

TRAINS 3^{AND}4

ROUTE OF THE
INTERNATIONAL
LIMITED

THE INTERNATIONAL
DOUBLE-TRACK ROUTE

CHICAGO
DETROIT
TORONTO
MONTREAL
PORTLAND
BOSTON
NEW YORK

GRAND
TRUNK
RAILWAY
SYSTEM

GRAND
TRUNK
RAILWAY
SYSTEM

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GRAND TRUNK RAILWAY SYSTEM

The Chateau Laurier

Ottawa, Canada

A. T. FOLGER, Resident Manager

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by the

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"THE QU'APPELLE" - - - Regina, Sask.

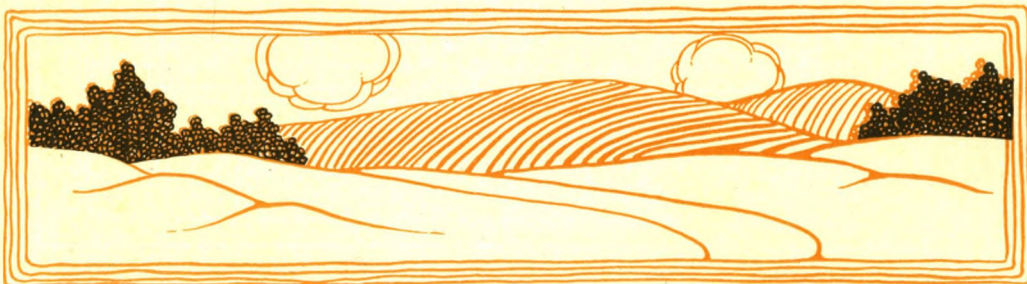
F. W. BERGMAN, Manager of Hotels.
OTTAWA, CANADA

