## Routes to Montreal

From New York to Montreal a choice of three routes is

I.—A most attractive and direct route is by rail up the picturesque Hudson River to Troy; thence via the Delaware & Hudson Canal Company's railway, by way of Saratoga Springs, the west shore of beautiful Lake Champlain and Rouses Point, to the historic Richelieu Valley, and finally to Montreal. By this route New York is left at 7.00 p.m., and Montreal reached at about 7.15 the following morning. This trip may be pleasantly varied by taking steamer in the morning from New York up the Hudson as far as Albany, and thence by rail as above.

II.—An equally direct route north of Troy, N. Y., is by way of Rutland, Burlington and St. Albans, Yt., the line running between the east shore of Lake Champlain and the Green Mountains. New York is left at 7.00 p.m., and Montreal reached at about 8.15 the fol-

lowing morning.

III.—A slower but very enjoyable summer trip is via Route I. rail or steamer to Albany; thence by Delaware & Hudson Rd. to Caldwell; across Lake George to Baldwin; rail to Fort Ticonderoga; up Lake Champlain to Plattsburg, where rail is again taken to

From Montreal to New York, trains leave by the Delaware & Hudson Rd., 7.15 a.m. and 7.20 p.m.; the Central Vermont, 7.15 a.m.

and 7.30 p.m.

From Boston to Montreal through trains leave by the Boston & Montreal Air Line from the Lowell Depot at 9 a.m. daily, except Sundays, and 7.15 p.m. daily, Sundays included, arriving at Montreal at 8.40 p.m. and 7.55 a.m., respectively. The route traverses the most interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N. H., and Lake Winnipesaukee with the White Mountains in the distance; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts. - From Montreal, trains with drawing-room and sleeping cars attached leave for Boston by the Montreal & Boston Air Line from the Canadian Pacific Windsor Street Station at 9 a.m. daily, except Sundays, and 8.20 p.m. daily, Sundays included.

From Portland, Me., to Montreal the Maine Central Rd. forms a straight and entertaining route. Trains leave Portland at 8.45 a.m. and 6.15 p.m. daily, except Sunday, following up the Saco Valley, and entering the White Mountains at North Conway, N. H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and thence through Bethlehem to Lunenburg and across the lovely intervales of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.—Trains leave Montreal for Portland at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through sleeping and parlor cars

during summer months.

Trains from Boston and Portland cross the St. Lawrence by the magnificent new steel bridge of the Canadian Pacific Railway just above Montreal, and stop at the new Windsor Street Station. Transcontinental passengers travelling by day trains from Boston or Portland and not desiring to stop over in Montreal should change cars at Montreal Junction and there take transfer train to Mile-End, where connection is made with the Transcontinental train. Transcontinental passengers by rail route arriving in Montreal in the morning or desiring to stop over in Montreal should depart on Transcontinental trip from Dalhousie Square Station.

From Niagara Falls, Toronto and The Thousand Islands steamers descend the St. Lawrence River daily, except Sundays, during May and June, and daily, Sundays included, from 1st July to 1st September, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route. Niagara Falls may be reached by several railroads from Boston, New York, or Wash-

Time of foreign Railways is given as information only; it is not guaranteed, as it is subject to change.

## Transcontinental Rail Route

## **MONTREAL** and **VANCOUVER**: **2906 Miles**

Eastern Division, Montreal to Fort William: 998 Miles

A

Miles from Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vanco'r
0	Daily Except Sundays	Montreal—Dalhousie Square Station— Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Carter in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, and other lines run here. The St. Lawrence River and	Daily A © ARRIVE Except Sundays	2906
	EASTERN TIME (East of Port Arthur)	canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston, and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific coast without change. Trains for Toronto, Halifax, Boston, Portland, Sault Ste. Marie, Minneapolis, and St. Paul depart from Windsor Street Station.	Five days and 19 hours from Van-couver	To New York, 385; to Boston 342
1		<b>Hochelaga</b> —The "east end" of Montreal. The railway workshops and cattle yards are situated here.		2905

Additional trains run between Montreal, Ottawa and Upper Ottawa Valley See current time tables.

