modelled by Mr. Wade, an English sculptor.

At the southeast of the square, facing Dorchester street, is St. James Cathedral, claimed to be the largest church on the continent. The foundations were commenced in 1870. The ground plan of the cathedral is designed in the form of a cross, three hundred and thirty feet long and two hundred and twenty-two feet wide, after the model of St. Peter's at Château de Ramezay, Montreal.
Rome. The dome is seventy feet in diameter, and rises to a height of two hundred and ten feet inside, while the extreme height to the top of the cross is two hundred and fifty feet. Adjoining the cathedral on the south, is the palace of the Roman Catholic Archbishop of Montreal.

Facing the west end of the cathedral, is the new stone and brick structure of the Young Men's Christian Association.

Located at the southwest of the square, is the massive grey stone building of the Canadian Pacific Railway, which contains the luxurious waiting-rooms and admirably-arranged offices of the company. At the foot of the hill, is a handsome red brick building, the station of the Grand Trunk Railway.

Within a few minutes' drive of the square, on Dorchester street, is a building always attractive to visitors—the Grey Nuns' Hospital. It was founded in 1747, by Madame d'Youville, the widow of an officer. Many objects of interest are to be seen here, such as the personal belongings of the foundress. There is also a legendary interest attached to portions of the grounds. The story of the red cross, which is to be seen at the corner of Dorchester street, takes us back to the days of the rack, for it is said to mark the grave of one who, after conviction of murder and robbery, was condemned to be broken alive.

The daughter of the founder of the State of Vermont, Ethan Allen, was a member of the order of the Grey Nuns, and there is a pretty legend connected with her and a picture of St. Joseph which led her to finally adopt the vows of the sisterhood.

The Natural History Society's Museum, situated on University street, off St. Catherine, is a small, unpretentious building. The library is rich in scientific lore, while many
priceless collections are to be found in the museum. The Ferrier collection of Egyptian antiquities is probably the most perfect in America. The National History Society, which publishes the *Canadian Record of Science*, has its headquarters in this building.

The Art Gallery, located on Phillips Square, contains a fine collection, in which Canadian art is well represented, and frequently loan exhibitions are held here.

The only public library in Montreal is the Fraser Institute, on Dorchester street. The number of volumes is somewhat small, though the selection is good. In the French section there are many exceedingly valuable works.

Montreal is known far and wide as the city of churches, and there are many others besides those we have already mentioned that are worthy of inspection.

Christ Church Cathedral, on St. Catherine street, is a fine specimen of Gothic architecture, and its proportions are very beautiful.

On Bleury street, is the church of the Gesu, built after the Gesu at Rome, from a design by Mr. Keely, of Brooklyn, N.Y. It was
consecrated on December 3rd, 1865. The paintings of the Gesu are the great attraction for all visitors.

St. Patrick’s Church is one of the finest structures in the city. It is *par excellence* the shrine where the Irish Catholics worship.

On St. Catherine street, immediately east of St. Denis, is the gem-like church of Notre-Dame de Lourdes. This was built in 1874. It was erected in honor of the Immaculate Conception and of the apparition of the Blessed Virgin to Bernadetta Soubirous, in the grotto of Lourdes, in the Upper Pyrénées.

To the Numismatic and Antiquarian Society of Montreal, we are indebted for the numerous tablets which, with their inscriptions, indicate places of historical interest that would otherwise be lost sight of.

At the corner of St. Peter and St. Paul streets, a tablet is affixed to a building, the inscription of which reads as follows: “Here lived Robert Cavalier, Sieur de La Salle, 1668.” The name of La Salle stands out boldly in history, and reference has been
made to him previously in connection with the village of Lachine. America owes him an enduring memory, for in his masculine figure she sees the pioneer who guided her to her richest heritage.’

La Salle met with a tragic fate, being assassinated by two of his followers, in Louisiana, in 1687.

Another house that will interest visitors from the sister country is situated on the south-east corner of St. Peter and Notre-Dame streets. It is an old-fashioned building, but it was once the most magnificent dwelling in the city, with grounds extending across Notre-Dame and St. James streets, and terminating at Craig street. It was here that the gallant American, General Montgomery, took up his headquarters, in 1775, and it was afterwards occupied by Generals Wooster and Arnold, of the United States army. The interior decoration appears to have been very elaborate, for we find this description: ‘The principal rooms were wainscotted up to a certain height, and above that, tapestried richly with scenes from the life of Louis XIV.’

A tablet fixed to the building reads: ‘Forrester House. Here General Montgomery resided during the winter of 1775-76.’

Another site that appeals to tourists is locat-
ed on St. Paul street, between Place Royale and St. Sulpice street, as being the birthplace of Pierre LeMoine, 1661. It was he who conquered the Hudson’s Bay for France, in 1697, and who discovered the mouth of the Mississippi, 1699. In 1700, he was elected first governor of Louisiana. His brother, who founded New Orleans, in 1717, and was afterwards governor of Louisiana for forty years, was born in this house.

De Catalogne House, on St. Vincent street, is memorable as the home of one of the earliest engineers of Montreal. An inscrip-


In an old French street, off St. James street, between St. Peter and McGill streets, known as Dollard Lane, is a tablet reading: Adam Dollard. "To Adam Dollard des Ormeaux, who, with sixteen colonists, four Algonquins and one Huron, sacrificed their lives at the Long Sault of the Ottawa, 21st May, 1660, and saved the colony."
Post-Office, Montreal.
Montreal is famous for its athletic clubs. The largest body of athletes is the Montreal Amateur Athletic Association, whose magnificent grounds are situated on St. Catherine street west, on the direct line of the street cars. The national game is lacrosse, which is played to greater perfection here than elsewhere. The Shamrock Amateur Athletic Association have recently opened up their beautiful grounds in the north of the city. The Montreal Hunt Club has a fine pack of hounds, which may be seen at the kennels.

From Montreal the tourist can make many charming excursions.

To any one desirous of spending a pleasant week on the water, and at the same time visit a few of the largest cities and towns in Canada, the trip from Montreal to Hamilton, and return, has no equal. The splendid steel steamers "Hamilton," "Algerian" and "Spartan" leave the Canal basin, foot of McGill street, every Monday, Wednesday and Friday evening. Returning to Montreal, steamers leave Hamilton on Tuesday, Thursday and Saturday. One day is spent in Hamilton, situated at the extreme western end of Lake Ontario. A very pleasant day can be spent here; the hotel accommodation is first-class.

To those who have leisure at their disposal, we would suggest a visit to the capital of the Dominion, the city of Ottawa. The capital is beautifully situated on the banks of the Ottawa river, and may be reached from Montreal by the Canada Atlantic and Canadian Pacific railways, both modern and well-equipped lines, or, if preferable, by the boats of the Ottawa River Navigation Company. By rail or water, the scenery along the route is pleasing. Ottawa is the centre of the great lumbering interests of the Dominion, where one may watch the huge logs as they are deftly drawn out of the water, and converted in a few minutes into saleable lumber, ready for the markets of America and Europe.
Apart from the various scenes connected with the lumbering industry, the principal feature of the city is the Parliament and Departmental buildings.

The buildings form three sides of a huge square, which is laid down in grass, beautifully kept, whose fresh green surface, crossed by broad paths, stands above the level of Wellington street, from which it is separated by a handsome railing.

Rising above this square, on a stone terrace, the central block, with a massive tower two hundred and twenty feet high in the centre, faces the square. This building contains the two Chambers: one for the Senate, and the other for the Commons. Behind the Chambers, is situated the Parliamentary Library, a building of exceptional architectural grace. The collection of the library is exceedingly valuable. Running entirely around the three blocks of the Parliament buildings, is a broad drive, and at the sides and in the rear of the library, the grounds are laid out in well-planted beds, with great stretches of green lawn overlooking the cliffs. From here a commanding view is obtained of the Ottawa river. The drives in the vicinity of Ottawa are charming. About two miles from the city, is Rideau Hall, the residence of the Governor-General. The city is up-to-date in every way, it has an excellent electric railway system and several first-class hotels.

The Russell House is one that has become known throughout the world. It is the leading hotel in the city of Ottawa, and statesmen and prominent men from all parts make it their home while in the city. The appointments and internal arrangements are modern and up-to-date, and comfort, with unsurpassed service, is assured to all its patrons.

