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William J. Kerr

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The National Educational Association of the United States Boston July 6-7-8-9 and 10 1903: Grand Trunk Railway System

National Educational Association

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The NATIONAL EDUCATIONAL ASSOCIATION *OF THE* UNITED STATES

BOSTON

JULY

6-7-8-9 AND 10

1903



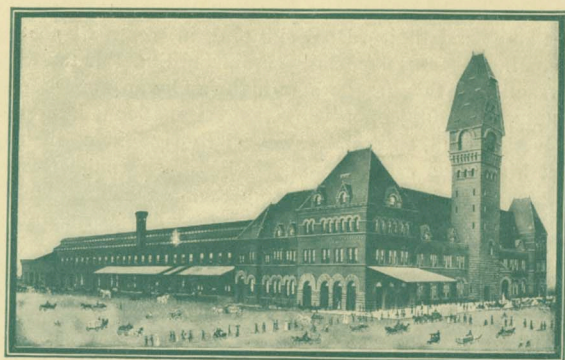
GRAND
TRUNK
RAILWAY
SYSTEM

THE Most Attractive Route

*From Chicago and all Points West,
Detroit, Buffalo, and Points South, and
from all Grand Trunk Railway Stations*

IN connection with the annual meeting of the National Educational Association of the United States, which will be held in the cultured city of Boston, July 6th, 7th, 8th, 9th and 10th, 1903, it is of value to the members of this influential association to be familiar with the best routes that may be taken en route to the meeting place.

The Grand Trunk Railway System offers probably the most attractive one from Chicago to the Atlantic Coast, and with the many diversions that can be made from the rail journey to water trips and the great diversity of natural scenic beauties that are not equalled on the continent, the traveller is treated to a magnificent panorama of river, lake and ocean scenery in all their charms of roaring surf and stupendous cliffs, wooded islands and sheltered bays, deep



Dearborn Station, Chicago.

gorges, circling rapids and thundering falls, peaceful woodlands and snow-capped mountains, smiling vineyards and prosperous towns, dense forests and glassy glades in all their primeval beauty, culminating in Nature's Grandest Creation—Niagara Falls. The patrons of this modern railway system are quickly carried in superbly equipped express trains over its perfect roadbed, and the populated districts in Canada through which the line runs lend additional interest to the pleasure-seeker and sight-seer.

The western terminal of the Grand Trunk Railway System is at Chicago, the trains of this line arriving at and departing from Dearborn Station, corner Dearborn and Polk Streets.

Through sleeping cars are run on the fast trains from Chicago to Boston via the Grand Trunk, Central Vermont and Boston & Maine Railroads, leaving Chicago at a convenient hour in the afternoon and arriving in Boston early on the second morning out (if it is decided to make the continuous trip), but the many points of interest en route, including Niagara Falls, Hamilton, Toronto and Montreal, will no doubt induce many to break the journey at some of these points.

The Trip.—A brief description of the route between Chicago and the sea will be of interest to the prospective traveller. From Chicago to Grangers, our route lies through the southern suburbs of Chicago and across the northwest corner of Indiana, through the flourishing city of South Bend, an even hundred miles east of the western metropolis. Shortly after leaving Grangers we enter the

State of Michigan, through which we journey in a northeasterly direction for 225 miles, passing through Cassopolis (Diamond Lake Station), a popular fishing and summer resort, and the cities of Battle Creek, Lansing,—the State Capital,—Durand and Flint, to

Port Huron, on the St. Clair River. Port Huron has recently become more widely known as the "Tunnel City," on account of its location at the western entrance to the famous St. Clair Tunnel, which extends beneath the St. Clair River, connecting

Port Huron, Mich., with Sarnia, Ont. This marvel of engineering

skill and enterprise was constructed by the Grand Trunk Railway System at a cost of \$2,700,000. It is a tubular structure of iron, bolted together in sections in the process of construction, and with its approaches is nearly two miles in length. It entirely overcomes the obstacles presented by a navigable stream literally alive with commerce during the summer and often completely blocked with ice in the winter. This stream is justly called "America's greatest artery of inland commerce," owing to the fact that the enormous tonnage of the great lakes and their varied shipping interests all pass through this channel. It seems especially significant that this tunnel permits the intersection of this great water highway by an equally great railway system, without jeopardizing the international interests which are involved in both, and renders especially significant the title, "the link that binds two great nations." Passing through this wonderful tunnel we reach Sarnia, and from thence the line extends eastward to Niagara Falls via London and Hamilton, Ont., and another section of the train proceeds via Stratford, Ont., to Toronto, Montreal, Portland, Me., and Boston, Mass.

From Detroit and all points south the train is ferried across the Detroit River to Windsor, proceeding thence to Niagara Falls, Toronto, Montreal and Boston via Chatham and London, or if one desires to visit the famous St. Clair Tunnel he may go via Port Huron, thence eastward via the main line to Toronto, Montreal or Boston, or to Niagara Falls via London. Both of these routes are most desirable ones, as the passenger can leave Detroit after the theatre in the evening on a fast express train via Port Huron, or he can leave Detroit at a convenient hour in the afternoon on the Eastern Flyer and reach Toronto the same evening, Montreal the next morning and Boston the next evening after leaving Detroit. The afternoon train is one of the best trains on the Grand Trunk Railway System, and



Grand Trunk Standard Train.

carries the passenger through some of the best scenery that is found in the Province of Ontario, including the trip through the Dundas Valley.

Passengers reaching the Grand Trunk through the Buffalo gateway are offered exceptionally good attractions in the way of scenic beauty, the route being over the Lehigh Valley Railroad from Buffalo to Suspension Bridge, and thence through the Garden of Canada via Niagara Falls, Hamilton and Toronto, the passenger being taken

over the single-arch, double-track steel bridge over the Niagara Gorge, giving a magnificent opportunity for seeing Niagara Falls, the stupendous gorge through which the river runs, and a superb view of the Whirlpool Rapids. Fast trains are run between Buffalo and Toronto, connecting there with the through trains from Chicago to Boston, and there is also a through sleeping car run from Buffalo to Kingston Wharf, connecting with the steamers of the Richelieu & Ontario Navigation Company for the trip through the Thousand Islands and the Rapids of the St. Lawrence River to Montreal and Quebec. A handsome, illustrated, descriptive booklet, entitled "Trains 3 and 4," may be had on application to any Grand Trunk Railway agent, and which gives a concise and interesting description of the route of these two trains, covering the journey dealt with in this publication.

The route, after leaving Sarnia, extends through one of the finest sections in the Dominion of Canada. Several prosperous towns, among them being Wyoming, Watford and Strathroy, are passed, and London, a flourishing city of 40,000 people, is reached. London is termed the "Forest City," and, like its English prototype, is situated on the River Thames. Continuing eastward, Ingersoll, Woodstock and Paris, all large towns, are left behind, and the train rushes on over the smooth roadbed through one of the most picturesque scenes in Canada.



Single-Arch, Double-Track Steel Bridge over the Niagara Gorge.

For miles the road skirts the side of the mountain, at the foot of which lies the village of Dundas, with the valley stretching away to the east and west, making a panoramic vista of Nature's beauty as seen from the car window.

Hamilton, nicknamed "The Ambitious City," for its progressiveness and enterprise, is situated on Burlington Bay, part of Lake Ontario, and has a population of 50,000. The situation affords a rare combination of beautiful scenery.

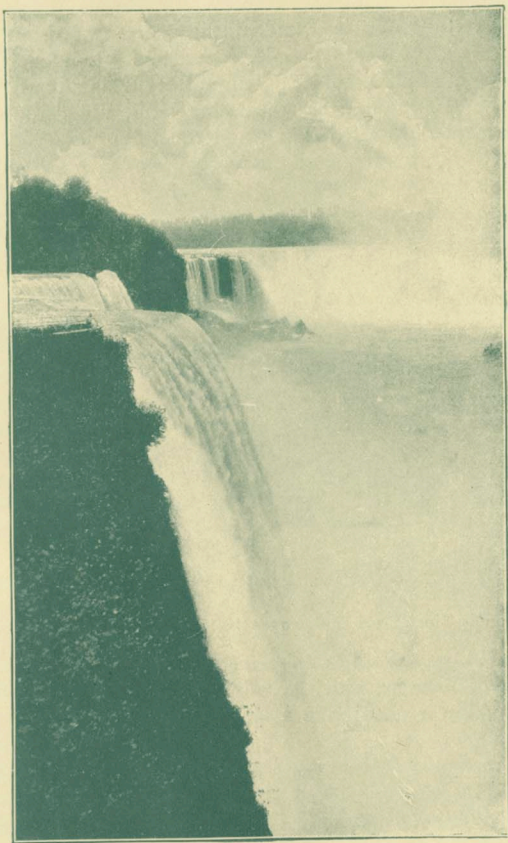
The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay and lake, with the city in the foreground, bustling with its animated business and manufacturing interests, which are of no small proportions. From Hamilton, the Toronto branch of the Grand Trunk extends to the main line, 39 miles distant. From Hamilton eastward to Niagara Falls, for those taking in this section of the country, much of our journey lies along the shore of Lake Ontario, in the midst of what is aptly termed "the garden spot of Canada." Fine fruit farms and flourishing vineyards greet the eye, interspersed with glimpses of the lake or bits of charming woodland scenery, with here and there a thrifty village, giving evidence of the prosperity of the country through which we are now passing.