Eastbound from Train Vanco'r

STATIONS—DESCRIPTIVE NOTES

Miles from bound Train

West- bound Train	STATIONS—Desc	CRIPTIVE NOTES	East- bound Train.	Miles from Vanco'r
LEAVE 8.55	Mile End—Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.		LEAVE 7.47	2901
			2896	
9.12	St. Martin Juncti	on—Divergence of	7.31	2894
f10.02	st. Philippe Grenville the northern bank frequent views ar waters bearing nur lumber barges, ar The valley is div well-tilled French voted to dairy pro villages are passed vals. Streams com Laurentian Hills a frequent water-pov ing. At Ste. The lines diverge to St	e had of its broad merous steamboats, ad rafts of timber. ided into narrow, farms, mostly deducts. Picturesque at frequent intering down from the tthe north afford wers and good fishrese three branch. LIN, ST. JEROME.	f6.55	2869
10.32 P.M. doss oN	ted Caledonia Mine frequented health r tels and attractive s	ral Springs—a much esort, with good ho- surroundings. From	6.10 A.M. doss oN	2847 2841 2832 2827 2822 2816 2812 2806 2802 2797 2792 2788
Mines	extends northward and plumbago mine quantities of thes shipped. Just beyo main line of the rai iron bridge, directly cent falls of the Ling the Gatineau I ment Buildings at view on a high cl striking group. Fro	a short branch-line to phosphate, mica, s.s, from which great se minerals are and the station, the lway crosses, by an y over the magnificevre River. Cross-River, the Govern-Ottawa come into liff at the left—a	Phosphate mines	
	bound Train  LEAVE 8.55  9.12  f10.02  f10.02  Mines	LEAVE 8.55  Mile End—Suburb of tion with lines for Portland, Halifax,  Sault aux Recolled branch of the Ottar line to Quebec.  Ste. Rose Ste. Therese Ste. Augustine St. Scholastique St. Hermas  Jachute St. Philippe Grenville the northern bank frequent views are waters bearing number barges, at The valley is divided well-tilled French voted to dairy provillages are passed vals. Streams come Laurentian Hills afrequent water-poing. At Ste. The lines diverge to Stand St. Eustache.  10.32    Calumet    P.M.   Calumet    Pointe au Chene    Montebello    Papineauville    North Nation Mills    Thurso    Rockland    Buckingham    L'Ange Gardien    East Templeton    Gatineau    Hull     these occur frequeriver. Near Calum ted Caledonia Mine frequented health relating and plumbago mine quantities of the shipped. Just beyomain line of the rai iron bridge, directivent falls of the Ling the Gatineau iron bridge, directivent fa	STATIONS—DESCRIPTIVE NOTES   Train	STATIONS—DESCRIPTIVE NOTES