The Grand Union Hotel is under capable management. It is located opposite the City Hall and Russell Theatre, and within three minutes' walk of the Parliament buildings. Extensive improvements were made recently in nearly all departments, making
the appointments of the hotel complete in every particular; the
cuisine is excellent, and rates moderate.

The Hotel Victoria, at Aylmer, Quebec, only thirty minutes' ride by electric car from Ottawa, is under the same proprietorship as the Russell House. This charming resort is beautifully situated on the shore of Lake Deschénes, and offers many attractions to all in search of rest and recreation. It is a favorite resort, and its numerous patrons look forward with pleasure to their summer outing at this lovely spot.

Another enjoyable trip can be made from Montreal, via the Delaware and Hudson Railway, to Saratoga and Albany. This trip brings the tourist along the beautiful shores of Lake Champlain, past the palatial Hotel Champlain, at Bluff Point, where a very delightful stop can be made, and on to Saratoga, which, with its immense hotels and handsome private residences, its beautiful shaded promenades and boulevards, its magnificent parks and phenomenal mineral springs, its brilliant social and literary entertainments, enjoys a greater distinction than any other watering place on the American continent, and annually attracts a host of visitors from every country of the civilized world to contribute to its gayety. Representatives of the most diverse nationalities may be seen sipping the crystal medicinal waters, side by side, while on the broad
piazzas all languages are spoken. Its various mineral waters are known all over the world. Prominent among these may be mentioned the Congress Spring Water. This famous water being now (by a most elaborate retubing) restored to all its former strength and excellence, the great mineral water-drinking public might have been seen, the past season at Saratoga, hurrying to slake its thirst at this healthful fountain. While the water is now as strongly cathartic as at any period since its discovery—over one hundred years ago—it still retains its delicious flavor and medicinal properties.

As to hotel accommodation, Saratoga is unsurpassed on the continent.

Saratoga possesses charms peculiarly its own, and those who have been there can readily understand the expression, "There is but one Saratoga."

From Saratoga to Albany is a short run of thirty-nine miles, and from there a network of railways and steamboat lines give the tourist a choice of routes.

The Ten Eyck is, without exception, the most magnificent hotel in the State of New York, outside the metropolis. It is absolutely fire-proof, and is furnished in the most artistic manner throughout. It has every appointment and fitting which will conduce to the comfort and convenience of guests, even to a long-distance telephone in every room. It is arranged with special reference to providing a delightful home for those who intend making a lengthy stay in Albany. Rooms single or en suite, with
baths and private halls. Operated on both American and European plans. Located on State street, a short distance from the magnificent new Union Station, near the Capitol and other public buildings, clubs and theatres.

The trip from Albany to New York may be made by day or night steamers down the beautiful Hudson river. The steamers of these lines are too well and favorably known to make comment necessary. For those who prefer making the trip by rail, an excellent train service is available.

We wish to draw attention to the hotels, railways and supply houses who are advertisers in this book. None but first-class houses have been accepted for these pages, and travelers can depend on the reliability of the firms advertised.

For complete table of rates, also time-table and general information regarding connections, stateroom reservations, etc., see pages 100 to 107; and, for guide to hotels and boarding-houses from Niagara to the sea, see pages 109 to 112; index to advertisements,

Established 1831.

John Henderson & Co.

...FURRIERS...

No. 229 St. James Street,

MONTREAL.

We carry the largest and richest FUR STOCK in the Dominion. Visitors to Montreal are invited to call and inspect our Fur Display.

Show Rooms open at all seasons.

Correspondence solicited from Fur Buyers at a distance.

John Henderson & Co.
SAVE ON DIAMONDS

Unset Diamonds enter Canada free of duty, and are therefore much cheaper than in the United States.

HENRY BIRKS & SONS, MONTREAL,

are the largest dealers in Fine Diamonds in Canada.

You buy of them almost as closely as traders buy to sell again — more closely than some traders buy.

Fine grades exclusively.

Mounted on the premises.

HENRY BIRKS & SONS,

Phillips Square, Montreal,

57 & 59 Sparks St., Ottawa, Ont.

BY SPECIAL APPOINTMENT,

Jewellers to their Excellencies the Governor-General and the Countess of Minto.
CHS DESJARDINS & CIE

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MONTREAL, CANADA.

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Large Display of Indian Curiosities, etc., etc.

Our Seal Skin and Persian Lamb Sacks are World-renowned.
HOTEL EMPIRE, 63rd Street, New York City.

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Electric cars to all parts of the city pass its doors Sixth and Ninth Ave. Elevated Railway stations one minute's walk from the hotel.

Within ten minutes of all the principal Theatres and Great Department Stores.

A Perfect Home, alike for the Tourist and Business Man.

An extensive library of choice literature has just been added.

Orchestra Concert Every Evening.

Moderate Rates.

Write for our Book:

"THE EMPIRE ILLUSTRATED."

W. JOHNSON QUINN, PROPRIETOR.

EXCLUSIVE, MODERN, FIREPROOF.

From all Jersey City ferries take the Sixth or Ninth Avenue Elevated trains to 59th Street, or Broadway cars to Hotel door, 18 to 20 minutes.

Take Broadway and 7th Avenue cars at Grand Central Depot and reach HOTEL EMPIRE in 7 minutes.

At the EMPIRE you get luxury and comfort for what it ordinarily costs to live at inferior hotels.

WINDSOR HOTEL
MONTREAL
Canada's leading hotel, charmingly situated on Dominion Square.

W. S. WELDON, MANAGER.
**TOURIST RATES.**

<table>
<thead>
<tr>
<th>FROM NIAGARA FALLS TO</th>
<th>SINGLE</th>
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<tbody>
<tr>
<td>Toronto</td>
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<tr>
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<td>17.75</td>
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<tr>
<td>Roberval (boat to Chicoutimi, thence rail)</td>
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</tr>
<tr>
<td>Roberval (up rail, down boat)</td>
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<tr>
<td>Charlotte</td>
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<td>Kingston</td>
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<tr>
<td>Clayton, Alexandria Bay and Thousand Island Park</td>
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<tr>
<td>Stanley Island</td>
</tr>
<tr>
<td>Abenakis Springs</td>
</tr>
<tr>
<td>Quebec</td>
</tr>
<tr>
<td>Murray Bay, Rivière-du-Loup</td>
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<tr>
<td>Tadousac</td>
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<td>Chicoutimi, Ha! Ha! Bay, Saguenay River</td>
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<tr>
<td>Roberval (boat to Chicoutimi, thence rail)</td>
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<tr>
<td>Roberval (up rail, down boat)</td>
</tr>
<tr>
<td>Boston, R. &amp; O. to Montreal, thence rail</td>
</tr>
<tr>
<td>R. &amp; O. to Quebec and return to Montreal, thence rail</td>
</tr>
<tr>
<td>R. &amp; O. to Quebec, thence rail</td>
</tr>
<tr>
<td>New York, R. &amp; O. to Montreal, thence rail</td>
</tr>
<tr>
<td>R. &amp; O. to Clayton, thence rail</td>
</tr>
<tr>
<td>R. &amp; O. to Montreal, thence via Lakes Champlain and George, and rail</td>
</tr>
<tr>
<td>R. &amp; O. to Montreal, thence via Newport and Springfield</td>
</tr>
<tr>
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<td>R. &amp; O. to Quebec, thence rail</td>
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<tr>
<td>&quot; (going Saturday, returning Sunday)</td>
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<td>Tadousac</td>
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<td>Saguenay</td>
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<tr>
<td>Roberval (boat to Chicoutimi, thence rail)</td>
</tr>
<tr>
<td>Roberval (up rail, down boat)</td>
</tr>
<tr>
<td>Cacouna (boat to Lévis, and Intercolonial Railway)</td>
</tr>
<tr>
<td>Little Metis do</td>
</tr>
<tr>
<td>Metapedia do</td>
</tr>
<tr>
<td>Dalhousie do</td>
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</tbody>
</table>

* An additional charge of $3.00 will be made for passengers returning by rail from Montreal, Kingston or intermediate points.

**An additional charge of $1.30 will be made for passengers returning by rail from Montreal, Kingston or intermediate points.**
## TOURIST RATES—Continued.