"THE HIGHLAND INN" is 169 miles west of Ottawa

TRAINS 3^{AND} 4

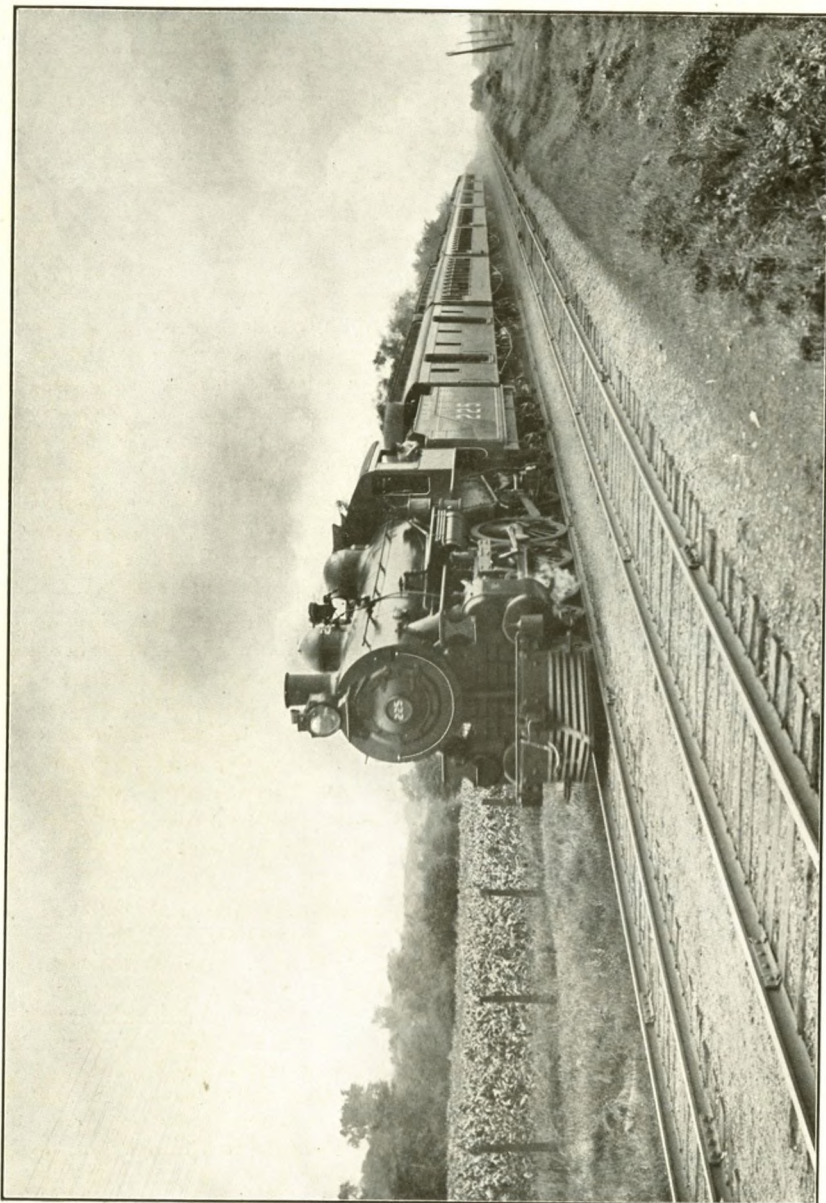


Issued by the
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1913



Trains 3 and 4

PAGE TWO



INTERNATIONAL LIMITED—CANADA'S FASTEST AND FINEST TRAIN.

Trains 3 and 4



PAGE THREE



ALL of the great American railroads today have their fast "limited" trains of which they are proud to boast and which stand out prominently against the long-distance trains of twenty years ago. Not only are these trains fitted up with a view to elegance, but every safety device known to the world of science is brought into play to warrant the necessary speed being made with perfect safety.

A "limited" train of a few years ago was "limited" indeed when compared with the greyhounds of the rail of today which are limited only by the achievements of man, and the twentieth century will doubtless be as exacting as the past; but, as we are dealing with the present we will not venture to predict.

THE GRAND TRUNK LIMITEDS

The "limiteds" of the Grand Trunk Railway System, the great International Double Track Route, and incidentally one of the longest continuous double-track railways in the world under one management, are the equal of any railway system in the world, and operate through a country filled with interest to the tourist, sportsman and traveler. Before dealing with the two fast express trains known in the railway parlance as Trains 3 and 4, the route of which is the subject of this brochure, a word descriptive of this company's premier train, the "International Limited," the finest and fastest train in Canada, may not be uninteresting.

With the growth of Canada and the ever-increasing passenger traffic between the large centers of Canada and the United States, the "International Limited" was created. Today it is universally known as one of America's foremost trains and has fully justified the policy of the Grand Trunk Railway System in its inauguration. The train consists of first-class combination baggage car, first-class day coaches, parlor-library car between Montreal and Detroit, dining car between Montreal and London, Pullman sleeping car Montreal to Chicago, and Pullman sleeping car Detroit to Chicago, the train being hauled by the Grand Trunk's powerful standard passenger engines of the latest type. The route of the "International Limited" is from Montreal to Chicago, leaving the Canadian metropolis at 9:00 a. m. every morning in the year, arriving Chicago the following morning at 8:00. Its patrons are given the opportunity of the daylight run to Toronto, reaching that city at 4:30 p. m., a distance of 334 miles in seven hours and a half, passing through a country replete in

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beautiful scenery and having large centers of population; in fact, the whole trip is full of interest, skirting for many miles the beautiful St. Lawrence and Lake Ontario. And so on through to London, all of which is more fully dealt with elsewhere in this publication. At London the "International Limited," diverges from the main line and reaches Detroit by way of Chatham and Windsor



THE GORE, HAMILTON, ONT.

connecting with the main line again at Durand, thence to Chicago, the big western metropolis, and terminus of the Grand Trunk Western line.