271	J110 I	116111			112011	V ZEIICO I
		LEAVE			LEAVE	
		Aylm'r Br'nch	line diverges, keep Ottawa through Av miles beyond. Leav line swings round, bridge from which Chaudiere Falls is o	LMER and for fifty ving Hull, the main crosses a long iron a fine view of the btained, and enters		
	100	Ar12.15	Ottawa, in the Prov	ince of Ontario.	A.M.	0700
	120	LV12.25 MIDN'T	Ottawa—Pop. 40,000 Dominion. Picture the junction of the the Ottawa. The which here interrup the Ottawa River, for a host of saw-mi	afford water-power ills and other man-	Lv4.30 Ar4.10	2786
		Capital of the Dominion	are made here from from the Ottawa Ri ries. The city stan overlooking a wide many fine residence but the stately Govovershadow all. Ridence of the Govermiles distant. A bidian Pacific Railw ward to Prescott, owhere Ferry conne Ogdensburg, N. Y., New York. The Ca	ver and its tributa- dds on high ground valley, and contains s, large hotels, etc., vernment Buildings deau Hall, the resi- nor-General, is two ranch of the Cana- day extends south- on the St. Lawrence, ction is made with and Rail Lines to mada Atlantic Rail-	Lum- ber mak- ing	
			way runs from here	to Lake Champlain.		2784
	122		Skead's	Leaving Ottawa,		2782
	124		Britannia	the railway follows the south bank of		2778
	128		Bell's Corners	the Ottawa River		2772
	134		Stittsville	for a distance,		2763
	143	Ar 1.30	Ashton stretches may be settities of saw-logs he the use of the mills	eld in "booms" for		2100
	148	200 0000	Carleton Place(Jun		Lv3 10	2758
		LV 1.40	Junction of a branch to Brockville on River, crossing the ronto line at SMI Carleton Place ar railway and other	-line running south, the St. Lawrence & Montreal-and-To- TH'S FALLS. At e large saw-mills, workshops.	Ar3.00	
	155	2.00	Almonte	Proceeding from Carleton Place, the	2.46	2751
	158		Snedden's	line takes a north-		2748
	163	2.20	Pakenham	westerly course,	2.20	2743
	171	2.35	Arnprior	still following the	2.05	2735
	174		Braeside	beautiful Ottawa		273
	177	2.50	Sand Point	Valley, which, to Pembroke and be-	1.54	2729
	183		Castleford	yond, is well		2723
	186		Russell's	cultivated by		2720
	189	3.26	Renfrew	English, Scotch and German far-	1.26	2717
		f3.48	Haley's	mers. Large clear	f1.06	2708
	205	f4.10	Cobden	streams come rush-	f12.49	2701
	211	A.M.	Snake River	ing down to the Ottawa from the		2695
	214		Graham's	hills at the west,		2692
	219		Government Road	and these, and the	MIDN'T	2687
			Ottawa as well, af	ford fine fishing—	1	
R	efre	shment	Station		f Flag	Station

Refreshment Station

f Flag Station

17

Miles from Mont'l	West- bound Train	STATIONS—Desc	CRIPTIVE NOTES	East- bound Train	Miles from Vanco'r
	LEAVE	maskinonge, trout mon. There are	and bass being com-	LEAVE	
	Fac- tories	and busy manufacturing towns, and sawmills occur at favorable places all along the river. At Almonte (pop. 3,500) are large woolen mills and other manufactories. Pakenham (pop. 2,200) and Arnprior (pop. 3,500) are also important manufacturing points. At Renfrew (pop. 2,900) is the junction of the Kingston & Pembroke Ry., extending southward			
	-	through a district a Kingston, on the S	bounding in iron to	Ry.	
224	5.05	Pembroke	St. Lawrence. $Pem-1broke$ (pop. 4,500)	12.05	2682
234	A.M.	Petewawa	is the most impor-	MIDN'T	2672
241		Thistle	tant town on this	f11.30	
246		Chalk River	section of the line, having many sub-	11.20	2660
251		Wylie	stantial industries,	f11.05	
255		Bass Lake	and commanding a	f10.56	
262 270		Moor Lake Mackey	large part of the trade of the lum-	f10.40	
274		Rockliffe	bering districts to-	10.17	2636
284		Bissett	wards the north.	10.07 $f9.45$	$2632 \\ 2622$
297		Deux Rivieres	The Ottawa River	9.05	2609
307		Klock	is again navigable for a considerable	8.40	2599
	A.M.	distance above and	d below, and steam-	0.10	
	Timber mills	along the west be through a country of of timber, and not vated. The valle Ottawa flows deep creasing hills. Lit ing up around th	he railway continues and of the Ottawa only recently cleared yet generally cultiy narrows and the oly between the interpretation of the country is to be der country is ap-	Fish	
318	9.18	proached, opportungun and rod increa a divisional point, v	nities for sport with ase. Chalk River is with an engine-house lway buildings and appurtenances.	and game	
330		Eau Claire	Mattawa (pop. 1,500) is an old	8.10	
	f10.10	Rutherglen	fur-trading post of	f7.36	
344	10.29	Callander	the Hudson's Bay	f7.21	2569
348	f10.39	Nasbonsing	Company, but at	f7.05	
	f11.00	Thorncliffe	present is of most importance as a	f6.55	2558
	Game	districts. It is a moose hunters, and for shooting expediobtained here. At leaves the Ottawa	for the lumbering favorite centre for guides and supplies itions may always be t Mattawa, the line	f6.30	2548
1		somewhat wild ar	ipissing, through a broken country,	Valley	
	FIRST Day	Fishing and shoot Little villages sur	s and rapid streams, ting are excellent. rounding saw-mills r, and newly-made	of the Matta- wa	