### FROM MONTREAL TO EAST.

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<thead>
<tr>
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<tr>
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<td>do</td>
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<tr>
<td>St. John</td>
<td>do</td>
<td>do</td>
</tr>
<tr>
<td>Halifax</td>
<td>do</td>
<td>do</td>
</tr>
<tr>
<td>Pictou</td>
<td>do</td>
<td>do</td>
</tr>
<tr>
<td>Sydney</td>
<td>do</td>
<td>do</td>
</tr>
<tr>
<td>Boston (boat to Quebec, thence rail)</td>
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<tr>
<td>New York</td>
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### WEST.

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<tr>
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<td>$16.70</td>
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<tr>
<td>New York, N. Y., R. &amp; O. to Clayton, thence rail</td>
<td>12.80</td>
<td></td>
</tr>
</tbody>
</table>

**Niagara Falls, N. Y.:**

- Steamer to Toronto, Niagara Nav. Co. to Lewiston, thence N. Y. C. & H. R. R. | 10.50 | 19.00 |
- Steamer to Toronto, Niagara Nav. Co. to Lewiston, thence Niagara Gorge R. R. | 10.50 | 19.00 |
- Steamer to Toronto, thence rail | 11.25 | 19.00 |
- Buffalo, steamer to Toronto, thence all routes via Lewiston, or Queenston | 11.00 | 19.00 |
- Steamer to Toronto, thence rail | 11.25 | 19.00 |

| Cleveland, Ohio, via Toronto, Buffalo, Erie & West. Trans. Co. | 17.35 | 31.70 |
| Cleveland, Ohio, via Toronto, Buffalo, Erie & West. T. Co. | 13.85 | 23.70 |
| Mackinac Island, Mich., via Toronto, Buffalo, C. & B. T. Co. and Det. & C. Nav. Co. | 23.85 | 44.70 |
| Duluth, Minn., via Toronto, Buffalo, Erie & West. T. Co. | 36.35 | 69.70 |
| Chicago, Ill., via Toronto, Buffalo, Northern SS. Co. to Mackinac Island, L. M. & L. S. T. Co. | 22.85 | 39.70 |
| Milwaukee, Wis., via Toronto, Buffalo, Northern SS. Co. to Mackinac Island, L. M. & L. S. T. Co. | 22.85 | 39.70 |
| Milwaukee, Wis., via Toronto, Buffalo, Erie & West. T. Co. to Mackinac Island, L. M. & L. S. T. Co. | 28.35 | 50.70 |

### FROM QUEBEC TO EAST.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Single</th>
<th>Return</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murray Bay, Rivière-du-Loup</td>
<td>2.40</td>
<td>4.00</td>
</tr>
<tr>
<td>Tadoussac</td>
<td>3.50</td>
<td>5.50</td>
</tr>
<tr>
<td>Chicoutimi</td>
<td>4.50</td>
<td>8.00</td>
</tr>
<tr>
<td>Roberval (boat to Chicoutimi, thence rail)</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>Roberval (up rail, down boat)</td>
<td>10.00</td>
<td></td>
</tr>
</tbody>
</table>
"NOT HOW CHEAP, BUT HOW GOOD."

Jackets.

"We make every garment we sell and we guarantee every garment we make" there's your assurance that what you buy from us will give you perfect satisfaction. Our reputation for quality, fit and style is continental. We have made the enviable name we enjoy for high quality goods, by the absolute honesty of every particle of the materials and every stitch of the workmanship that goes into the making of the garments we sell. We make a specialty of fine Alaska Seal, Persian Lamb and Electric Seal Jackets to order, and no matter whether your fancy is for the plain solid fur, or the more elaborately trimmed Jackets we will please you.

**

Fur Novelties.

It's refreshing to step into a fur showroom like ours and see so much that's new, novel and good; novelties and pretty little fur dainties that you cannot find anywhere else; for we make a feature of just such exclusive designs and out of the ordinary goods, and some of the handsome things we make are in the most moderate priced furs, but we believe that in the higher quality, rarer furs, you'll not find such another collection on the continent. For instance, we make a specialty of Natural Canadian Fur Garments, such as Hudson Bay Sable, fine Canadian Plink, Stone Marten, Red, Black, Blue, Grey and Sable Fox, in sets (Scarf and Muff) or separate pieces.

*If you visit the City, visit us.*

*If you cannot come, drop a postal for Style Cards.*

J.W.T. FAIRWEATHER & CO., 84 Yonge Street, TORONTO.
## TOURIST RATES—Continued.

<table>
<thead>
<tr>
<th>FROM QUEBEC TO</th>
<th>WEST</th>
<th>SINGLE</th>
<th>RETURN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abenakis Springs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montreal</td>
<td></td>
<td>$3.00</td>
<td>5.00</td>
</tr>
<tr>
<td>Alexandria Bay and Thousand Island points</td>
<td>7.50</td>
<td>14.00</td>
<td></td>
</tr>
<tr>
<td>Kingston</td>
<td></td>
<td>7.50</td>
<td>14.00</td>
</tr>
<tr>
<td>Charlotte, N. Y.</td>
<td>11.50</td>
<td>20.00</td>
<td></td>
</tr>
<tr>
<td>Toronto</td>
<td></td>
<td>12.00</td>
<td>20.00</td>
</tr>
<tr>
<td>Niagara Falls, N. Y.:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steamer to Toronto, Niagara Nav. Co. to Lewiston, thence N. Y. C. &amp; H. R. R.</td>
<td>13.50</td>
<td>24.00</td>
<td></td>
</tr>
<tr>
<td>or steamer to Toronto, Niagara Nav. Co. to Lewiston, thence Niagara Gorge R. R.</td>
<td>13.50</td>
<td>24.00</td>
<td></td>
</tr>
<tr>
<td>or steamer to Toronto, thence rail</td>
<td>14.25</td>
<td>24.00</td>
<td></td>
</tr>
<tr>
<td>Buffalo: Steamer to Toronto, thence all routes via Lewiston, or Queenston</td>
<td>14.00</td>
<td>24.00</td>
<td></td>
</tr>
<tr>
<td>Cleveland: Steamer to Toronto, thence all routes via Lewiston, Queenston, or to Buffalo, and Cleveland &amp; Buffalo Trans. Co.</td>
<td>16.85</td>
<td>28.70</td>
<td></td>
</tr>
<tr>
<td>Boston: R. &amp; O. to Montreal, thence rail</td>
<td>11.00</td>
<td>18.00</td>
<td></td>
</tr>
<tr>
<td>New York: R. &amp; O. to Montreal, thence via Lakes Champlain and George and rail</td>
<td>12.00</td>
<td>23.00</td>
<td></td>
</tr>
<tr>
<td>R. &amp; O. to Montreal, thence via Fabyan's, Boston and rail</td>
<td>13.50</td>
<td>23.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16.50</td>
<td>29.00</td>
<td></td>
</tr>
</tbody>
</table>

† An additional charge of $3.00 will be made for passengers using rail train between Montreal, Kingston and intermediate points.

### ABOUT TICKETS, etc.

*Time-Table subject to change with or without notice.*

**Passengers are required to exchange their tickets at the Purser's Office before obtaining keys to stateroom.**

Half fares charged for children five years of age and under twelve years. Children under five will be carried free.

Stop-overs, where allowed, will be granted upon application to Purser.

### MEALS AND STATEROOMS.

- Cleveland & Buffalo Transportation Co.—Extra.
- Detroit & Cleveland Navigation Co.—Extra.
- Erie & Western Transportation Co.—Included.
- Northern Steamship Co.—Extra.
- Lake Michigan & Lake Superior Transportation Co.—Extra.

**Richelieu & Ontario Navigation Co.—Extra. Exception—Included on westbound tickets reading between Montreal and Toronto and intermediate ports except Charlotte to Toronto.**

This Guide is printed upon "PHOTO BOOK" paper, specially made by the Canada Paper Company, Montreal and Toronto.
Independent Order of Foresters.

"THE BEST FRATERNAL BENEFIT SOCIETY IN EXISTENCE."

HEAD OFFICE:
The Temple Building, Corner Richmond and Bay Streets, Toronto, Can.

OFFICE FOR EUROPE—24 CHARING CROSS, LONDON, ENGLAND.
OFFICE FOR UNITED STATES—6436 KIMBARK AVE., CHICAGO, ILL.