Passengers desirous of reaching Boston via New York, where stop-over privileges are granted on return trip, will find the through trains of the Grand Trunk, Lehigh Valley route between Chicago and New York unsurpassed; the picturesque scenery through Canada, the beautiful lake region of New York State, the coal regions of

Pennsylvania, and Mauch Chunk (the "Switzerland of America") of more interest than any other route.

Niagara Falls itself is the ever-famous and renowned natural wonder of the universe. Next in sublimity and grandeur to the waterfall itself, is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls the stream is comparatively placid, but, gathering momentum as the channel narrows, it fills the gorge and rushes over the rocks in foamy rapids; here breaking into spray and there springing high into the air, as it dashes against some rocky obstruction in its mad race for the calmer reaches of the bed below. Over this tumultuous stream, reaching from bank to bank in a single graceful span, is the—

Steel Arch Bridge, second in wonder and sublimity only to the great cataract itself, it lends an added interest to a visit to Niagara



Niagara Falls.

by its beauty and grace as a feature of the landscape, and, as a triumph of engineering skill, a worthy companion-piece of man's handiwork to be associated with the great works of Nature among which it is placed. It stands where for more than forty years the world-renowned Suspension Bridge has spanned this gorge, and was so long regarded as the crowning triumph of engineering skill. The illustration in this brochure will give a good general idea of the structure and the principles involved in its construction. From abutments on either bank springs a steel

arch, spanning the gorge, with its highest point 252 feet above the water. The span between the piers is 550 feet, and a trussed span at each end, 115 feet long, connects the arch with the bluff. The total length of the bridge, with its approaches, is over 1,100 feet. It has two decks or floors, the upper one 35 feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a broad carriageway in the centre, and foot walks outside of all, making a total width of 57 feet.

Many are the points of supreme interest at Niagara Falls, that marvelous creation of Nature's handiwork, in writing of which Dickens said:—

"Niagara was at once stamped upon my heart an image of beauty, to remain there, changeless and indelible, until the pulse ceased 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 I passed upon that enchanted ground.

"What voices spoke out from the thundering waters; what faces faded from earth looked out upon me from its gleaming depths; what heavenly promise glistened in those angels' tears, and drops of many hues, that showered around and twined themselves about the gorgeous arches which the changing rainbow 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 Horseshoe Falls, marking the hurried water gathering strength as it approached the verge, yet seeming to pause before it shot into the gulf below; to gaze from the river's bank up at the torrent as it came streaming down; to climb the neighbouring heights and watch it through the trees and see the writhing water in the rapids hurrying on to take the fearful plunge; to linger in the shadow of the solid 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 of its giant leap. I think in every quiet season now still do the waters roll, and leap, and roar, and bubble all day long, still are the rainbows spanning, a hundred feet below. Still when the sun is on them do they shine and glow like molten gold. Still when the sun day is gloomy do they fall like snow or seem to crumble away like the foot of a great chalk cliff, or roll down the rocks like dense light smoke."

Returning to Hamilton where we branched off to Niagara Falls we proceed to Toronto, a distance through a fine section of country with stretches of scenery, with glimpses of Lake Ontario to the right Between St. Catharines and a point 80 miles east of Toronto the train skirts the shore of Lake Ontario for 100 miles, affording a very pleasing view of this large fresh-water sea.

for the trip of 39 miles, delightful of the train. the city of

The Beautiful City of Toronto.

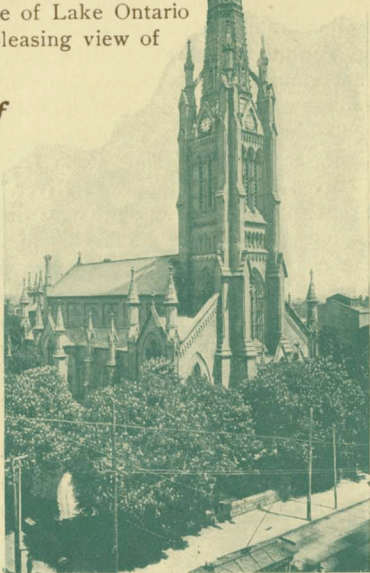
Beautifully situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings and hundreds of church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the sub-title of "The City of Churches." Population, 223,000.

The town was founded by Governor Simcoe, in 1794, and was given the name of York, by which title it was known until its incorporation as a city, in 1834, when it received the name it now bears. At that date it had a population of less than 10,000, but gave promise of rapid growth, which has been fully realized.

This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all new comers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and a social point of view.

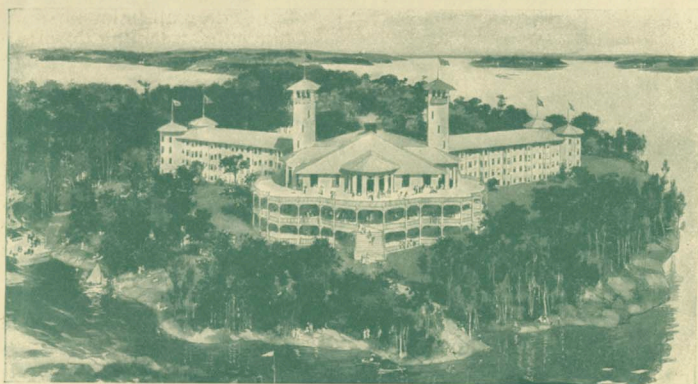
Toronto is the centre of the public system of education for Ontario, and in its successful workings the people take commendable pride. Educational affairs are placed in charge of a department of the government presided over by a Minister of the Crown, responsible to the legislature. The public schools in Toronto are an index of popular sentiment on this paramount question of education. At this writing there are in Toronto fifty-seven public schools, with 580 rooms, accommodating 34,600 pupils.

Toronto is also one of the favorite cities of Canada for the large brotherhood of tourists that annually pour their thousands of



St. James Cathedral, Toronto.

members into the Canadian resorts, and it is a city well able to take care of all visitors. The hotel accommodation is ample, the means at the disposal for sight-seeing, such as a first-class electric car service, coupés, tally-ho coaches and other conveyances, with reasonable charges and well-informed men in charge, are numerous, not to speak of the many interesting and cool retreats that are situated on the



Royal Muskoka Hotel.

islands of Toronto Bay, and which can be reached at any hour by a well-operated ferry service.

Toronto is also the objective point for the very large tourist traffic that annually makes its way into the "Highlands of Ontario," a region replete with attractions that appeal to the lover of Nature, the nimrod and the sportsman, and which includes the "30,000 Islands of the Georgian Bay," the "Muskoka Lakes District," the "Lake of Bays District," the "Magnetawan River," and the "Lake Nipissing and French River Districts." These districts are considered by world-wide travellers to be the finest summer resort districts on the American continent, and equal, if not superior, in their loveliness, to the lake districts of Europe. Last year over 35,000 people went up into these regions, some for a few days' sojourn, but the majority to spend their summer vacations, and each year the number is increasing. The Muskoka Lakes District being about three hours' journey from the city of Toronto, it is easy of access, and a side trip to this region will remain a lasting remembrance. The new hotel that has recently been erected on a romantic and beautiful site on Lake Rosseau, and which is known as the "Royal Muskoka," is the finest summer resort hotel in Canada. It has accommodation for 350 guests, is well laid out, and



A Typical Scene on Muskoka Lakes.

one notes with satisfaction that the bedrooms are all outside rooms; that is, each room has its own windows looking out into well-wooded groves or upon lake and island scenery. The hotel grounds cover 132 acres of a beautifully wooded property, with a clearing for the golf links, and open space here and there for tennis, croquet and bowling green, and well laid-out paths through the hemlock and pine groves.