ROUTE OF TRAINS 3 AND 4

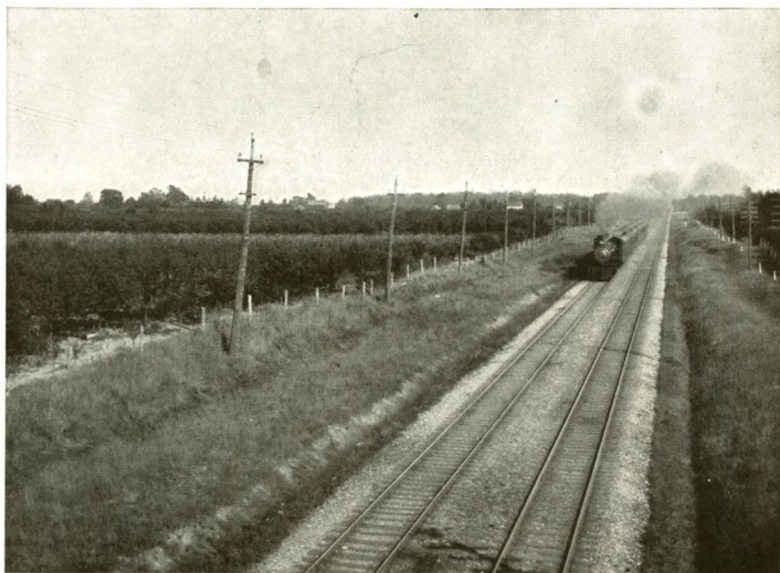
The route of Trains Three and Four is between Chicago and New York via Niagara Falls, and Portland via Toronto and Montreal, No. 3 westbound, No. 4 eastbound, a distance of 969 miles to New York, all double track, and 1,140 miles to Portland, 880 miles double track. You might travel America over without finding a system that reaches such a variety of interests to the tourist and traveler as the Grand Trunk, embracing everything from the seaside resorts of the Atlantic Coast, the mountain resorts in the New England hills to the unsurpassed tourists' havens in the Highlands of Ontario—but that nothing may be missed we will follow Train Number Four from Chicago on its eastbound trip to the Atlantic.

Trains 3 and 4

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TRAIN NUMBER FOUR

Train Number Four leaves Chicago daily at a convenient hour in the afternoon as a solid train, composed of one of the new standard ten-wheeled passenger engines, baggage, express and mail cars, first-class coaches, Pullman sleeping cars and dining car, including Pullman sleeping cars and first-class coaches Chicago to Buffalo and New York, and another sleeper Detroit to Buffalo; also a parlor car and through coach Buffalo to Philadelphia; Pullman sleeping cars from Chicago to Toronto, Montreal and Boston, and from



THROUGH THE GARDEN OF CANADA.

Detroit to Toronto via Stratford, Ont.; first-class coaches Chicago to Toronto, and Toronto to Montreal. Dining cars are attached to the train at convenient hours, serving meals and refreshments *a la carte*; first-class coaches and Pullman sleeping car Montreal to Portland.

In addition to the above, a Pullman tourist car is operated to Boston three times a week, leaving Chicago Wednesdays, Thursdays and Saturdays, for the accommodation of passengers holding any class of tickets, a small charge being made for sleeping berths in this car. The New York section reaches that city at a convenient hour on the following evening, the other division of the train reaching Toronto early the following morning, and Montreal early in the evening, where connection is made for Quebec, Portland and Boston. Through Pullman sleeping cars leave Montreal on the night trains for Quebec and Port-

Trains 3 and 4

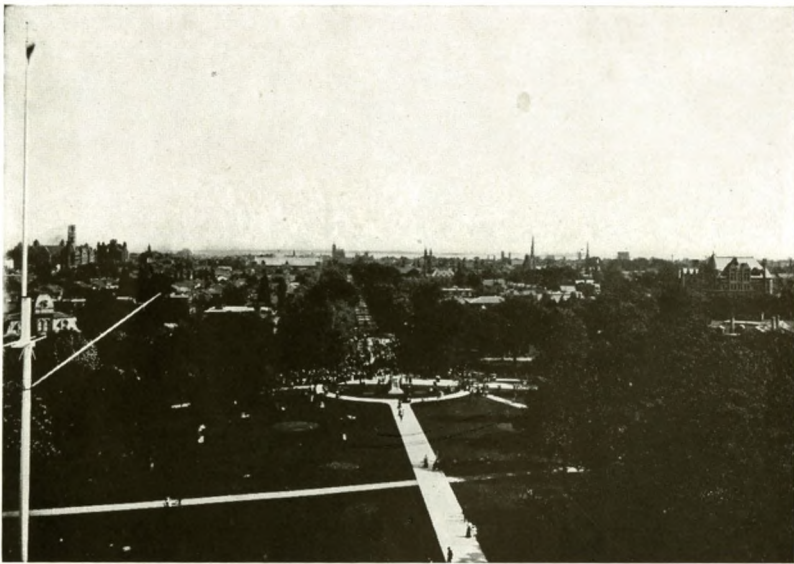
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land, and during the summer months a through sleeper, Chicago to Portland, Me., for the seaside resorts, is run on this train.