BENEFITS GIVEN BY THE I. O. F.

Your special attention is called to this great Fraternal Benefit Society, and you are invited to become a member of it, thereby securing the following substantial benefits:

(a) FOR YOURSELF DURING YOUR LIFETIME.

1.—The Social and Fraternal Privileges of the Court Room.

2.—Free Medical Attendance by the Court Physician, except where dispensed with by by-laws of the Court. Some Courts also furnish free medicine, and in certain cases trained nurses.

3.—A Sick Benefit of $3 a week for the first two weeks, $5 per week for the next ten weeks, and, subject to the approval of the Executive Council, $3 per week for twelve additional weeks of any illness. (The Sick and Funeral Benefits are optional. It costs $2 to become enrolled for them; the monthly premiums run from 40c. to $1 per month, according to the age of enrolment.)

4.—A Total and Permanent Disability Benefit of $250, $500, $1,000, $1,500, $2,000 or $2,500 (or one-half the face value of your Mortuary Benefit Certificate), with exemption from the further payment of premiums or Court dues, upon total and permanent disablement by disease or accident, which may occur at any time.

5.—An Old Age Benefit, consisting of exemption from payment of Premiums and Court Dues after the seventieth year of age.

6.—An Old Age Disability Benefit of $50, $100, $200, $300, $400, or $500 (or one-tenth of the face value of your Mortuary Benefit Certificate), payable annually for ten years from the date after the seventieth birthday at which you are adjudged to be totally and permanently disabled by the infirmities of age. If death should occur before the ten annual payments have been made, the unpaid installments will be paid in one sum to your beneficiaries.

7.—An Old Age Pension Benefit, payable annually during total and permanent disability, which you can elect to take as a substitute for the Old Age Disability Benefit upon being adjudged totally and permanently disabled by the infirmities of age. The amount of the pension is determined (a) by the value of the Mortuary Certificate held, and (b) by the age at which the total and permanent disablement occurs. On a $5,000 certificate or policy at age 70 the annual pension would be $346, at age 75, it would be $279.

(b) FOR YOUR BENEFICIARIES, AT YOUR DEATH.

8.—A Burial Benefit of $100 (if you have taken the Old Age Pension Benefit), to insure decent interment.

9.—A Funeral Benefit of $50 (if at the time of your death you are enrolled for the Sick and Funeral Benefits), to defray funeral expenses.

10.—A Mortuary Benefit of $500, $1,000, $2,000, $3,000, $4,000 or $5,000, or so much thereof as has not been previously paid to yourself.

For full details of the I. O. F. Benefit System, apply to any Officer or Member of the Order.

ORONHYATÈRKHA, M.D., S. C. R.
TORONTO, CANADA.

JOHN A. MCGILLIVRAY, Q. C., S.S.
TORONTO, CANADA.
THE RICHELIEU & ONTARIO NAVIGATION Co.

Staterooms can be secured

on application by letter or telegraph to the undersigned Agents, stating clearly
number of berths required, from and to what port, and date of starting.

Company's Offices:

W. F. Cloney, T. P. Agent,
5 International Hotel, Niagara Falls, N.Y.

J. W. Canvin, Trav. Agent,
Alexandria Bay, N.Y.

H. Foster Chaffee, W. P. Agent,
2 King St., East, Toronto, Ont.

J. P. Hanley, Agent,
Kingston, Ont.

J. F. Dolan, Agent,
128 St. James Street, Montreal.

L. H. Myrand, Agent,
Dalhousie Street, Quebec, P.Q.

Connections.

Hamilton.—With Grand Trunk, and Toronto, Hamilton and Buffalo railways.

Toronto.—With Niagara Navigation Co., Hamilton steamers, and Grand
Trunk and Canadian Pacific railways.

Charlotte, N. Y., (Port of Rochester).—With N. Y. C. & H. R. R.,
Lehigh Valley, Erie, Buffalo, Rochester & Pittsburg, Western N. Y. &
Penn., and R. & L. O. railways.

Kingston.—With Grand Trunk, and Kingston and Pembroke from the West
(trains run to steamboat dock).

Clayton.—With New York Central & Hudson River Railway (R. W. & O.
Division) through sleepers, and with all steamers for the Thousand
Island hotels.

Montreal.—With Canadian Pacific, Grand Trunk, Canada Atlantic, Central
Vermont, Delaware & Hudson and New York Central railways, for New
York, Boston, White Mountain and Adirondack summer resorts.

Quebec.—With intercolonial, Canadian Pacific, Grand Trunk, and Quebec
& Lake St. John railways, and Quebec Steamship Co.

Hamilton, Bay of Quinte and Montreal Line

Through the Beautiful Scenery of the

Bay of Quinte and Thousand Islands by Daylight

(Tri-Weekly Service).

<table>
<thead>
<tr>
<th>Tuesdays, Thursdays and Saturdays.</th>
<th>Mondays, Wednesdays and Fridays.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lv. Hamilton 100 p.m.</td>
<td>Lv. Montreal 700 p.m.</td>
</tr>
<tr>
<td>Toronto 700</td>
<td>Cornwall 600 a.m.</td>
</tr>
<tr>
<td>Darlington (flag) 100</td>
<td>Morrisburg 1000</td>
</tr>
<tr>
<td>Port Hope 1130</td>
<td>Iroquois 1200 n'n</td>
</tr>
<tr>
<td>Cobourg 1230 a.m.</td>
<td>Prescott 215 p.m.</td>
</tr>
<tr>
<td>Brighton (flag) 330</td>
<td>Brockville 345</td>
</tr>
<tr>
<td>Trenton 300</td>
<td>Gananoque 645</td>
</tr>
<tr>
<td>Belleville 700</td>
<td>Ar. Kingston 830</td>
</tr>
<tr>
<td>Northport (flag) 730</td>
<td>Lv. Kingston 1130</td>
</tr>
<tr>
<td>Deseronto 900</td>
<td>Glenora (flag) 445 a.m.</td>
</tr>
<tr>
<td>Picton 1030</td>
<td>Picton 500</td>
</tr>
<tr>
<td>Glenora (flag) 110</td>
<td>Deseronto 700</td>
</tr>
<tr>
<td>Bath (flag) 1230 p.m.</td>
<td>Northport (flag) 730</td>
</tr>
<tr>
<td>Kingston 445</td>
<td>Belleville 845</td>
</tr>
<tr>
<td>Gananoque 630</td>
<td>Trenton 1000</td>
</tr>
<tr>
<td>Brockville 930</td>
<td>Brighton (flag) 1200 n'n</td>
</tr>
<tr>
<td>Prescott 1030</td>
<td>Cobourg 3000</td>
</tr>
<tr>
<td>Iroquois 1200 m't</td>
<td>Port Hope 400</td>
</tr>
<tr>
<td>Morrisburg 330 a.m.</td>
<td>Darlington (flag) 600</td>
</tr>
<tr>
<td>Cornwall 530</td>
<td>Toronto 930</td>
</tr>
<tr>
<td>Coteau 800</td>
<td>Ar. Hamilton 200 a.m.</td>
</tr>
<tr>
<td>Ar. Montreal 1200 n'n</td>
<td></td>
</tr>
</tbody>
</table>

These steamers also run the rapids.

Note.—Steamer leaving Hamilton on Saturdays and Montreal on Wednesdays will not
start until June 5th.
LIST OF FARES.

Between Hamilton and Montreal . . . $8.75  
Hamilton to Montreal and return . . . 16.00  
Between Toronto to Montreal . . . . . . . . . . . . $8.00  
Toronto to Montreal and return . . . . . . . . . . . . 15.00  

Meals and berths included.

Return tickets are good for passage on Daily Mail Line going West on payment of one dollar extra.

Return tickets do not include meals and berths while steamers are lying in port at Montreal or Hamilton.

Correspondingly low rates between ports of call.

TORONTO-MONTREAL LINE.

Steamers leave Toronto at 3.30 p.m., and Montreal 11.30 a.m., from June 1st to June 15th, inclusive, on Tuesdays, Thursdays and Saturdays. From June 17th, daily except Sunday. From July 8th to August 31st, inclusive, there will be a daily steamer from Kingston and Clayton to Montreal.

TIME-TABLE.

EAST BOUND—Read down.  