Miles from Mont'l	West- bound Train	STATIONS—DESC	RIPTIVE NOTES	East- bound Train	Miles from Vancor
	Grand Trunk Ry.	railway here, as in follows the streams in the country, and from the car window Thorncliffe is Nipis junction of the N western Div. of th Toronto, Hamilton etc., coming north Simcoe and the M trains run on to No actual connection y Pacific Ry. trains is	the best is not seen ws. A mile beyond sing Junction, the orthern & Northee G. T. Ry. from a, Niagara Falls, by way of Lake iskoka lakes. Its th Bay, where the with the Canadian	LEAVE	
364	Lake Nipis- sing.	Pacific Ry. trains is made. (See p. 59.)  North Bay — Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.			2542
374	f11.58	Beaucage	From North Bay	f5.35	2532
378	J12.10	Meadowside	to Heron Bay, on	f5.25	2528
387	12.30	Sturgeon Falls	Lake Superior, the	5.08	0.0000000000
390	f12.37	Cache Bay	line traverses a	f5.00	2516
397	f12.57	Verner	comparatively wild region, where	f4.41	
406	f1.20	Warren	forests, meadows,	f4.17	100000000000000000000000000000000000000
419	f1.50	Markstay	lakes and rocky	f3.45	0.0000
422	3 2 3	Hill Crest	ridges alternate.	50.40	2484
431	f2.18	Wahnapitae	The scenery is	f2 20	
436	f2.10	Romford	striking and in places extremely	f3.20 $f3.08$	The same
	NOON  Sporting opportunities	interesting. There of good agriculture of good agriculture settlements alread miles beyond Lattimber-cutting is as industry. The lar Province of Ontarisettlers in lots of 80 The large, clear, roin places so numer connecting arms, the of waters covering offering matchless sportsmen and cancand deer abound to gion, and the fishin and rivers is capital	are wide intervals ral land, and the y extend for 100 ke Nipissing; but s yet the principal ds belong to the o, and are open to acres without price. ick-bound lakes are ous that, with their ey form a labyrinth	Timber P.M.	
443		Sudbury	directly over the	2.50	2463
455	f3.18	Chelmsford	directly over the falls of the Stur-	f2.21	9 140 0
461	f3.30	Larchwood	geon River. From	f2.08	the state of
467		Onaping	Sudbury (pop. 1700) a branch-line leads	1.55	000000000000000000000000000000000000000
478		Cartier	off to ALGOMA	1.30	
489		Straight Lake	MILLS, on Lake	f12.52	Control of the Contro
	J 4.40	Pogamasing	Huron, and thence	No ob	1
498	15.10	Woto games	along the shore of		N
		Metagama	Lake Huron and		Station
Keire	eshment	Diamon		J Flag	, Nowoion