Every comfort and luxury is found in this great hotel, that rises in the midst of a romantic and primeval world. A sojourn here is one that will never be forgotten. The rates are \$3.50 per day and upwards, and \$20.00 per week and upwards. For those with more modest tastes, there are some seventy-five other hotels and boarding houses situated at different points on the lakes, with rates running from \$1.00 per day upwards, and \$5.00 per week and upwards; in fact, a selection to meet all pockets. Other districts in the "Highlands of Ontario" are also replete with beauty and a health-giving atmosphere, the altitude being about 1,000 feet above sea level. Handsomely illustrated descriptive literature pertaining to any of these northern districts will be sent to any one applying to the Grand Trunk agency nearest to their place of residence, a list of which appears in this publication.

Returning to the description of the route over the main line of the Grand Trunk en route to Boston, we again are back in Toronto and proceed eastward on our way. From here for a distance of some eighty odd miles, vistas of beautiful Lake Ontario are seen from the right of the train. Between Toronto and Montreal the line passes through a thickly populated district and a fertile and prosperous farming country. The cities of Belleville and Kingston and the towns of Brockville and Cornwall are among the leading places on this



On the Rideau Lakes.

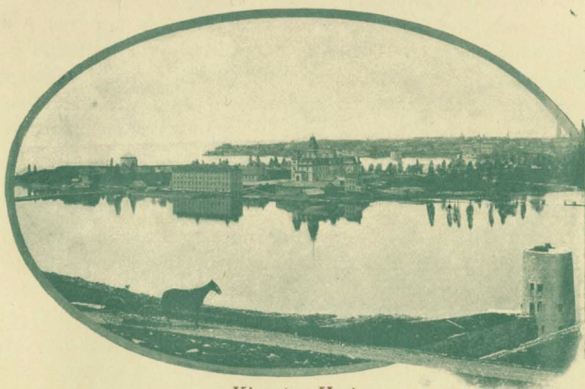
division of the Grand Trunk, but there are dozens of smaller towns and villages en route, all with their interesting features and attractions.

At Kingston, connection is made with the steamers of the Richelieu and Ontario Navigation Company for the magnificent trip through the Thousand Islands and the rapids of the River St. Lawrence, and through sleeping cars are run daily to this point from Buffalo, Niagara Falls and Toronto, arriving at the steamer wharf in time to take the boat that leaves there at 6.00 A. M. Kingston itself is one of the oldest cities in Canada and holds out unlimited attractions to the historically inclined. It has a population of 25,000 and was a French fort in 1672, and was founded by Frontenac, the celebrated Frenchman. It was also for a great many years the headquarters of the British troops in North America. It is now well fortified, although the fortifications are in a somewhat dismantled state. Fort Henry occupies a very commanding position near Kingston, and near this fort is situated one of the military schools of the Dominion. The city of Kingston is the seat of the Provincial Government Asylum, a magnificent building, and also the Dominion Penitentiary, where the few "bad people" of Canada are safely housed.

Kingston is known as the "Limestone City," and stands guard at the foot of Lake Ontario, where the channel of the St. Lawrence River begins to define itself. It has a beautiful and commanding situation, and its spacious harbor is fenced in by islands from Lake Ontario storms

The River St. Lawrence, together with the great lakes, form the grandest system of inland navigation in the world.

The total area of the St. Lawrence basin is about 510,000 square miles, of which the United States owns 187,440, and Canada 322,560 square miles. The total length of the river from Kingston to Cape

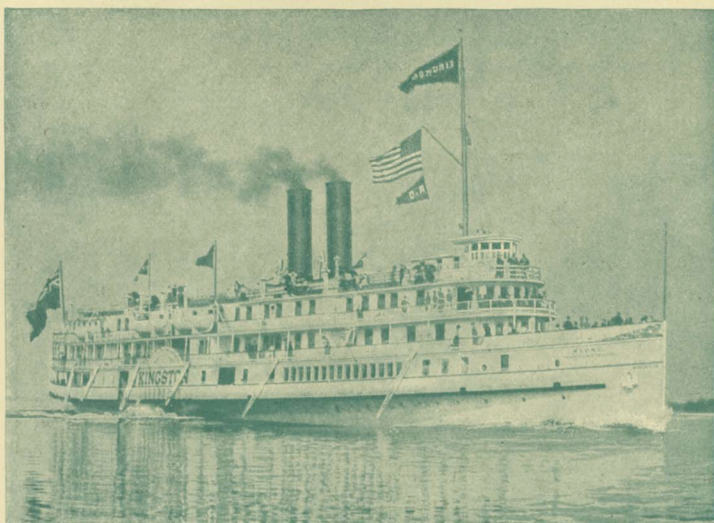


Kingston Harbor.

Gaspé is 728 miles. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring.

The Thousand Islands are 1,692 in number and extend from Kingston to Brockville, fifty miles. From the deck of the steamer the passenger has a glorious opportunity of viewing the ever-changing attractions of this wonderful natural panorama. This portion of the trip was made by T. R. H., the Prince and Princess of Wales, in 1901, on the fine steamer "Kingston."

A large number of islands are owned by wealthy people, many of whom have built fine summer homes and laid out tasteful grounds. The scenery by day is grand and inspiring, while the illuminations, the music, the flashing boats and the festivities by night make the evenings enchanting. After passing Coteau Landing the steamer enters the Coteau Rapids, two miles in length and very swift in places. A few miles further on are the Cedar Rapids, a short stretch of very turbulent water, and then the Split Rock Rapids, really the most



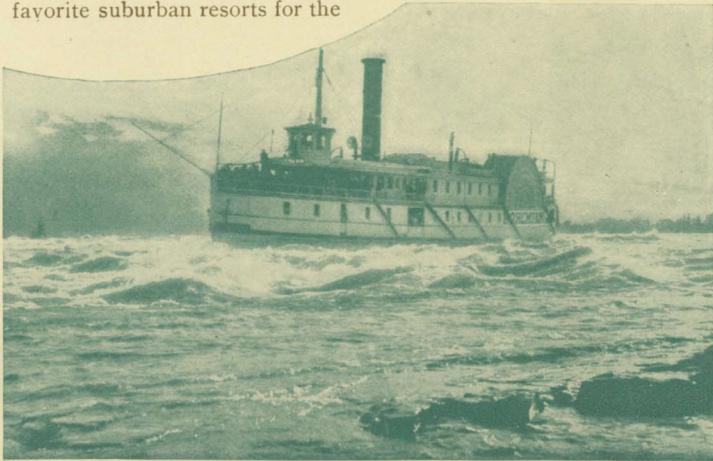
Steamer "City of Kingston."

difficult of navigation of them all. Then come the Cascade Rapids with their white crests, near the foot of which, as we pass close to an island on the left, is the swiftest current in the river. The fall of these last four rapids is eighty-four feet in eleven miles. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side, is the town of Lachine, and

opposite the village of the Caughnawagas, or praying Indians, and the remnants of the famous Iroquois. Shortly after passing Caughnawaga the steamer is dashing through the famous Lachine Rapids, the last and perhaps the most exciting of the chain, with a fall of forty-five feet. Waves dash in the air as they meet steadfast opposition from rockbound shores or treacherous reefs, or are hurled back to meet the force of the rushing waters. The sensation experienced on board the steamer is most thrilling. The vessel suddenly shoots forward, then there is a sudden sinking; those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased to struggle. And so it goes on through a channel narrow and tortuous, until the river broadens and calms itself, as it sweeps under the magnificent Victoria Jubilee Bridge of the Grand Trunk Railway System to the wharfs of Montreal.

From Kingston by rail the scenery is picturesque, though the line runs through a somewhat level country. Many manufacturing towns are passed until we reach Vaudreuil where the scenery is most charming, and a glimpse from the car window tempts the appetite for more, and the traveller with time to spare often returns to drink in its beauties by a longer tarry in this delightful section.

The points now passed between Ste. Anne's and Lachine are all located on Lake St. Louis and are favorite suburban resorts for the



Steamer "Bohemian" in Lachine Rapids.

thousands of people from the city who live in the country during the heated spells of the summer. Mount Royal (from which the city of Montreal derives its name) looms up in the distance and the metropolitan city of the Dominion of Canada is soon reached.