<table>
<thead>
<tr>
<th>Time</th>
<th>Toronto</th>
<th>(a) Charlotte</th>
<th>(a) Charlotte</th>
<th>Round Island</th>
<th>Thousand Island Park</th>
<th>Alexandria Bay</th>
<th>Brockville (g)</th>
<th>(e) Prescott (f)</th>
<th>(e) Prescott (f)</th>
<th>Cornwall</th>
<th>Coteau Landing</th>
<th>Montreal</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.30 p.m.</td>
<td>leave</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.30 &quot;</td>
<td>arrive</td>
<td></td>
<td>(a) &quot;</td>
<td>(a) &quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.30 &quot;</td>
<td>leave</td>
<td></td>
<td>(a) &quot;</td>
<td>(a) &quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.00 a.m.</td>
<td></td>
<td>(b) Kingston</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.45 &quot;</td>
<td></td>
<td>(c) Clayton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.05 &quot;</td>
<td></td>
<td>Round Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.00 a.m.</td>
<td></td>
<td>(d) &quot;</td>
<td>Thousand Island Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.20 &quot;</td>
<td></td>
<td>Brockville (g)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.00 &quot;</td>
<td></td>
<td>(e) Prescott (f)</td>
<td></td>
<td>(e) &quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.15 &quot;</td>
<td></td>
<td>(e) Prescott (f)</td>
<td></td>
<td>(e) &quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.00 p.m.</td>
<td></td>
<td>Cornwall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.30 &quot;</td>
<td></td>
<td>Coteau Landing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.00 p.m.</td>
<td></td>
<td>Montreal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(*)</td>
</tr>
</tbody>
</table>

(*) Passengers for Quebec are landed alongside Quebec steamer at Montreal.


(b) Connecting with Grand Trunk R. R. sleeper from west at Kingston wharf.

(c) Connecting with N. Y. C. & H. R. R. sleepers at Clayton wharf.

(d) Reached by connecting steamer from Clayton, Round Island or Alexandria Bay.

(e) Eastbound passengers change at Prescott from lake steamer to river steamer to run rapids, and westbound passengers from river to lake steamer.

(f) Connecting with C. P. R. from Ottawa.

(g) Connecting with Grand Trunk day express leaving Montreal at 9 a.m., daily except Monday.
MONTREAL-QUEBEC LINE.

Steamers leave Montreal 7.00 p.m., and Quebec 5.30 p.m., daily except Sunday, during season of navigation. During summer steamers leave Montreal and Quebec Sundays at 3.00 p.m.

TIME-TABLE.

<table>
<thead>
<tr>
<th>Read down</th>
<th>Read up</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.00 p.m. leave</td>
<td>Montreal</td>
</tr>
<tr>
<td>10.00</td>
<td>Sore</td>
</tr>
<tr>
<td>1.00 a.m.</td>
<td>Three Rivers</td>
</tr>
<tr>
<td>2.30</td>
<td>Batiscan</td>
</tr>
<tr>
<td>6.30</td>
<td>Quebec</td>
</tr>
</tbody>
</table>

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.

SAGUENAY LINE.

Steamers will leave Quebec from opening of navigation to June 15th, and from September 17th to close of navigation, on Tuesdays and Saturdays. From June 15th to July 6th, and from September 3rd to September 17th, on Tuesdays, Wednesdays, Fridays and Saturdays. From July 8th to August 31st, daily.

TIME-TABLE.

<table>
<thead>
<tr>
<th>Read down</th>
<th>Read up</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.00 a.m. leave</td>
<td>Quebec</td>
</tr>
<tr>
<td>12.00 noon</td>
<td>Baie St. Paul</td>
</tr>
<tr>
<td>1.00 p.m.</td>
<td>Eboulements</td>
</tr>
<tr>
<td>2.30</td>
<td>Murray Bay</td>
</tr>
<tr>
<td>3.00 p.m.</td>
<td>Cap-à-l'Aigle (g)</td>
</tr>
<tr>
<td>5.00</td>
<td>Rivière-du-Loup (h)</td>
</tr>
<tr>
<td>8.00</td>
<td>Tadoussac</td>
</tr>
</tbody>
</table>

According to tide—Ha! Ha! Bay According to tide—arrive—Chicoutimi According to tide

(h) On Sundays, steamers leave Rivière-du-Loup for Quebec at 6.00 p.m.

(g) Call at Cap-à-l'Aigle during daylight only, weather permitting.

GENERAL INFORMATION.

Time-tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

RATES FOR MEALS AND BERTHS.

TORONTO TO MONTREAL (going East).

<table>
<thead>
<tr>
<th>Breakfast or Supper</th>
<th>$0.75</th>
<th>Dinner</th>
<th>$1.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staterooms, according to location</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MONTREAL AND QUEBEC.

<table>
<thead>
<tr>
<th>Supper or Breakfast</th>
<th>$0.75</th>
<th>Dinner</th>
<th>$1.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staterooms, according to location</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

QUEBEC AND THE SAGUENAY.

<table>
<thead>
<tr>
<th>Supper or Breakfast</th>
<th>$0.75</th>
<th>Dinner</th>
<th>$1.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staterooms, according to location</td>
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SIDE LINES.—Montreal to Laprairie, Longueuil, Boucherville, Contrecoeur, Chambly and Three Rivers, and up L'Assomption and Yamaska and St. Francis rivers.
J. PALMER & SON
Artistic Wig Makers and Hair Designers.
The finest equipped Hair Parlors on the continent.

OUR STOCK OF
HAIR, SWITCHES, COIFFURES, WIGS, TRANSFORMATIONS IS UNEQUALLED.

We carry the largest assortment of

Hair Ornaments, Perfumery, Toilet Articles.

1745 NOTRE-DAME ST., MONTREAL.

Visitors to Quebec
should not fail
to visit the celebrated

...Montmorency Falls...

and take a pilgrimage to

Ste. Anne de Beaupré;
to do so take the Electric Cars to the

Quebec Railway Light and Power Co.'s Station
(formerly Quebec, Montmorency, and Charlevoix Railway Station,)

from whence
their are trains every hour
to Montmorency Falls,
and 8 trains daily to Ste. Anne de Beaupré.
LEADING HOTELS AND BOARDING-HOUSES

ALONG THE ROUTE OF

RICHELIEU & ONTARIO NAVIGATION COMPANY,

"NIAGARA TO THE SEA."

HAMILTON.

New Royal—A. E. Patterson, 79-81 James St. N., 100 rooms, $1.50 to $4 per day.
St. Nicholas—L. Daniels, 53-59 James St. N., 100 rooms, $1.50 to $2 per day.
Waldorf Hotel—R. M. Gilkison, King St. E., $2 to $3 per day.

These hotels are all within 3 minutes' walk of the business centre of the city (corner King and James streets). One mile electric cars from port of Hamilton.

TORONTO.

Queen's—McGaw & Winnett, 78-92 Front St., 400 rooms, $3 to $4 per day, $17.50 up per week.
Arlington—F. D. Manchee, King and John Sts., 150 rooms, $2 to $3 per day, $12 up per week.
Rossin House—A. & A. Nelson, King and York Sts., 300 rooms, $2 to $5 p. d., $17.50 up p. wk.
Walker House—D. Walker, Front and York Sts., 400 rooms, $2 to $2.50 p. d., $12 up p. week.
Palmer House—J. C. Palmer, King and York Sts., 300 rooms, $2 to $2.50 p. d., $10 up p. week.
Iroquois—J. K. Paisley, King and York Sts., 100 rooms, $1.50 to $2 per day, special week rates.
Grand Union—C. A. Campbell, 180 Front St. W., 200 rooms, $2 to $3 p. d., special week rates.
Albion—J. Holderness, 31 Jarvis St., 300 rooms, $1 to $1.50 per day, special rates per week.
Elliott House—J. W. Hirst, Church and Shuter Sts., 100 rooms, $2 per day, $8 to 10 per week.
Y. M. C. (ladies only)—34 Elm Stret, special week rates.

Accommodation for over 20,000 visitors can be found in the number of good boarding-houses all over the city, at $1 per day, or $4 and $5 per week. Cottages in the vicinity of Lorne Park, Hanlan's Point, Balmy Beach, Oakville, Grimsby Park, may be had from $75 to $200 for the season; apply to Canadian Summer Resort Association, Yonge street, Toronto. Electric cars from Toronto.