Miles from Iont'l	West- bound Train	STATIONS—DES	CRIPTIVE NOTES	East- bound Train	Miles from Vanco
532	LEAVE	Discorts		LEAVE	
549	0.55	Biscotasing	the Ste. Marie riv-		9000 60
		Ramsay	er to SAULT STE. MARIE, 179 miles,	10.30	235
564		Woman River	at the outlet of	f9.53	234
581	2.50	Ridout	Lake Superior,	f9.12	232
599	f9.17	8-10-0-0-0	where an immense	f8.33	230
	P.M.	American railway	connection with two lines, one extending		
		to Duluth and th	e other to St. Paul		
		and Minneapolis.	Transcontinental		
		passengers in sum	omer by taking the Montreal at 11.45		
		a m Mondays We	ednesdays and Satur-		
		days, can travel to	Sault Ste. Marie by		
		this branch line an	d thence take steam-	OLVIII	
	Copper	ship to Port Arthur	r without losing time.	SIXTH	
	nickel and	within a few mil	es of Sudbury, and ort branch lines of	DAY	
	gold	railway, are the me	ost extensive copper		
		and nickel deposits	known in the world.		
		Large quantities o	f the ores have been		
		snipped from the r	mines, and a number es are being erected		
		near Sudbury to re	educe the ores on the		
		spot. Approachin	ng Onaping a good	Mining	
		view of the high fa	lls of the Vermillion		
	1	River is to be had	for a moment; and		
		particularly fine.	tasing the scenery is Cartier is a divi-		
		sional point, with	the usual collection		
		of sidings and raily	vay structures. Bis-	A.M.	
615		Chapleau	cotasing (pop. 300)	7.55	229
629		Pardee	is situated on an extensive and ir-	f7.10	227
644		Windermere	regular lake of the	f6.35	226
661	£1201AM	Dalton	same name, and	f5.50	224
675	12.42		has a considerable	5.15	223
685	MIDN'T	Lochalsh	trade in furs and lumber. Chapleau		222
694	f1.34	Otter	(pop. 500) is another	f4.25	221
710	f2.17	Grassett	divisional point,	f3.45	219
727	f3.00	Amyot	with railway work-	3.00	217
747	3.55	White River	shops and a number of neat cot-	2.15	215
763		Bremner	ber of neat cot- tages for the em-	f1.05	214
776	f5.10	Trudeau	ployés. It is charm-	J1225mt	213
787	f5.37	Cache Lake	ingly situated on	f1155AM	2119
797	f6.00	Melgund	Lake Kinogama. Near Missanabie,	f11.25	210
		where Dog Lake	is crossed, a short	111.20	210
		portage connects	the waters flowing		
		southward into L	ake Superior with		
		those nowing north	nward into Hudson's ught here from the		
		1ar north for shipr	nent Revond Mig		
		sanable for sixty n	illes are many very		
		neavy rock-cutting	S. White River in		
802	f6.20	Heron Bay	ine-house and other	41 0	040
811		Peninsula	buildings common to all divisional	f11.05	2104
321		Port Coldwell	stations, has vards	10.40	2095
-		Middleton	for resting cattle	f10.05	2084
830 1	1.40		en route from the	9.40	2076
	8 25	Jack Figh			
830 846	8.35 A.M.	Jack Fish eastern market. I	Northwest to the From White River	8.55 P.M.	2060