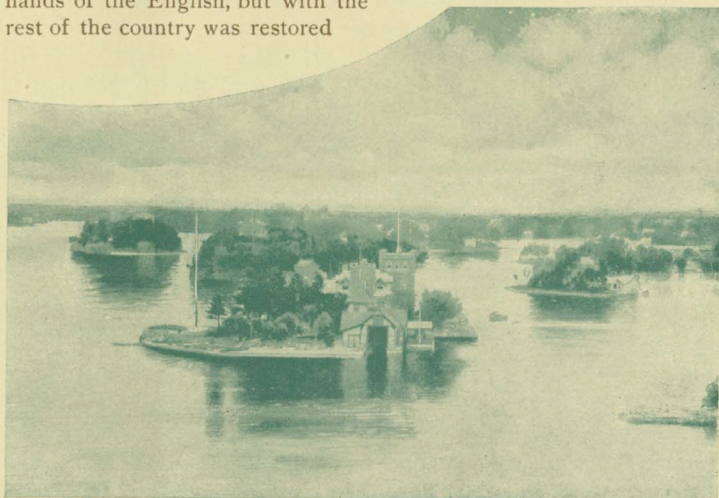
Montreal, the commercial metropolis of Canada, with a population of 350,000, is situated upon the south shore of the island bearing the same name and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians situated near the foot of the mountain. He landed a short distance below the city, at a point still known by the Indian name of "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacoona," he was so struck by the magnificent outlook that he named it, in honor of his master, the "Royal Mount." Champlain also visited the site in 1611, but the village with its inhabitants had been swept away, probably by some hostile tribe. The first settlement by Europeans was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall, with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow and the houses low. Some of

these buildings are still standing, a walk through the two or three streets still retaining these primitive buildings and narrow paths strongly reminding one of the quaint old towns of Rouen, Caen and others in Normandy. The growth of the city has been exceedingly rapid, and the view, as seen from Mount Royal, is majestic, and, for beauty, almost unrivalled.

The river frontage is almost six miles in length, extending from the Victoria Jubilee Bridge to the village of Maisonneuve.

From Montreal there are a number of side trips that can be made with comparatively small expense, among which are Quebec, "The Ancient City of Canada," Lake St. John and the Saguenay River, and Chicoutimi. Most of these trips can be made by rail or boat, or by rail one way, returning by boat, or vice versa.

Quebec (population 80,000). In 1535 Jacques Cartier sailed from France, under a commission from Francis I, to discover a new way to the Indies. He sailed up the magnificent river, and called it the St. Lawrence, and on the 14th of September anchored at the little tributary, which he called St. Croix. It was not, however, until 1608 that Samuel de Champlain, a soldier, sailor and statesman, planted the fleur-de-lis of France on the heights of Quebec, and became the real founder of New France. In 1629, Quebec fell into the hands of the English, but with the rest of the country was restored



Among the Thousand Islands.

to the French in 1632. In 1690, the English again attacked it and failed, but in 1759 were more successful under Wolfe, when he and the French general, Montcalm, fell in the Battle of the Plains of Abraham. The whole of Canada then passed into the hands of the English. On the night of the 31st of December, 1775, the American General Montgomery made an unsuccessful assault on the city and was slain. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in British territory. The position of Quebec is that of a high and narrow promontory on the north shore of the St. Lawrence, between it and the St. Charles, a small stream north of the city, which empties into and has a somewhat similar direction to the St. Lawrence itself. The side on the St. Lawrence is precipitous, rising to a height of 300 feet, and the descent to the St. Charles more gradual. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, or upper town, are on the high land, and the business part and the residences of the poorer classes are at the base of the cliff, on the St. Lawrence, around the point and along the bank of the St. Charles. The citadel is on the highest point on the St. Lawrence, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between the upper and lower town. Inside of this, extending inwards from the top of the wall, is the wide public promenade, with its handsome railings and pagodas, known as the

IN ADDITION

To the information in booklet which this accompanies, for the convenience of our patrons the most important routes by which this Company will sell tickets, with fares from CHICAGO or MILWAUKEE shown opposite each route, are detailed herewith.

Tickets from Milwaukee read via Crosby Transportation Co. to Grand Haven, thence via routes outlined.

Tickets can also be purchased by other routes not shown; full particulars of which can be obtained from any representative of the Company. Where fares are quoted via boat lines, they include passage only, meals and berth being extra in all cases.

Fares include membership fee.

- Route No. 1.** Form WXG 814—Grand Trunk Ry. System to St. Johns, via Suspension Bridge (Niagara Falls) or direct line.
Form WXR 814—Central Vermont Ry. to White River Junction.
Boston & Maine R. R. to Boston.
Return same route. **Fare \$21.00.**
- Route No. 2.** Form WXG 815—Grand Trunk Ry. System to Kingston, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to St. Johns.
Central Vermont Ry. to White River Junction.
Boston & Maine R. R. to Boston.
Return via Route No. 1. **Fare \$24.50.**
- Route No. 3.** Form WXG 816—Grand Trunk Ry. System to Toronto, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to St. Johns.
Central Vermont Ry. to White River Junction.
Boston & Maine R. R. to Boston.
Return via Route No. 1. **Fare \$27.50.**
- Route No. 4.** Form WXG 817—Grand Trunk Ry. System to Portland, via Suspension Bridge (Niagara Falls) or direct line.
Form WXR 817—Boston & Maine R. R. to Boston.
Return same route. **Fare \$25.00.**
- Route No. 5.** Form WXG 818—Grand Trunk Ry. System to Portland, via Suspension Bridge (Niagara Falls) or direct line.
Form WXR 818—Eastern Steamship Co. to Boston.
Return same route. **Fare \$24.50.**
- Route No. 6.** Form WXG 819—Grand Trunk Ry. System to St. Johns, via Suspension Bridge (Niagara Falls) or direct line.
Form WXR 819—Central Vermont Ry. to Montpelier.
Montpelier & Wells River R. R. to Wells River.
Boston & Maine R. R. to Fabyan.
Maine Central R. R. to Portland.
Boston & Maine R. R. to Boston.
Return same route. **Fare \$25.00.**
- Route No. 7.** Form WXG 820—Grand Trunk Ry. System to St. Johns, via Suspension Bridge (Niagara Falls) or direct line.
Form WXR 820—Central Vermont Ry. to Montpelier.
Montpelier & Wells River R. R. to Wells River.
Boston & Maine R. R. to Fabyan.
Maine Central R. R. to Portland.
Eastern Steamship Co. to Boston.
Return same route. **Fare \$24.50.**
- Route No. 8.** Form WXG 821—Grand Trunk Ry. System to Kingston, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to Portland.
Boston & Maine R. R. to Boston.
Return via Route No. 4. **Fare \$28.50.**
- Route No. 9.** Form WXG 822—Grand Trunk Ry. System to Kingston, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to Portland.
Eastern Steamship Co. to Boston.
Return via Route No. 5. **Fare \$28.00.**
- Route No. 10.** Form WXG 823—Grand Trunk Ry. System to Toronto via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to Portland.
Boston & Maine R. R. to Boston.
Return via Route No. 4. **Fare \$31.50.**
- Route No. 11.** Form WXG 824—Grand Trunk Ry. System to Toronto, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Grand Trunk Ry. System to Portland.
Eastern Steamship Co. to Boston.
Return via Route No. 5. **Fare \$31.00.**

- Route No. 12.** Form WYG 825—Grand Trunk Ry. System to Suspension Bridge (Niagara Falls).
Form WXR 825—West Shore R. R. to Rotterdam Junction.
Boston & Maine R. R. to Boston.
Return same route. Fare \$21.00.
- Route No. 13.** Form WYG 826—Grand Trunk Ry. System to Suspension Bridge (Niagara Falls).
Form WXR 826—Lehigh Valley R. R. to New York.
New York, New Haven & Hartford R. R. to Boston.
Return same route. Fare \$25.00.
- Route No. 14.** Form WYG 827—Grand Trunk Ry. System to Suspension Bridge (Niagara Falls).
Form WXR 827—Lehigh Valley R. R. to New York.
Fall River Line Steamer to Fall River.
New York, New Haven & Hartford R. R. to Boston. Fare \$24.00
- Route No. 15.** Form WYG 828—Grand Trunk Ry. System to Kingston, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Quebec.
Grand Trunk Ry. System to Portland.
Boston & Maine R. R. to Boston.
Return via Route No. 4. Fare \$32.50.
- Route No. 16** Form WYG 829—Grand Trunk Ry. System to Kingston, via Suspension Bridge (Niagara Falls) or direct line.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Montreal.
Richelieu & Ontario Navigation Co. or Grand Trunk Ry. System to Quebec.
Grand Trunk Ry. System to Portland.
Eastern Steamship Co. to Boston.
Return via Route No. 5. Fare \$32.00.
- Route No. 17.** Form WYG 830—Grand Trunk Ry. System to Suspension Bridge (Niagara Falls).
Form WXR 830—West Shore R. R. to New York.
New York, New Haven & Hartford R. R. to Boston.
Return same route. Fare \$25.00.
- Route No. 18.** Form WYG 831—Grand Trunk Ry. System to Suspension Bridge (Niagara Falls).
Form WXR 831—West Shore R. R. to New York.
Fall River Line Steamer to Fall River.
New York, New Haven & Hartford R. R. to Boston.
Return same route. Fare \$24.00.