ROCHESTER, N. Y.

Power House—Crouch & Son, 175 rooms, $3 to $5 per day.
Whitcomb House—Whitcomb & Downs, 175 rooms, $2 to $2.50 per day.
New Osborn—100 rooms, $2 per day.
Livingston—100 rooms, $2 per day.

PORT HOPE.

St. Lawrence—T. E. Branbun, 150 rooms, $2 to $4 per day, $5 to $10 per week.
Queen's—A. A. Adams, 36 rooms, $1.50 to $2 per day, $5 to $7 per week.

These hotels are centrally situated at ½ mile (cabs) from Port Hope landing.

COBURG.

Arlington—Mrs. Alexander, 150 rooms, $2 to $2.50 per day, $10 to $20 per week.
Columbian—D. Smith, 35 rooms, $2 per day, $10 to $25 per week.
Dunham—M. B. Williams, 40 rooms, $1.50 per day, $7 to $10 per week.

½-mile cab drive or walk from port of Cobourg. Cottages may be rented at from $8 to $10 a month.

BRIGHTON

Central—J. D. Prents, 45 rooms, $1 to $1.50 per day, $3 to $4.50 per week.
Proctor—M. J. Alguire, 40 rooms, $1 to $1.50 per day, $3.50 to $4 per week.

½-mile bus drive from port of Brighton to the above hotels. There are several cottages at Presqu'Isle Point which may be rented at from $3 to $8 per month each; reached by boats or busses from port of Brighton.
TRENTON.

Gilbert—T. H. Blocker, 40 rooms, $1.50 per day, $5 per week, 2-mile bus drive from port of Canal Bridge.

Summer Resort at Twelve-o’clock Point, along bank of canal—H. H. Bonter, proprietor, Smithfield, Out.

BELLEVILLE.

Quinte—A. Jenkins, Bridge St, 150 rooms, $2 to $3 per day, ¼-mile drive from port.
Anglo-American—D. Coyle, 45 rooms, $1 to $1.50 per day, $7 per week, ¼-mile drive.
Kyle House—C. Kyle, 35 rooms, $1 to $1.50 per day, $5 to $6 per week, ¼-mile drive.

There are also numerous boarding-houses distributed over the city, ranging from $2 75 to $4 per week.

DESERONTO.

Deseronto House—Win. Hatch, 100 rooms, $1.50 to $2 per day, $5 to $10 per week.

PICTON.

Lake-shore House—H. McDonald, Sand Banks, Prince Edward Co., 150 rooms, $1 per day, $5 per week, 10-mile stage drive from port of Picton.

13 cottages, 4 rooms each, $2.50 per month.

Glen Island—Dingman Bros., Bay of Quinte, 155 rooms, $1 to $1.50 per day, $7 per week, 5 miles from port of Picton (Reindeer stage). ¼ mile by small boats from Glenora.

20 cottages, 4 to 7 rooms each, $15 to $25 per month, furnished.

Tecumseh—A. McDonnell, 75 rooms, $1 to $1.50 per day, $5 per week.

Globe—W. H. Vanalastone, 100 rooms, $1 to $1.50 per day, $5 per week, ¼-mile drive.

Royal—Hepburn & Thorn, 100 rooms, $1 to $1.50 per day, $5 per week, ¼-mile drive.

The three above hotels are reached by hacks or bus from port of Picton.

GLENORA.

Glen House—C. A. Cornell, 14 rooms, $1 to $1.25 per day, $5 to $7 per week, 100-yard walk from port of Glenora. Cottages at $3 to $10 per month.

BATH.

Bay Villa—T. Edwards, on the beach, 20 rooms, $1 per day, $7 per week.

This hotel is situated within 150 yards of port of Bath. Boarding-houses from $3 to $4 per week.

KINGSTON.

British American—G. H. Mackie, 125 rooms, $2 to $4 per day, $10 to $15 per week.

Frontenac—G. H. Mackie, 125 rooms, $3 to $4 per day, $15 to $25 per week.

Iroquois Hotel—L. Martin, 50 rooms, $1.50 to $2 per day. Close to wharf.

Anglo-American—A. Stevens, 50 rooms, $1 to $1.50 per day, $5 to $7 per week.

City—John Randolph, 75 rooms, $1.50 to $2 per day, $8 to $10 per week.

These hotels are centrally located, within a few blocks from landing, and may be reached by walk or electric cars.

CLAYTON.

Hubbard House—Mrs. Hubbard, 150 rooms, $2 to $2.50 per day, $14 to $17.50 per week.

Walton House—100 rooms, $2 to $2.50 per day, $14 to $17.50 per week.

New Windsor—W. L. Day, 75 rooms. $2 to $2.50 per day, $12 to $15 per week.

Herald House—N. B. Bertrand, 50 rooms, $1.50 to $2 per day, $6 to $12 per week.

THOUSAND ISLANDS.

Frontenac Hotel—M. C. Wentworth, Round Island, 400 rooms, $4 per day.

Murray Hill—J. A. Baker, Murray Isle, 200 rooms, $3 to $4 per day. Special weekly rates.

Pullman House—Sayles, Pullman Island, 100 rooms, $2 to $2.50 per day.

Grand View Park—W. R. Rodgers, Fine View Park, 100 rooms, $2 to $2.50 per day, $12 to $17.50 per week.

Columbian Hotel—H. F. Inglehart & Co., Thousand Island Park, 350 rooms, $3 to $4 per day.

New York Cottage—D. L. Bronk, Thousand Island Park, 15 rooms, $7 to $10 per week.

Witherstone Cottage—Mrs. Witherstone, Thousand Island Park, $1.25 per day.

Fine View Hotel—C. C. Pierce. Fine View, 100 rooms, $2 per day, $10 to $14 per week.

Central Park Hotel—Central Park Association, Central Park, 100 rooms, $2 to $3 per day, $12 to $17.50 per week.
Edgewood—Mrs. M. A. Briggs, Alexandria Bay, 100 rooms, $4 per day.
Thousand Island House—O. G. Staples, Alexandria Bay, 700 rooms, $4 to $5 per day.
Crossman House—C. W. Crossman, Alexandria Bay, 400 rooms, $4 to $5 per day.
Marsden House—P. K. Hayes, Alexandria Bay, 200 rooms, $2.50 to $3.50 per day.
Walton Cottage—Mrs. W. B. Walton, Alexandria Bay, 50 rooms, $2.00 per day. Special weekly rates.
St. James—R. Service, Alexandria Bay, 25 rooms, $2 per day.
Jefferson House—Z. Bigness, Alexandria Bay, 50 rooms, $2 per day.
Westminster Hotel—H. F. Inglehart, Westminster Park, 250 rooms, $2.50 to $3 per day.
Grenadier Island Hotel—Jos. Senécal, Rockport, Ont., 50 rooms, $1.50 per day.
Cedar Island—W. K. Wylie, Chippewa Bay, 60 rooms, $1.50 per day.

GANANOQUE.
Gananoque Inn—A. Amer, St. Lawrence River, 100 rooms, $5 to $5 per day, $12 to $20 per week, reached by cab from port of Gananoque.
International—A. Gamble, 50 rooms, $2 per day, $7 to $10 per week, reached by cab.
Provincial—N. McCarye, St. Lawrence River, 25 rooms, $2 per day, $7 to $10 per week, by cab.

BROCKVILLE.
Hotel Strathcona—Thos. Crate, 150 rooms, $2.50 to $3.50 per day. Weekly rates on application.
St. Lawrence Hall—Amos Robinson, 200 rooms, $1.50 to $2 per day, $10 to $15 per week.
Revere House—J. C. Bann, 150 rooms, $2 to $2.50 per day, $10 to $14 per week.
Grand Central—S. Connor, 100 rooms, $1 to $1.50 per day, $5 to $9 per week.
Park—On river bank, above town, $1.50 per day, $8 up p. week. 3 miles from steamer landing.
	numerous boarding-houses for tourists, at reasonable rates; cottages may be rented along the banks of the river, within a few miles of the town.

