

Routes to Montreal

From **New York** to **Montreal** a choice of three routes is offered.

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, Vt., 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 following 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 Montreal.

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 Winnepesaukee 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 intervals 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 Washington.

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

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancou'r
0	P. M. 8.40	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 Cartier 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 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.	A. M. 8.00 ARRIVE	2906
	Daily Except Sundays		Daily Except Sundays	
	EASTERN TIME (East of Port Arthur)		Five days and 19 hours from Vancouver	To New York, 385; to Boston 342
1		Hochelaga —The "east end" of Montreal. The railway workshops and cattle yards are situated here.	Railway connect'ns	2905

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

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
5	LEAVE 8.55	Mile End —Suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	LEAVE 7.47	2901
10		Sault aux Recollets —Rapids of a branch of the Ottawa.		2896
12	9.12	St. Martin Junction —Divergence of line to Quebec.	7.31	2894
17		Ste. Rose		2889
20		Ste. Therese		2886
27		Ste. Augustine		2879
32		St. Scholastique	f 6.55	2874
37		St. Hermas		2869
44	f 10.02	Lachute	f 6.36	2862
49		St. Philippe		2857
75		Grenville the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges, and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch-lines diverge to St. LIN, St. JEROME, and St. EUSTACHE.		2849
59	10.32	Calumet	6.10	2847
65	P.M.	Pointe au Chene	A.M.	2841
74		Montebello		2832
79		Papineauville		2827
84		North Nation Mills		2822
90		Thurso		2816
94		Rockland		2812
100		Buckingham		2806
104		L'Ange Gardien		2802
109		East Templeton		2797
114		Gatineau		2792
118		Hull these occur frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica, and plumbago mines, from which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> a branch-		2788

Refreshment Station

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	LEAVE		LEAVE	
	Aylm'r Br'nch	line diverges, keeping north of the Ottawa through AYLMEY and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.		
120	Ar 12.15 Lv 12.25 MIDN'T	Ottawa —Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where Ferry connection is made with Ogdensburg, N. Y., and Rail Lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	A.M. Lv 4.30 Ar 4.10	2786
	Capital of the Dominion		Lumber making	
122		Skead's		2784
124		Britannia		2782
128		Bell's Corners		2778
134		Stittsville		2772
143		Ashton stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.		2763
	Ar 1.30 Lv 1.40	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south, to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At <i>Carleton Place</i> are large saw-mills, railway and other workshops.	Lv 3.10 Ar 3.00	2758
155	2.00	Almonte	2.46	2751
158		Snedden's		2748
163	2.20	Pakenham	2.20	2743
171	2.35	Arnprior	2.05	2735
174		Braeside		273
177	2.50	Sand Point	1.54	2729
183		Castleford		2723
186		Russell's		2720
189	3.26	Renfrew	1.26	2717
198	f 3.48	Haley's	f 1.06	2708
205	f 4.10	Cobden	f 12.49	2701
211	A.M.	Snake River		2695
214		Graham's		2692
219		Government Road Ottawa as well, afford fine fishing—	MIDN'T	2687

|| Refreshment Station

f Flag Station

f Flag Station

|| Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'o'r
532	6.35	Biscotasing	the Ste. Marie river to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense	LEAVE 11.05	2374
549	7.15	Ramsay		10.30	2357
564	f7.55	Woman River		f9.53	2342
581	f8.35	Ridout		f9.12	2325
599	f9.17	Nemegosenda		f8.33	2307
	P.M.	iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 11.45 a. m., Mondays, Wednesdays and Saturdays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employes. It is charmingly situated on Lake Kinogama. Near <i>Missanabie</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond <i>Missanabie</i> for sixty miles are many very heavy rock-cuttings. <i>White River</i> , in addition to the engine-house and other buildings common to all divisional stations, has yards for resting cattle en route from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of		SIXTH DAY	
615	10.05	Chapleau		A.M.	
629	f10.40	Pardee		7.55	2291
644	f11.20	Windermere		f7.10	2277
661	f1201AM	Dalton		f6.35	2262
675	12.42	Missanabie		f5.50	2245
685	MIDN'T	Lochalsh		5.15	2231
694	f1.34	Otter			2221
710	f2.17	Grassett		f4.25	2212
727	f3.00	Amyot		f3.45	2196
747	3.55	White River		3.00	2179
763	f4.35	Bremner		2.15	2159
776	f5.10	Trudeau		f1.05	2143
787	f5.37	Cache Lake		f1225mt	2130
797	f6.00	Melgund		f1155AM	2119
				f11.25	2109
802	f6.20	Heron Bay		f11.05	2104
811	6.40	Peninsula		10.40	2095
821	f7.15	Port Coldwell		f10.05	2084
830	7.45	Middleton		9.40	2076
846	8.35	Jack Fish		8.55	2060
	A.M.			P.M.	