Miles from Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train.	Miles from Vanco'	
	LEAVE	the same name to Dound Tale and	LEAVE		
		the same name to Round Lake, and then crosses a level tract with occa-			
		sional rocky uplifts to the Big Pic			
	SECOND	River, which is crossed by a high iron	Leav-		
	DAY.	bridge; and a mile beyond is Heron			
	V-1	Bay, on the northeast angle of Lake Superior. From Heron Bay for sixty	ing Lake Su-		
		miles the line is carried through and	perior		
		around the bold and harsh promon-			
	1 30	tories of the north shore of Lake	and the same		
005	A.M.	Superior, with deep rock cuttings, via-	P. M.		
865		Rossport ducts, and tunnels constantly occur-	7.55		
880	10.15	ring: and at inter-	6.55		
896	f11.05	vals, where the	f6.07	2010	
912	f11.45	Mazokama railwayiscutout of	f5.29	1994	
	NOON	the face of the cliffs, the lake comes into full view. No part of this wonder-			
		ful scenery should be missed by the			
		traveller, who should be on the lookout			
		before reaching <i>Peninsula</i> . The great sweep around Jackfish Bay is particu-		11	
		sweep around Jackfish Bay is particu-	Superb		
		larly fine. Beyond Schreiber (a divi-	views		
	¥	sional point and refreshment station) a chain of islands separates Nepigon Bay	- 3		
	Lake Su-	from Lake Superior, and the shore of			
	perior	from Lake Superior, and the shore of the bay is followed to and beyond			
		Nepigon station. Between Rossport			
		and Gravel River some of the heaviest			
		work on the entire line of the railway			
928	12.30	occurs. The constantly changing views Nepigon on Nepigon Bay	4 50	1978	
946	f1.15	Wolf River are charming. All	4.53	1960	
961	f1.55	Pearl River of the streams	f4.15	1948	
970	f2.15	emptying into	f3.40	1936	
979	2.53	Lake Superior con-	f3.17	200	
010		in plenty, and in some of the streams,	2.53	1927	
		Nepigon River especially, they are	Ω.		
	V.A. 1	noted for their large size—six-pounders	FO		
	m	being not uncommon. Nepigon River,	Fort William Montreal)		
	Trout fishing	which is crossed by a fine iron bridge a	ME AE		
	8	little before reaching the station, is a beautiful stream, well known to sports-	HE HE		
		men. Everywhere on Lake Superior.	TI		
		whitefish and the large lake trout are	r TIME liam to eal)		
	gα	common. Three miles beyond Nepigon			
	ily	the railway turns around the base of Red Rock, a high, bright-red cliff, and,	EX		
	Arrives daily cept Tuesday	avoiding the heads of Black Bay and	Leaves daily except Friday		
	res	Thunder Bay, takes a straight course	es es		
	rri	for <i>Port Arthur</i> , and from the higher	da		
	Arrives daily except Tuesdays	elevations delightful views of Thunder Bay are to be had.	ily lay		
	a	Day are to be mad.			
993	3.30	Port Arthur Pop 2 500 On the west	2.20	1918	
000	5.50	*Port Arthur—Pop. 3,500. On the west shore of Thunder Bay, an important	2.20		
		arm of Lake Superior. It has sub-			
		stantial buildings and hotels.			
000	9 45	Fort William Don 0.000 A all and 11	1 22	100	
998	3.45	Fort William—Pop. 2,800. A short distance from the mouth of the Kamin-	1.55	1908	
	P.M.	istiqua river, a broad deep stream	P. M.		
		with firm banks, affording extraor-			
		dinary advantages for lake traffic.	1		
	·lomont !	-	C 777	a	
Kefre	shment	Station	f Flag	Statio	

Miles	West-	STATIONS—DESCRIPTIVE NOTES	East-	Miles
from	bound		bound	from
Mont'l	Train		Train	Vanco'i
	Arrives daily except Tuesdays	The fine steel steamships of the Canadian Pacific line ply between here and Owen Sound (see page 60), and connection is also made via C. P. R. train to Port Arthur with steamer "Cambria" for Duluth (see page 66). FORT WILLIAM is the terminus of the Eastern division and is the Lake port of the C. P. R. Western section.	Leaves daily except Fridays	

## FORT WILLIAM and DONALD: 1,450 Miles

(Western Division)

Miles from Mont'l	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vanco'r
998	THAT TIME DAILY STATES TO STATE THAT THE STATE OF THE STATES THE S	Fort William—From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here—one of them a very handsome structure. Fort William was formerly a Hudson Bay Co.'s post. The fur house of the old fort is now used as an engine house for the great coal docks, and some of the largest grain elevators in the world overshadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time.	12.30 P.M.  ARRIVE Train stops 25 min.  Civic wealth Except Friday FIFTH DAY	v

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A. M. and P. M. are abolished, and the hours from noon till midnight are counted as from 12 to 24 o'clock.