PRESCOTT.
Daniels—L. H. Daniels, 50 rooms, $2 to $3 per day, $7 to $14 per week. $1/2 mile omnibus or cab.
Revere—Wm. Cornell, 25 rooms, $1 to $1.50 per day, $5 per week, $1/2 mile omnibus or cab.

MORRISBURG.
St. Lawrence Hall—W. H. McGannon, 40 rooms, $1.50 per day, $5 to $8 per week, 200 yards cab.

cottages may be rented at reasonable rates in the vicinity of Morrisburg.

CORNWALL.
Rossmore House—M. Ross, 65 rooms, $1.50 to $2 per day, $10 to $15 per week, $1/3 mile electric cars.

COTEAU LANDING.
Tremont House—Alphouse Labelle, 12 rooms, 75c. $1 per day, $3 to $4 per week, near port.

MONTREAL.
Windsor—W. S. Weldon, Dominion Square, 425 rooms, $3.50 to $5 per day, $21 up per week.
St. Lawrence Hall—H. Hogan, St. James St., 300 rooms, $2.50 up per day, $15 to $17 per week.
Queen's—Fuchs & Raymond, corner Windsor and St. James Sts., 200 rooms, $2.50 to $4 per day, $14 up per week.
Place Viger—Canadian Pacific Railway, 300 rooms, $2.50 to $4 per day.
Riendeau—Jos. Riendeau, Jacques-Cartier Square, 55 rooms, $1.50 to $2 per day.
Grand Union—Jas. Lowry, 100 rooms, $1.50 to $2 per day.
St. James—Theo. Lanctot, St. James St., 100 rooms, American plan, $2 to $2.50 per day. European plan, $1 up.
Russell House—F. J. Murray, St. James St., 100 rooms, $1.50 to $2 per day.
Avenue House—F. S. Reyne, manager, McGill College Ave., $1.50 per day.
Temperance House—Stillwell & Temperance House, 711 Craig St., meals 15c., rooms 35c. up.
Jacques-Cartier—Stillwell & Co., 100 rooms, $1.50 to $2 per day.
Turkish Bath—A. E. Newman, 149 St. Monique, 176 rooms, $2 to $2.50 per day, $10 to $15 per week.
Carslake—G. Carslake & Co., 571 St. James St., 30 rooms.
Albion—Jas. Devlin, McGill St., 160 rooms, $1.50 to $2 per day, $1/3 mile from landing.
	hese hotels are reached by 3/4-mile drive (omnibus, cars, etc.) from landing. Board may be obtained in private families, in all parts of the city, from $16 upwards.
LEADING HOTELS AND BOARDING HOUSES

SOREL.
Carlton—A. Lacouture, 40 rooms, $1.50 per day, near landing.

THREE RIVERS.
Dufresne—L. E. Dufresne, 125 rooms, $1.50 to $2.50 per day, $30 per week, 100 yards omnibus.
Dominion—Geo. Dufresne, 25 rooms, $1.50 per day, $8 per week, 100-yard drive in omnibus.
Windor—J. Cloutier, 25 rooms, $1 per day, $6 per week, 300-yard drive in omnibus.
Board with private families at reasonable rates.

BATISCAN.
Batiscan—T. Laguerrre, 9 rooms, $1 per day, $4 to $5 per week, 145 yards from landing.

QUEBEC.
Chateau Frontenac—Hayter Reid, 300 rooms, $3.50 to $5 per day.
Victorian—Victoria Hotel Co., 150 rooms, $2 to $3 day, $10 up per week.
St. Louis Hotel—L. V. Dion, 150 rooms, $2 50 to $4.00 per day. Weekly rates on application.
Clarendon—Mrs. Pelletier, 60 rooms, $2 to $2.50 per day.
Mountain Hill House—Belanger & Clouthier, 60 rooms, $1 to $2 per day.
Blanchard’s Hotel—Jos. Cloutier, 60 rooms, $1.50 to $2 per day.
Chien d’Or Hotel and Restaurant—Americain or European plan, $1 to $2.50 per day.
These hotels are reached by ½-mile drive (cabs, calèches or electric cars) from landing.

BAIE ST. PAUL.
Larouche—P. Larouche, 8 rooms, $1 per day, $6 per week, 1 mile from landing.
Cottages may be rented at from $15 to $30 per month, in good localities.

BOUILLEMENTS.
Simon—Marc Simon, 7 rooms, 75c. per day, $7 per week, ½ mile from landing.

MURRAY BAY.
Manoir Richelieu—Henry M. Patteron, 300 rooms, $3 to $5 per day, $15 to $28 per week.
Lorne House—Wm. Chamard & Co., Pointe-à-Pic, P.Q., 100 rooms, $1.50 per day, $45 p. month.
Warren’s—X. Warren, Pointe-à-Pic, P.Q., 40 rooms, $1 to $1.50 per day, $30 to $40 per month.
These hotels are near the landing. A number of private boarding-houses at $1 a day up.

CAP-À-L’AIGLE.
Boarding-House—J. Tremblay, 8 rooms, $1 per day, $5 per week, 1 mile from landing.
Boarding-House—Mrs. Geo. Riverne, 15 rooms $1 per day $5 per week, 1 mile from landing.

RIVIÈRE-DU-LOUP.
Venise—L. T. Puize, Fraserville, 30 rooms, $1.50 to $2 per day, $8 to $10 a week, 600 yards.
Bellevue—Aubut & Frère, Fraserville, 60 rooms, $1.50 to $3 per day, $8 to $10 per week, 100 yds.
Commercial—Geo. Gagnon, Rivière-du-Loup, 50 rooms, $1.50 per day, $7 to $10 p. week, 1 mile.
Victoria—E. Gagnon, Rivière-du-Loup, 22 rooms, $1.50 per day, $7 to $8 per week.

TADOUSAC.
Tadousac—E. C. Wurtele, 150 rooms, $2 to $3.50 per day, $12 to $15 per week, near landing.

HA! HA! BAY.
McLean’s—35 rooms, $1 to $2 per day, near landing.

CHICOUTIMI.
Chateau Saguenay—P. A. Guay, 150 rooms, $3 to $5 per day, $12 to $18 per week.
Neron—Jos. Neron, 42 rooms, $1 per day, $4 per week.
These hotels are 2 acres distance from landing.
The Queen's Hotel,
...Toronto, Ont.

McGAW & WINNETT, Proprietors.

ONE of the Largest and Most Comfortable Hotels in the Dominion of Canada, being adjacent to the Lake, commands splendid view of Toronto Bay and Lake Ontario. It is well known as one of the Coolest Houses in Summer, in Canada, and is elegantly furnished throughout. Rooms en suite with bath-rooms attached, on every floor.

The Queen's has been liberally patronized by Royalty and nobility during their visits to Toronto, and among those who have honored it with their patronage are:

His Imperial Highness, the Grand Duke Alexis of Russia.
Their Royal Highnesses, Prince Leopold, Prince George, Princess Louise, and the Duke and Duchess of Connaught.
The Marquis of Lorne.
The Earl and Countess of Dufferin.
The Marquis and Marchioness of Landsdowne.
Lord and Lady Stanley of Preston.
The Earl and Countess of Aberdeen.
Lord and Lady Minto.
and the Best Families.

The Queen's is furnished with all the Latest Modern Improvements. Handsome Passenger Elevator, Electric Bells, etc.

The Queen's is but three stories high, covering a large area of ground, used exclusively for hotel purposes, and having lawns on either side, with means of exit from the house, in addition to those in front and rear; these render it almost impossible for any accident to take place from fire, consequently The Queen's is looked upon as the safest hotel in the Dominion of Canada.

Telephone Communication to all parts. No Runners employed.
NIAGARA RIVER LINE.

Niagara Navigation Company's Steamers

*Chicora,*

*Corona,*

*Chippewa.*

THE SHORT AND PICTURESQUE ROUTE BETWEEN

Buffalo, Niagara Falls and Toronto.

The only line giving passengers views of Falls, Rapids, Brock's Monument, and the romantic scenery of the lower Niagara.

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**Season opens about May 11th. Closes about Oct. 10th.**

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JOHN FOY, Manager,
TORONTO, CANADA.
Favourite Tourist and Family Hotel.

NEWMY FITTED THROUGHOUT.
MODERN CONVENIENCES.
ROOM WITH BATH EN SUITE.

Rates: $2.00 & $2.50 per day.