**TRAIN
NUMBER
THREE**

Train Number Three is a westbound flyer from New York to Chicago, with direct connection at South Bethlehem from Philadelphia.

This train leaves the commodious station at Jersey City daily at an early hour in the evening, and is reached from New York either by



TORONTO FROM THE LEGISLATIVE BUILDINGS.

the Pennsylvania ferries from Cortlandt Street or Desbrosses Street, or by the Hudson River Tubes from Hudson Terminal at Cortlandt and Church Streets or 33rd Street and Broadway.

It is a solid train composed of first-class coaches and Pullman sleeping cars. There is also a Pullman sleeping car, New York to Toronto, and up-to-date dining cars serving meals between New York and Chicago at regular hours.

Number Three also leaves Montreal every night. At Montreal connection is made with trains from Quebec, Portland, Me., Boston, Mass., and all New England points. The train, Portland to Montreal, is run solid, including first-class coaches and parlor-library-cafe car. Pullman sleeping cars and through coaches are run from Boston to Montreal and Chicago, as well as Pullman sleeping cars and first-class coaches from Montreal to Toronto and Detroit. On Mondays, Wednesdays and Fridays a Pullman tourist car, for the accom-



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modation of passengers holding any class of ticket, leaves Boston, and is hauled on this train to Chicago, for accommodation in which a small charge is made for sleeping berths. These cars are in many respects the equal of the standard sleepers.

In addition to the above, a parlor-library-cafe car is operated in connection with this train between Boston and Montreal and Toronto and Port Huron, serving meals *a la carte*, and a dining car is attached at Port Huron for the run to Chicago.

THE COACHES

The first-class coaches that are part of these solid trains are models of modern science and expert workmanship, being built with a view to the comfort and ease of the traveling public without regard to cost. In completeness of detail, artistic taste, appointments and finish, they surpass anything of their kind yet built in America. They are 68 feet long, of the wide vestibule order, with steel platform and an adjustable cover over the steps, making the whole platform a vestibule. By this means dust and smoke are excluded, and perfect safety to passengers, while passing from one car to another, is assured. The vestibules are also lighted with a powerful light, which is a most convenient appointment. Each of these first-class coaches have seating capacity for seventy-two passengers. The interior of these cars are finished in quartered oak, and is extremely handsome, set off by trimmings of exquisite design in bronze. A large and comfortable smoking room is provided, where lovers of the fragrant weed can enjoy their smoke with luxurious ease and comfort.

THE SLEEPING CARS

The Pullman cars operated on these fast trains are some of the finest that this well-known establishment turns out. They are of the most modern type, and include drawing rooms and smoking rooms. The rooms have toilet facilities with hot and cold water; the cars are heated by steam and lighted by electric light and Pintsch gas. The bodies of the cars are beautifully finished, the woodwork being in the most costly material. The upholstery and draperies are the finest and in harmony with the finish.

NEW DINING CARS

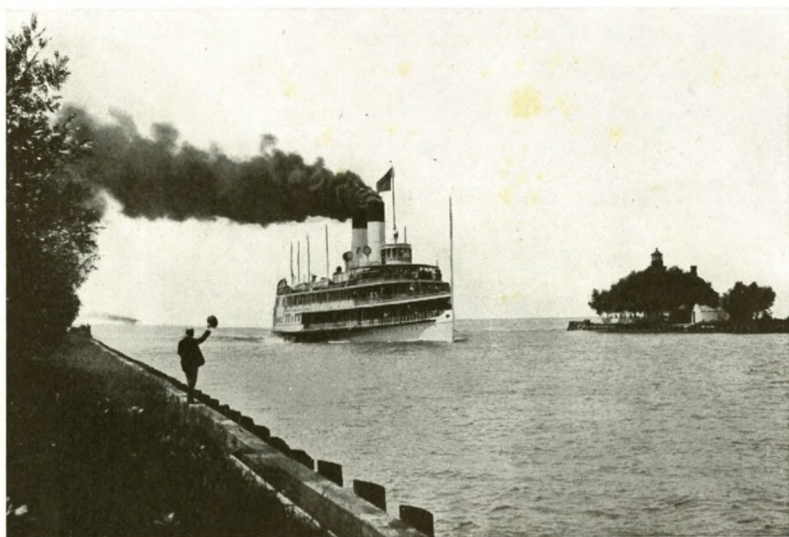
The new dining cars operated on these trains are not only modern, but they are pioneers in many ways. They are 70 feet 7 inches long, 10½ feet wide, 14½ feet high. They are equipped with six-wheeled trucks, fitted with 38-inch steel Krupp tires, steel bolsters, high-speed brakes and air signals. The platforms are steel, with wide standard vestibules, and are heated with steam. The dining room of unusual length is of African mahogany of the richest type with a design of Marquetric, the floor being covered with rich Wilton carpet. The 30 chairs are of Mexican mahogany, upholstered with black leather. The windows of the dining room are very wide; the tops being of art glass. The ceiling of these cars is a delicate green, giving a restful, harmonious effect. Electric fans have been installed to insure a uniform and cool temperature in the warmest weather.