For those who may not desire to return to Chicago by same route traversed on going trip, some desirable tours, embracing Montreal going and New York returning, and the fares from CHICAGO follow:—

- Going via Route No. 1.
Returning—New York, New Haven & Hartford R. R. to Fall River.
Fall River Line Steamer to New York.
Lehigh Valley R. R. to Suspension Bridge.
Grand Trunk Railway System to Chicago.
This tour can be reversed at same cost. Fare \$32.75.
- Going via Route No. 2.
Returning same route as tour immediately preceding. Fare \$36.25.
- Going via Route No. 1.
Returning—New York, New Haven & Hartford R. R. to Fall River.
Fall River Line Steamer to New York.
Central R. R. of New Jersey to Bound Brook.
Philadelphia & Reading R. R. to Philadelphia.
Baltimore & Ohio R. R. to Chicago. Fare \$32.75.
- Going via Route No. 2.
Returning same route as tour immediately preceding. Fare \$36.25.

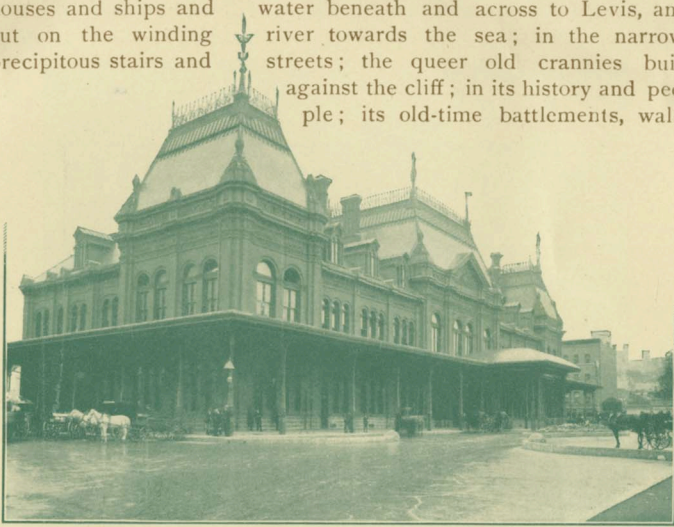
Since the accompanying booklet was printed the stop-over privilege at Detroit has been extended so that *on return-trip* holders of tickets via Detroit can remain at that point for any desired period *up to and including but not later than September 1st, 1903.*

All tickets via the Grand Trunk Railway System from points west of Durand are valid via Detroit or Port Huron at option of holder. On July 2nd, a special train will leave Chicago at 10:30 a. m., arriving at Kingston Wharf, at 5:30 a. m., July 3d, and Montreal at 11:00 a. m.

GEO. W. VAUX,

ASST. GEN. PASS. & TKT. AGT.

Dufferin Terrace. In all its phases—in the approach by the river and by the Grand Trunk from the west; in the departure going east; from the citadel, the terrace, or from the terrace looking down on the houses and ships and water beneath and across to Levis, and out on the winding river towards the sea; in the narrow, precipitous stairs and streets; the queer old crannies built against the cliff; in its history and people; its old-time battlements, walls



Grand Trunk Station, Montreal.

and gates;—there is nothing like it, or so attractive in the old world or new, as quaint, old Quebec. The visitor to Quebec should not fail to visit the Falls of Montmorency, seven miles east of the city; also the famous shrine of Ste. Anne de Beaupré, twenty miles east, reached by electric railway, where over 155,000 pilgrims annually pay their devotions.

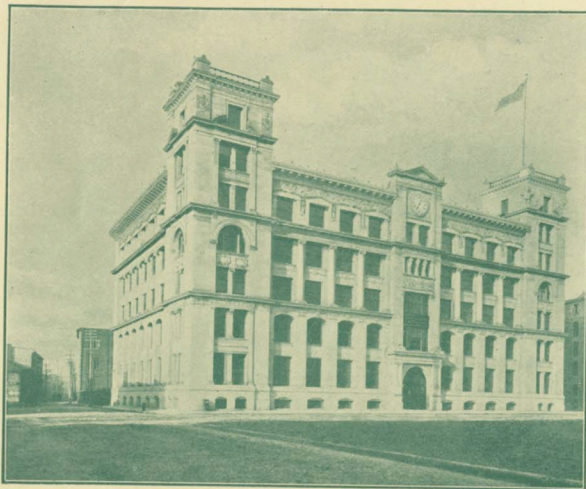
The Saguenay River trip is made from Québec either by rail via Lake St. John to Chicoutimi and thence by steamer down the river to Tadousac and up the St. Lawrence to Quebec, or vice versa. If the journey is made from Quebec by boat, the arrival and departure in the morning at Chicoutimi varies with the tide. About an hour's stop is given here, after which the steamer makes her start for a daylight trip down the dark and mysterious river. For the first eleven miles, as far as St. Alphonse (a prosperous settlement on Ha-Ha Bay), the scenery is bold, but not in any such degree as that farther south. After St. Alphonse settlement ceases, and then, as every mile is passed, the great river continues to grow more solemn and more grand until the climax is reached at Capes Trinity and Eternity, which are about midway between Chicoutimi and Tadousac. They are on the west side and about 2,000 feet in height, and face one another with a small bay between. Their sides on the Saguenay are partly covered with evergreens. Trinity is the more northerly of the two, and, while one mountain, it has three elevations, as seen from the Saguenay, hence its name. On the second elevation is a large white statue of the Virgin Mary. Its south side, however, on the little bay, is bare, perpendicular rock, and as you gaze from the steamer up its un-



Among the Thousand Islands.

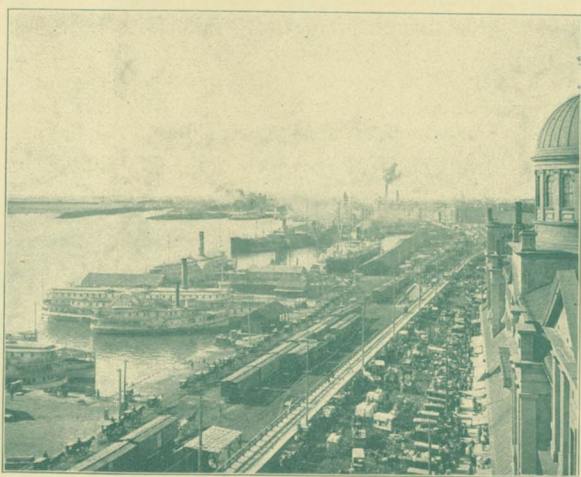
broken steep, which appears as if it might fall over and crush the steamer, and you with it, the feeling comes of itself, "How small am I in such a presence!" From the capes to Tadousac the scenery is of the grandest possible description. Six miles south of the capes, on the same side is Bay St. John, and a short distance

farther south the little Saguenay flows in from the west. About seven miles farther, on the east side is the mouth of the Marguerite, a fine salmon river; then come St. Etienne Bay, Pass Pierre Islands, and Point La Boule, and then the mouth of the Saguenay itself, with Point aux Bouleaux guarding the west, and Point aux Vache (so



Grand Trunk General Offices, Montreal.

called from the seacows, or walrus, that formerly swarmed here), the eastern side of the entrance. The landing at Tadousac is made in a little bay close to the river's entrance, called L'Anse L'Eau, and the trip through the dark waters of the Saguenay is over; it is termed a river, but its stupendous depth, given by some authorities as a mile and a half in places, and by others as 2,000 feet, indicates no ordinary channel cut by any surface water or river, but rather a great rift, the result of some wonderful convulsion, which split the mountains asunder and left between them this immense chasm, which the waters were compelled to fill before they could find further vent. As the steamer generally arrives at Tadousac early in the afternoon, ample time is given for a visit to the government salmon hatchery, the little old church, the first in Canada, and Dwight's Park, on the Island on the east side of the bay. At Murray Bay and Cacouna fine large hotels are situated; a most pleasant sojourn can be made at these points.