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PROPRIETOR.

Centrally situated, corner York and King streets.
Convenient to Steamboat Wharves and Railway Stations.

Georgian Bay's Favorite Summer Hotels: The Belvidere, Parry Sound; The Sans Souci, Moon River, P. O.

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IROQUOIS HOTEL,
TORONTO, CANADA.

D. BRADSHAW,
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All orders promptly filled and delivered.

128 King Street East,
Opposite West Market St.,

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TORONTO, ONT.
The Cleveland and Buffalo Transit Company.

PAN-AMERICAN ROUTE
BETWEEN
CLEVELAND and BUFFALO.

Steamers "City of Buffalo" and "City of Erie."

Both together being without doubt, in all respects, the finest and fastest that are run in the interest of the travelling public in the United States.

TIME CARD—DAILY—APRIL 15TH TO DEC. 1ST.

Leave Cleveland 8.00 p.m. | Leave Buffalo 8.00 p.m.
Arrive Buffalo 6.30 a.m. | Arrive Cleveland 6.30 p.m.

Additional Service during July and August
Daily except Sunday.

Leave Cleveland 8.00 a.m. | Leave Buffalo 8.00 a.m.
Arrive Buffalo 6.00 p.m. | Arrive Cleveland 6.00 p.m.
Leave Cleveland Tuesdays, Thursdays and Saturdays 5 p.m. | Arrive Buffalo 5.30 a.m.
Leave Buffalo Mondays, Wednesdays and Fridays 5 p.m. | Arrive Cleveland 5.30 a.m.

All Central Standard Time. Orchestra Accompanies each Steamer.

Connections made at Buffalo with trains for all Eastern and Canadian points, at Cleveland for Detroit and all points West and Southwest.

Ask ticket agents for tickets via C. & B. Line.

Special Low Rates Cleveland to Buffalo and Niagara Falls every Saturday Night, also Buffalo to Cleveland.

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General Passenger Agent,

Steamers of this Company operate from April 1st to December 1st each year.

CLEVELAND, Ohio.
The Arlington Hotel, Toronto.

Having accommodation for 200 persons, is most centrally located, being only three blocks from Union Station, affording transportation facilities to all parts of the city.

Car lines pass in front of Hotel.

C. A. WARD, Manager.
F. D. MANCHEE, Proprietor.

Rates are from $2.00, $2.50 to $3.00 per day.

...THE...

Wm. Ryan Co., Limited,

70 & 72 Front Street, East,

Toronto, Ont.

Pork and Beef Curers.

SELECT HAMS

AND BREAKFAST BACON

OUR SPECIALTY.
CANADA FOUNDRY COMPANY LIMITED,
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Engineers, Founders and Machinists.

STRUCTURAL STEEL AND IRONWORK.
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HYDRANTS, VALVES AND Specials.
WROUGHT IRON FORGINGS AND
GREY IRON CASTINGS OF EVERY DESCRIPTION.

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TORONTO, Ont.

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Best Equipped Laundry in Northern New York.
All Work Promptly Delivered. Satisfaction Guaranteed.
THE TORONTO SILVER PLATE CO., LIMITED
Silversmiths and Manufacturers of Electro Silver Plate

Make a Specialty of Silverware suitable for Hotels, Clubs, Steamboats and Dining Cars.

Factories and Salesrooms:
No. 671, COFFEE.
KING STREET WEST, TORONTO, CAN.

E. G. GOODERHAM, Managing-Director.

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Polson Iron Works
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Engines and Boilers, Steel Vessels FOR EVERY SERVICE.

BUILDERS IN CANADA OF THE
YARROW & MOSHER Patent Water-Tube Boilers.

Works and Office: ESPLANADE EAST, TORONTO.
Rogers' Fine Furniture.

An important feature of our stock is a line of choice furniture in designs after the old master cabinet makers such as Chippendale and Sheraton and in other noted styles.

As a large proportion of these pieces was made at our own factory we are able to quote far lower prices than dealers who import can afford to ask.

THE CHAS. ROGERS & SONS CO., Limited.
97 YONGE STREET,
TORONTO, Ontario.

Gardens at Weston.

ED. BARTON,

WHOLESALE AND RETAIL DEALER IN

Fruit, Vegetables and Flowers.

We work 90 Acres of Garden Land in Weston.

GOODS SHIPPED BY RAIL AND BOAT.

20 & 22 ST. LAWRENCE MARKET, TORONTO
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...THE BEST FAMILIES IN CANADA USE...

Canada's Greatest Baking Powder

JERSEY CREAM

ABSOLUTELY PURE.

SOCIAL TEAS and COFFEES

Social Teas are blended from high grown Ceylon and Indian Teas. Social Coffees are packed from the finest Plantation Coffees.

WHOLESALE ONLY BY

LUMSDEN BROS.

84 McNab Street North, HAMILTON.

9 Front Street East, TORONTO.

JOHN MALLON & CO.

Meat Market.

We have the best facilities for handling large accounts.

Railroads, Steamboats, Hotels, Public Institutions, etc.

MESS BEEF and all Cured Meats in car lots supplied on short notice at lowest prices.

ST. LAWRENCE MARKET, TORONTO.

Telephone No. 651.
Picturesque Resorts are popular only when they possess features that will insure comfort, pleasure and convenience and at the most for but a few weeks during the summer, practically all your time is spent at home. We are the only manufacturers of a complete line of Highest Grade Plumbing Fixtures in Canada. Why not consider comfort, pleasure and conveniences for the home (a Modern Bath-Room.)

Our Catalogue and information are yours for the asking. The most efficient, gracefully designed and durable goods that ingenuity can conceive and skilled labor execute.

The James Morrison Brass Mfg. Co., Limited, TORONTO, ONT.

W. S. O'Brien's Magic Polish

For Polishing Gold, Silver, Nickel, Brass, Copper and all Metallic Surfaces.

Greatest Discovery of the 19th Century.

Warranted Free from Grease, Grit, Acid, or Poison, and will not mar the finest buffed surface.

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We are the largest Retail Florists in Canada and have every variety of Cut Flowers that the market presents, shipments guaranteed to arrive in good condition, send for descriptive price list.

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"The Niagara Falls Route."

To Buffalo and the Pan-American Exposition, and to New York, Boston and the East.

THE GREAT SUMMER TOURIST ROUTE

To Niagara Falls, the Thousand Islands, Rapids of the St. Lawrence, the Adirondacks, Green Mountains, White Mountains and New England Coast.

A beautifully illustrated souvenir is now in preparation giving just the information desired by visitors to the Pan-American Exposition, which will be mailed to any address on application, with four cents postage to O. W. Ruggles, General Passenger and Ticket Agent, Chicago.

L. D. Heusner, General Western Passenger Agent, CHICAGO.

JOS. S. HALL, District Passenger Agent, DETROIT.

There is nothing more convenient, or more delicious than

Imperial Gheese.
THE
Whitcomb House,
ROCHESTER, N.Y.

This Hotel is centrally located in the business part of the city and possesses every modern convenience.

Rooms en suite and with Bath.
Free Buses to and from all trains.

RATES: WHITCOMB & DOWNS,
$2.00 to $2.50 Per day.

American Brewing Co.

Bohemian, Vienna Cabinet and Standard Lager

ROCHESTER, N.Y.
THE MURRAY HILL

Equipped with electric lights, electric calls, billiards, bowling alley, elevator and fire places, the largest dining room, largest parlor, largest office, and longest and widest piazza of any hotel of the Adirondacks or Thousand Islands. 75 rooms with bath just added also a 3 mile track for driving or bicycling. The world renowned Eel Bay, the best fishing grounds of the St. Lawrence, washes the shores of Murray Hill Park. Boating, sailing and bathing are unsurpassed.

Hudon, Hébert & Co.

Wholesale Grocers

...and...

..Wine Importers..

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41 St. Sulpice Street, Canada.

And 25 de Bresoles Street.
The Hubbard  CLAYTON, N.Y.

In the center of the fishing grounds of the famous St. Lawrence River. Write for prospectus.

Rates:
Mrs. E. W. Hubbard,  C. R. Robinson,
Proprietress.  Manager.
$17.50 to $35 per week.

Established 1864...

DANIELS' Hotel  L. H. DANIELS,

...Prescott, Ont.  Proprietor.

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