Miles from Mont'l	West- bound Train	STATIONS—DESC	RIPTIVE NOTES	East- bound Train.	Miles from Vanco'r
	LEAVE			LEAVE	
1011	15.50	Murillo	From Fort Wil-	11.50	1895
	f16.02	Kakabeka	liam to Winnipeg	f11.35	1890
1022	16.20	Kaministiqua	the railway traverses a wild broken	11.23	1884
1031	16.42	Finmark	region, with rapid	11.00 AM	1875
1038	17.05	Buda	rivers and many	10.40	1868
1049	f17.35	Nordland	lakes, but contain-	10.15	1857
1051	17.45	Dexter	ing valuable forests and mineral depos-	10.05	1855
1059	18.00	Linkooping	its. Murillo is the	9.50	1847
1070	18.45	Savanne	railway station for	9.25	1836
1080		Upsala	the Rabbit Moun-	f8.50	100000000000000000000000000000000000000
1088		Carlstad	tain silver district,	8.35	1818
1098		Bridge River	and four miles from the station are the	8.10	
1110	20.30	English River	Kakabeka Falls,	7.45	
1118		Martin	where the Kamin-	7.26	
1128	21.15	- Contractor Petrone	istiquia leaps from	7.05	575 C. T. T.
1139	The second second	Falcon	a height exceeding that of Niagara.	f6.40	
2200	J 21. 12		vs up this river to	) 0.40	1101
	Higher than Nia- gara	Kaministiquia, and Mattawan and the and there is excenear all the static mark. Wolseley I Fort William to Fo	then ascends the wabigoon rivers; ellent trout fishing ons as far as Fined an army from rt Garry (now Wing the more or less		
1146	00 15	Ignace	connected rivers	0.05	1760
1155	22.15	Butler	and lakes much of the way; two of	6.25	The book of
000000000000000000000000000000000000000	f22.35	Raleigh	his boats may be	f5.45	
1163	22.57	Tache	seen just beyond	5.20	4500
1174	23.25	Brule	the station at Sa-	5.00	
1184	23.50	Wabigoon	divisional point,	4.35	100000000000000000000000000000000000000
1196	24.20	Donolow	but otherwise is of	4.05	
1204	24.40 m	Oxdrift	little consequence	3.47	4 000
1216	1.17	To ale Dimon	as yet. At Eagle	3.16	4000
1226	1.47	Warmanilliam Dam	River, two beautiful falls are seen,	2.50	4000
1236	2.20	G:114	one above and the	2.20	0.0000000000000000000000000000000000000
1244	2.42	Dommond	other below the	1.55	
1250	3.00	C	railway. From	1.35	A STATE OF THE PARTY.
1259	3.25	Tramba Talva	here, to and beyond Rat Portage,	1.10	
1267	3.45		the country is ex-	24.50	1639
1278	f4.07	77	cessively broken	f24.25	1628
1283	4.22	passes through nullifts. The scenery	and the railway umerous rocky up- is of the wildest ep_rock-bound lakes	24.10	1623
	The Lake	are always in sight. 2000), at the princip of the Woods, is a	Rat Portage (pop. al outlet of the Lake in important town,	Rat Por-	
	of the Woods	of which is shippe prairies. The Lake largest body of wa railway between La	d westward to the of the Woods is the ter touched by the lake Superior and the ned for its scenery.	tage	
1001				MIDN'T	So submension
1291	100000	Rat Portage	It is studded with islands, and is a	23.45	A 10000000
1293		Norman	favorite resort for	23.25	The account
1295		Keewatin	sportsmen and	23.15	
1303	5	Ostersund	pleasure seekers.	f22.51	
Refre	eshment	Station		f Flag	Station