Montreal Harbor.

From Montreal to Boston the direct rail route lies over the Grand Trunk Railway System to St. Johns, the Central Vermont Railway to White River Junction, and the Boston and Maine Railroad through cars running over this route. After leaving Montreal the train crosses the St. Lawrence River over the famous Victoria Jubilee

Bridge, some two miles long, crossing the St. Lawrence River at this point. The bridge itself is one of great beauty and has replaced the old Victoria Tubular Bridge which had become unable to cope with the increasing traffic passing over it. The new bridge is an open steel double-tracked structure, with carriage ways and foot walks on each side of the main trusses, and the view of the city while crossing it is one of superb grandeur. The harbor front with its busy shipping for a distance of six miles is in full view, and if the journey is made by night, the thousands of electric lights along the wharfs and covering the city gives one the impression of a city illuminated for some great fête.

At St. Johns the Richelieu River is crossed and the train passes through a country filled with a diversity of scenic beauty, through the Champlain Valley, traversing the State of Vermont and through the White River Valley of the Green Mountains. The trains leaving Montreal for Boston in the morning reach there the same evening, and those leaving in the evening reach there the following morning.

Another delightful trip that can be made to Boston from Montreal is over the Portland Division of the Grand Trunk, which embraces the lovely scenery through the St. Francis Valley, and through the White Mountains of New England to Portland, Me., and thence by



Montreal by Moonlight from Victoria Jubilee Bridge.

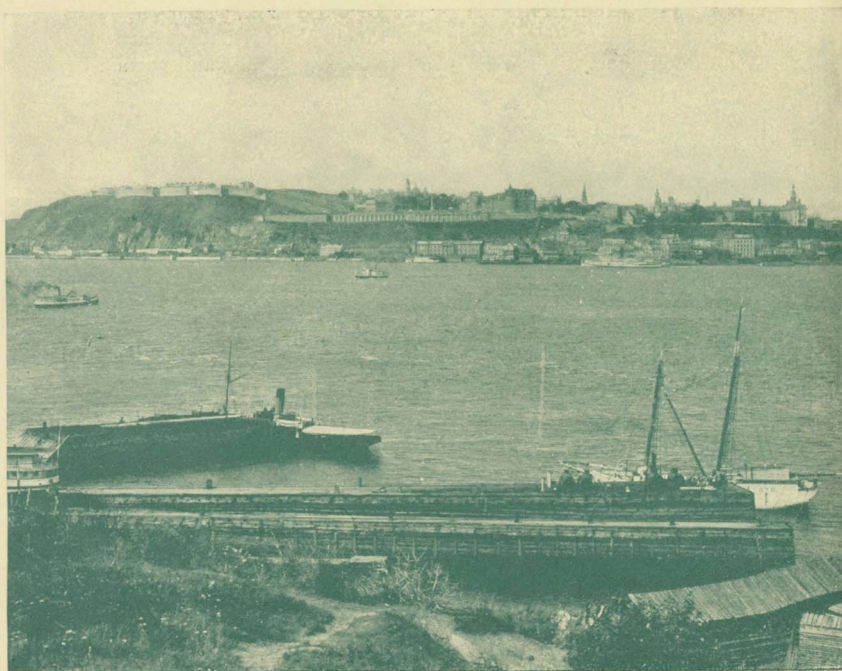
rail or boat to Boston. The trip from Montreal to Portland occupies about eleven hours, and the journey from there may be made by either train or day or night steamer, giving the traveller a trip through one of the most famous mountain districts in America, and a charming sea voyage if desired.

Maine, through a portion of which the route lies, is probably in size and character, as well as in growing volume of summer travel, the principal haven for the tourist. The movement of this temporary population is along two routes, or rather into two sections of the State. Fishing parties gravitate towards the Rangeley Lakes, the trout streams of the hill country and the other inland lakes, while most of those who aim to combine pleasure, recuperation and rest after the toils of a busy city life, have for their objective point any of the many beaches and resorts on the coast. In circumstances, character and aims the summer population of Maine represents the greatest variety. There are representatives of almost every type, from the excursionist and "globe-trotter" to the regular visitor of many years' standing; from the family of narrow means to the Cræsus whose thousands are scattered without a thought. Sportsmen, as has been said, see the lakes, and with them goes a small army of less noticeable and less wealthy persons, both men and women, who push their canoes far into the unbroken forests along the streams and

lakes. Life in the woods represents the acme of the negligée; at the seashore resorts, on the contrary, with its large hotels and greater opportunity for display, the demands of fashion are heavier, and one dresses for dinner.

From the west the admirable summer service of the Grand Trunk Railway System carries the passenger over the main line of their tracks via a route that is filled with attractions and scenes that rivet the attention. From Chicago to Portland and Old Orchard through Pullman sleeping cars run on the fast express trains operated by this system.

Gorham, N. H.—Gorham is the gateway to the mountain region, and is a picturesque and thriving village situated in a broad and beautiful valley at the confluence of the Androscoggin and Peabody Rivers, at an altitude of 800 feet above tidewater at Portland. The scenery in the vicinity of the village is remarkably striking, both in the vistas of the different mountain ranges and the isolated peaks that loom up at different points, and of the rivers and waterfalls. The range embracing Mounts Norwich, Carter, and The Imp, in par-

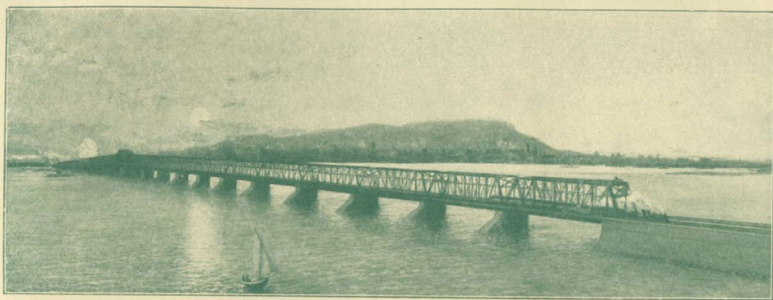


City of Quebec from Point Lévi.

ticular, is seen to great advantage. Mount Carter is one of the highest and Mount Norwich the most graceful of the White Hills in New Hampshire, and the best view of them is from the Alpine House, situated at the station of the Grand Trunk Railway System. A noble range of hills rises up to view to the northwest of Gorham, and is known as the Pilot Range, while to the east is seen the Androscoggin Hills, which wall in the valley on that side. Mount Hayes (2,500 feet), directly behind the Alpine House, is the highest of these latter, and may be ascended by a footpath leading to the summit, in about two hours. The view from the top of this mountain is something magnificent. Mounts Adams and Jefferson are in full view, and Mount Washington is seen to better advantage than from any other point.

Beautiful carriage roads radiate from Gorham in every direction, and no other place can boast of more magnificent drives than from this point. One of the most beautiful trips, and one that should be taken by all visitors to the mountains, is along the valley of the Peabody River to the base of Mount Washington, continuing along the ascent to the summit. Views of superb grandeur are seen in every part of this trip, and the tourist is lost in the magnitude and beauty

of Nature's awe-inspiring surroundings. From Lead Mine Bridge, four miles east of the village, a pleasing view is obtained of the Androscoggin River, dotted with islands in the foreground, with the mountains in the distance. Between five and seven o'clock in the afternoon, the scene is one of great beauty, when the sun is set-



Grand Trunk Victoria Jubilee Bridge, Montreal in Distance.

ting behind the mountains. An extremely attractive drive is along the bank of the river leading to Berlin Falls, where the whole volume of the Androscoggin pours over a granite ledge, descending nearly 200 feet in the course of a mile.

Mount Washington.—Mount Washington looking out from beyond, a head taller than all the others, is the mountain monarch of the north, about whose summit, veiled in clouds and darkness, the thunder god occasionally holds his turbulent court. From the base of Mount Washington can be seen the five highest peaks of the range. Near by, the waters of the Peabody go rollicking down the pass, as if happy to escape from the gloom of the mountains (affording fine sport for the trout fisher), and on every side you may see—
“Castled rocks stupendous piled.”