|| Refreshment Station

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'o'r
		LEAVE	the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , on the northeast angle of Lake Superior. From <i>Heron Bay</i> for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts, and tunnels constantly occurring; and at intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the lookout before reaching <i>Peninsula</i> . The great sweep around <i>Jackfish Bay</i> is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates <i>Nepigon Bay</i> from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of the railway occurs. The constantly changing views on <i>Nepigon Bay</i> are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, <i>Nepigon River</i> especially, they are noted for their large size—six-pounders being not uncommon. <i>Nepigon River</i> , which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond <i>Nepigon</i> the railway turns around the base of Red Rock, a high, bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Port Arthur</i> , and from the higher elevations delightful views of Thunder Bay are to be had.	LEAVE	
		SECOND DAY		Leaving Lake Superior	
	A.M.			P. M.	
865	9.40	Schreiber		7.55	2041
880	10.15	Rosspport		6.55	2026
896	f11.05	Gravel River		f6.07	2010
912	f11.45	Mazokama		f5.29	1994
	NOON				
				Superb views	
	Lake Superior				
928	12.30	Nepigon		4.53	1978
946	f1.15	Wolf River		f4.15	1960
961	f1.55	Pearl River		f3.40	1945
970	f2.15	Loon Lake		f3.17	1936
979	2.53	Mackenzie		2.53	1927
				(Port William to Montreal)	
				EASTERN TIME Leaves daily except Friday	
	Trout fishing				
	Arrives daily except Tuesdays				
993	3.30	Port Arthur —Pop. 3,500. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.		2.20	1913
998	3.45	Fort William —Pop. 2,800. A short distance from the mouth of the <i>Kaministiquia</i> river, a broad, deep stream, with firm banks, affording extraordinary advantages for lake traffic.		1.55	1908
	P.M.			P. M.	

|| Refreshment Station

f Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'o'r
	Arrives daily except Tuesdays	<p>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).</p> <p>FORT WILLIAM is the terminus of the Eastern division and is the Lake port of the C. P. R. Western section.</p>	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 Vanc'o'r
998	LEAVE 15.10 This train stops 25 min. at Fort William Daily except Tuesday Silver Mines CENTRAL TIME (Fort William to Brandon) The Harbor	<p>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.</p>	12.30 P.M. ARRIVE Train stops 25 min. Civic wealth Daily except Friday FIFTH DAY Thunder Bay	1908

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—DESCRIPTIVE NOTES	East-bound Train.	Miles from Vanc'o'r
	LEAVE		LEAVE	
1011	15.50	Murillo	11.50	1895
1016	f16.02	Kakabeka	f11.35	1890
1022	16.20	Kaministiquia	11.23	1884
1031	16.42	Finmark	11.00AM	1875
1038	17.05	Buda	10.40	1868
1049	f17.35	Nordland	10.15	1857
1051	17.45	Dexter	10.05	1855
1059	18.00	Linkooping	9.50	1847
1070	18.45	Savanne	9.25	1836
1080	f19.10	Upsala	f8.50	1826
1088	19.30	Carlstad	8.35	1818
1098	19.55	Bridge River	8.10	1808
1110	20.30	English River	7.45	1796
1118	20.50	Martin	7.26	1788
1128	21.15	Bonheur	7.05	1778
1139	f21.42	Falcon	f6.40	1767
	Higher than Niagara	<p>The railway follows up this river to <i>Kaministiquia</i>, and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i>. Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at <i>Savanne</i>. <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i>, two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description, and deep rock-bound lakes are always in sight. <i>Rat Portage</i> (pop. 2000), at the principal outlet of the Lake of the Woods, is an important town, with several large saw-mills, the product of which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery.</p>		
1146	22.15	Ignace	6.25	1760
1155	f22.35	Butler	f5.45	1751
1163	22.57	Raleigh	5.20	1743
1174	23.25	Tache	5.00	1732
1184	23.50	Brule	4.35	1722
1196	24.20	Wabigoon	4.05	1710
1204	24.40 m	Barclay	3.47	1702
1216	1.17	Oxdrift	3.16	1690
1226	1.47	Eagle River	2.50	1680
1236	2.20	Vermillion Bay	2.20	1670
1244	2.42	Gilbert	1.55	1662
1250	3.00	Parrywood	1.35	1656
1259	3.25	Summit	1.10	1647
1267	3.45	Hawk Lake	24.50	1639
1278	f4.07	Beaver	f24.25	1628
1283	4.22	Rossland	24.10	1623
	The Lake of the Woods		Rat Portage	
1291	5.00	Rat Portage	MIDN'T	
1293	5.10	Norman	23.45	1615
1295	5.17	Keewatin	23.25	1613
1303	f5.36	Ostersund	23.15	1611
	Refreshment Station		f22.51	1603
			/ Flag Station	