The romantic attractions of this locality—glens and gorges, streams, torrents, slides, lakelets and waterfalls—are unequalled by those of any other in the mountain region, while many of the steepes and ravines remain yet unexplored, tempting the courage and activity of the adventurer.

No one ever described the ocean so as to give a true impression of it, or the sea-like extent of one of our western prairies, or the falls of Niagara—and all attempts to impress the view, in a clear atmosphere, from Mount Washington on others, must be nearly futile.

You stand in the centre of a circle of country two hundred and fifty miles in diameter—high above all.

Many other localities along this route are pleasant places for a sojourn, included in which are Shelburne, N. H., Gilead, Me., Bethel, Me., Bryants Pond, Me., Norway, Me., Oxford, etc.

Lewiston, Maine, an enterprising city of 22,000 population is reached from Lewiston Junction via a branch of the Grand Trunk, a distance of

five miles. The world-famous **Poland Springs** is also best reached from the west by the Grand Trunk via Danville Junction, at which point conveyances meet all

trains to take passengers to the Poland Spring House.



Chaudiere Falls, near Quebec.

The “Beautiful City by the Sea,” as Longfellow so poetically called **Portland**, is the gateway to innumerable natural beauties and cool retreats.

Besides the fame which Portland has attained as being the birth-place of noted men, such as Longfellow and Gen. Neal Dow, the unequalled advantages of her situation, and the unlimited attractions

her surroundings afford, she has a past right in historical events which can but heighten the interest of every visitor to the "Forest City."

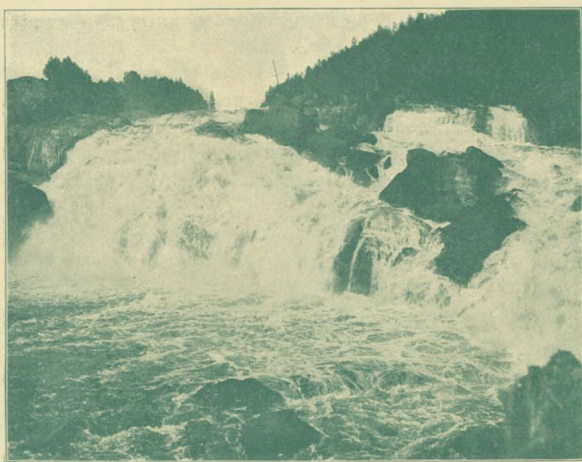
It can now boast of a population of 50,000, a delightful place of residence, a progressive, enterprising trade center, and a picturesque and healthful summer resort. Seldom has a city such surroundings of sea and shore, and seldom has a series of summer resorts such an attraction to offer as this beautiful city.

Portland and Casco Bay form the Utopia of those with moderate means; nowhere will a dollar procure more of sea-side pleasures. Hotels in the city and on the islands in the bay are numerous, and an unlimited number of boarding houses and cottages are in evidence, and to suit all classes, rates ranging from \$5.00 per day to \$5.00 per week.

Casco Bay is primarily a deep-water bay; its tides fall ten feet between ebb and flood, yet at their lowest no reeking mud-flats to annoy the senses of its visitors. Its shores are not so deeply indented as farther eastern bays along the coast of Maine (and therein lies a charm—accessibility), for no great rivers like the St. Croix, Penobscot and Kennebec form broad estuaries in collaboration with the seas to expand its waters. Its mainland shores concave in one regular broad sweep from Portland Headlight, on Cape Elizabeth, to the long peninsulas of Harpswell, which two points of the crescent,



Montmorency Falls, near Quebec.



Chicoutimi Falls.

approaching each other to within twenty miles, with an extreme depth of ten miles from the main, enclose a sea area of 200 square miles, corresponding in size to Moosehead Lake in Northern Maine, a great part of which is occupied by the very numerous and oft-sung islands of Casco Bay.

The accessibility and the frequent steamboat service of Casco Bay are remarkable. No large steamboats are required, for the landlocked nature of its waters makes danger and sea-sickness unknown quantities in Casco's summer navigation. A fleet of trim screw steam-



On the Androscoggin, Maine.

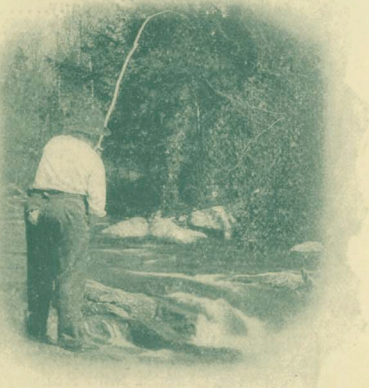
ers ply the waters of the bay with a frequency of trips that suggests the ferry, making it possible to visit its farther confines, partake of dinner and return to the city before evening.

Old Orchard.—This magnificent surf-bathing beach, with its mammoth steel pier lately erected, is the rival of Cape May or Atlantic City in popularity, while its stretch of sand, its tumultuous surf and its glorious bathing facilities are unequalled by any in the world. Luxurious hotels, as well as those of less pretensions, are numerous, and the pockets of those of moderate means can be admirably suited, as well as those of the millionaire. Every season thousands from all parts of America make Old Orchard their home during the heated spell of July and August, and the hotels, boarding houses and cottages have their full quota of summer guests. There have been many amusements inaugurated during the last few years at this charming resort, with the addition of the magnificent steel pier which extends hundreds of feet into the ocean, and where one can spend the hot hours of the day in a shaded alcove, with the mighty ocean as surroundings, and the invigorating and health-giving sea air which it gives forth.

Information.

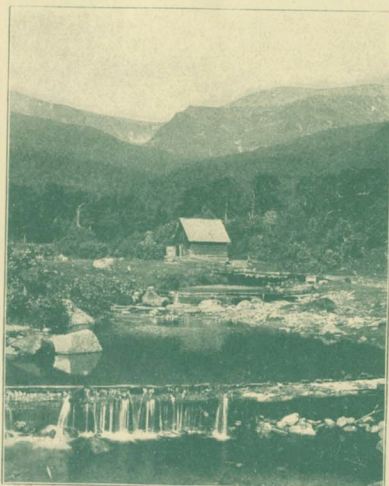
For passengers reaching the Grand Trunk through **Buffalo**, Suspension Bridge or Niagara Falls, a splendid service is offered, trains leaving these points at convenient hours during the day, with through Pullman sleeping car on the evening train direct to Kingston Wharf, for those desiring to take the Thousand Island and St. Lawrence River trip, or by the morning and afternoon trains for Toronto, at which point stop-over is allowed en route to Boston.

From **Detroit** an excellent service is offered either via Windsor and London or Port Huron and St. Clair Tunnel, and fast express trains are run carrying modern first-class coaches and Pullman sleeping cars, the route being via Hamilton and Toronto.



Trout Stream in Maine.

Meal Arrangements.—The Grand Trunk is noted for the excellence of its dining car and café-parlor car service which is operated on all through trains. The general style of the interior of these cars is colonial, in quartered oak. The windows are large and glazed with heavy plate glass and are all double, being dust proof when shut. The cuisine is without fault and praised by the most fastidious. Meals are served *a la carte*. For further particulars, maps, time tables, handsome illustrated descriptive matter regarding the several summer resort districts in Canada on the lines of the Grand Trunk (a list of which are given in this publication) and all information, apply to the nearest Grand Trunk Agent according to your own location, whether in Canada or the United States. Their addresses may be found in this booklet.



In the New England Hills.

Grand Trunk Publications.

Lake of Bays.
The Trail of the Red Deer.
Hay Fever.
The Mountains of New England and the Sea.
Across Niagara's Gorge.
Trains 3 and 4.
Among the 30,000 Islands of Georgian Bay.
Orillia and Couchiching.
Ste. Anne de Bellevue Booklet.
Mount Clemens.
"Royal Muskoka" Hotel.
Lake Nipissing and French River.
Kawartha Lakes.
Summer Resorts on Lake Huron.
Haunts of Fish and Game.
Summer Tours.
Personally Conducted Tourist Car Excursions.

Fares.—One fare for the round trip via the route traveled, plus \$2.00 membership fee, coupon for which will be included in the ticket.

For tickets via variable routes, seventy-five per cent of the sum of the first-class fares to Boston via routes traveled, plus \$2.00 membership fee, coupon for which will be included in the ticket.

Side Trips.—Side-trip tickets may be purchased in connection with through tickets to Boston as follows:—

FROM MONTREAL

To Quebec and return	
Via Grand Trunk Railway System.....	\$ 3.00
Via Richelieu & Ontario Navigation Company.....	3.00
Optional via Grand Trunk Railway System or Richelieu & Ontario Navigation Company.....	4.00

SAGUENAY RIVER SIDE TRIPS.

To Chicoutimi and return	
Via Grand Trunk Railway System.....to Quebec....	
Richelieu & Ontario Navigation Company.....to Chicoutimi, \$	7.50
Via Richelieu & Ontario Navigation Companyto Quebec....	
Richelieu & Ontario Navigation Companyto Chicoutimi,	7.50
Optional via Grand Trunk Railway System or Richelieu & Ontario Navigation Company.....to Quebec....	
Richelieu & Ontario Navigation Companyto Chicoutimi,	8.50
Via Grand Trunk Railway System.....to Quebec....	
Quebec & Lake St. John Railway.....to Roberval....	
Quebec & Lake St. John Railway.....to Chicoutimi,	
Richelieu & Ontario Navigation Companyto Quebec....	
Grand Trunk Railway Systemto Montreal...	9.00
Via Richelieu & Ontario Navigation Companyto Quebec....	
Quebec & Lake St. John Railway.....to Roberval....	
Quebec & Lake St. John Railway.....to Chicoutimi,	
Richelieu & Ontario Navigation Companyto Quebec....	
Richelieu & Ontario Navigation Companyto Montreal...	9.00
Via Grand Trunk Railway System or Richelieu & Ontario Navigation Companyto Quebec....	
Quebec & Lake St. John Railway.....to Roberval....	
Quebec & Lake St. John Railway.....to Chicoutimi,	
Richelieu & Ontario Navigation Companyto Quebec....	
Grand Trunk Railway System or Richelieu & Ontario Navigation Companyto Montreal ..	10.00

SAGUENAY RIVER SIDE TRIPS.—*Concluded.*

To Roberval and return	
Via Grand Trunk Railway System.....to Quebec....	
Quebec & Lake St. John Railway.....to Roberval...	\$ 6.50
Via Richelieu & Ontario Navigation Company.....to Quebec....	
Quebec & Lake St. John Railway.....to Roberval...	6.50
Via Grand Trunk Railway System or Richelieu & Ontario Navigation Company.....to Quebec....	
Quebec & Lake St. John Railway.....to Roberval...	7.50

Additional Amounts to be Added to Fare via all Rail Routes for Optional Tickets.

Via Grand Trunk Railway System or Richelieu & Ontario Navigation Company from Toronto to Montreal.....	\$ 6.50
Via Grand Trunk Railway System or Richelieu & Ontario Navigation Company from Kingston to Montreal.....	3.50
Via Rideau Lakes Navigation Company, Ltd., from Kingston to Ottawa, thence Ottawa River Navigation Company to Montreal, on going journey.....	4.00
In reverse direction.....	4.25
Tickets good going from Chicago July 1, 2, 3, 4, and 5.	
From Grand Trunk Stations, Toronto to North Bay inclusive, and west, July 2, 3, 4 and 5. From Grand Trunk Stations east of line, Toronto to North Bay inclusive, July 3, 4, 5, and 6.	

Tickets will be good for return leaving Boston not earlier than July 8, nor later than July 12, 1903, and only when executed by Joint Agent, for which a fee of twenty-five cents will be collected.

Return trip must commence on date of validation by Joint Agent at Boston, and tickets must be used through to original starting point prior to midnight of date cancelled by Joint Agent.

Extension.—By depositing ticket with Joint Agent not later than July 11, and on payment of fee of fifty cents at time of deposit, an extension of return limit, permitting departure from Boston to and including, but not later than, September 1, 1903, may be obtained.

Stop-Over Privileges.—Stop-over will be allowed at the following points under conditions mentioned:—

At DETROIT, MICH., and all stations in Canada on the Grand Trunk Railway System.

At either Niagara Falls, Ont., Suspension Bridge, N. Y., Hamilton, Ont., or Toronto, Ont., on tickets valid via Montreal.

At either Niagara Falls, Ont., Suspension Bridge, N. Y., or Niagara Falls, N. Y., on tickets valid via New York or Rotterdam Junction.

At Montreal on tickets valid via that point.

At Portland on tickets valid via that point.

At New York on return trip only on tickets valid via that point.

At Philadelphia, Baltimore and Washington on tickets via those points.

Length of**Stop - Over.**—At

Detroit, Mich., and stations in Canada (except those referred to in following) within transit limits of tickets only.

On Going Journey.—At other points named, stop-over can be for such time only as will allow passengers to reach Boston in time to deposit their tickets before six o'clock p.m., July 11, if they wish return limit extended.

If passenger does not desire to take advantage of the extension provision, he must leave last stop-over point in time to reach Boston on July 12, 1903.

On Return Journey.—Passengers who have not had return limit extended must leave last stop-over point not later than July 12.

On tickets that have been extended in the manner outlined in paragraph captioned "Extension of Return Limit," stop-over at Portland, Me., Montreal, Que., Toronto, Ont., Hamilton, Ont., Niagara Falls, Ont., Suspension Bridge, N. Y., and Niagara Falls, N. Y., may be made for any desired period, but passengers must leave last stop-over point not later than September 1, 1903.

At New York for any desired period within final limit of ticket.

At PHILADELPHIA, BALTIMORE and WASHINGTON for a period not exceeding ten days at each point; but passenger must leave last stop-over point not later than September 1, 1903.

How Obtained.—To obtain this privilege at Portland, Me., Montreal, Que., Toronto, Ont., Hamilton, Ont., Niagara Falls, Ont., Suspension Bridge, N.Y., Niagara Falls, N.Y., Philadelphia, Pa., Baltimore, Md., or Washington, D. C., passengers will deposit their tickets with ticket agent at stop-over point immediately upon arrival, and will receive from him, within thirty minutes of departure of train on which they elect to go forward, a new ticket, which will be for continuous passage, except for additional stop-overs provided for in the foregoing.



Poland Springs House.

N. E. A., BOSTON, 1903

To obtain stop-over at DETROIT and POINTS IN CANADA on the Grand Trunk Railway System passengers will make application to conductors.

To obtain stop-over at NEW YORK passengers will deposit their tickets with Joint Agent immediately upon arrival, with fee of \$1.00.

Exception.—Holders of tickets reaching Montreal via Richelieu & Ontario Navigation Company, who wish to go to Quebec or beyond via Richelieu & Ontario Navigation Company, can deposit tickets with Purser of boat before arrival at Montreal, but must reclaim them from Grand Trunk Agent at Bonaventure Station, Montreal.

Sleeping Car Fares between important points are as follows:—

Chicago to Boston.....	\$5.50	Toronto to Kingston.....	\$1.50
“ “ Kingston.....	4.00	Niagara Falls to New York,	2.00
“ “ Niagara Falls..	3.00	“ “ Boston.....	2.50
“ “ Toronto.....	3.00	Montreal to Boston.....	2.00
“ “ Montreal.....	5.00	“ “ Quebec.....	1.50
“ “ New York.....	5.00	“ “ Portland.....	2.00
Niagara Falls to Kingston,	2.00	New York to Boston.....	2.00

A berth will accommodate one or two persons.

Tourist cars will leave Chicago at 3:02 P. M., July 3 and 4, and run direct to Boston via Stratford, Toronto, Montreal, Central Vermont and Boston & Maine Railways, the fare being but two dollars per berth.



Nantasket Beach.

AGENCIES.

Boston, Mass.,.....T. WYNNE, Trav. Pass'r Agt., 360 Washington St.
Buffalo, N. Y.,.....CHAS. L. COON, City Passenger and Ticket Agent, 285 Main St. (Ellicott Sq. Building).
Chicago, Ill.,.....J. H. BURGIS, City Pass'r and Ticket Agt., 249 Clark St., cor. Jackson Boulevard.
Cortland, N. Y.,.....R. BUSHEY, Traveling Pass'r Agt.
Detroit, Mich.,.....R. MCC. SMITH, Southern Pass'r Agt., 124 Woodward Avenue.
“ “.....GEO. W. WATSON, City Pass'r and Tkt. Agt., 124 Woodward Avenue.
Grand Rapids, Mich.,.....C. A. JUSTIN, City Pass'r and Ticket Agt., 97 Monroe St.
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