A modern range is fitted into the fifteen-foot kitchen. The kitchen and culinary offices have been fitted with the latest and most improved devices to

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insure the best and most expeditious dining service possible, including hot water tanks and warming tables, and special arrangements for securing an abundant supply of water under air pressure. A large Bohn refrigerator has also been installed on one side of the kitchen extending to the platform, giving a large storage capacity with easy access. The cars are ornamented outside according to the standard Grand Trunk design.



STEAMER "TASHMOO" ENTERING GOVERNMENT SHIP CANAL, LAKE ST. CLAIR.

PARLOR AND CAFE-PARLOR CARS

New parlor cars have also been added to the equipment of these trains. They are 73 feet long over the end sills, and of the latest and most improved design; they are equipped with cast-steel body bolsters, extra heavy beams and steel platforms making their underframing practically indestructible. The trucks of these cars are equipped with six wheels fitted with 38-inch steel Krupp tires and steel bolsters. Like the dining cars on these trains, they are fitted with high-speed brakes and air signals and heated with steam from the locomotive. They are lighted with electric light, same as in the diners, with lamps of original design and made to harmonize with the other furnishings and interior equipment of the car. The "Parlor" of the new cars is finished in rich African mahogany with inlaid and Marquetrie design with trimmings of statuary bronze, and the floors are covered with the finest two-toned Wilton carpet with hassocks to match. The chairs in the parlor of these cars are luxuriously upholstered in green plush and those in the smoking rooms in green



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leather, and the curtains and other draperies of the cars are of corresponding tints. The toilet rooms are covered with inlaid rubber and equipped with nickeline washstands and other improved appliances for comfort and convenience. Each of these cars is equipped with a library, free to the occupants of the car and which contains the latest books published from time to time, and in addition a series of the latest magazines and periodicals. Large windows, allowing a sweeping view of the landscape, as the train rushes along, is another feature not forgotten.

THE LIGHTING SYSTEM

The electric lighting system adopted by the Grand Trunk for their new cars, the improved "Stone" type, is worth more than passing mention, and is the same that is in use on some of the most important trains in the Old World. The system is safe, economical, reliable, cool, provides power for electric fans, cigar lighters, hair curlers, hot water, cooking and heating if desired; in fact, the English Government has even gone so far as to use the power in the Government postal cars for melting the wax for sealing the mail bags en route, all without any appreciable effect on the motive power. The system is one consisting of a dynamo driven by a belt from a pulley carried on truck axle, with two sets of storage batteries (also carried underneath the car) to take care of the lighting, etc., when car is at rest. As soon as a predetermined speed is attained, the dynamo automatically switches over from the batteries and thereby gives out the necessary supply for the lamps and fans, etc., and so neatly is this operation performed that it is impossible to detect by the lighting that such a change has actually taken place. The system is the same as that installed in the royal train of the late King Edward the seventh.

WITH TRAIN FOUR

In giving a brief description of the route between Chicago and the sea, we will leave Chicago on Number Four. From Chicago to Granger, our route lies through the southern suburbs of Chicago and across the northwest corner of Indiana through the flourishing city of South Bend, Ind., 100 miles east of the western metropolis. Shortly after leaving Granger we enter the State of Michigan, through which we journey in a northeasterly direction for 245 miles, passing through Cassopolis (Diamond Lake station), a popular fishing and summer resort, and the cities of Battle Creek, Lansing (the State Capital), Durand (an important junction point, from which branches radiate to Detroit, Grand Haven and Bay City) and Flint, to Port Huron on the St. Clair River. Port Huron has

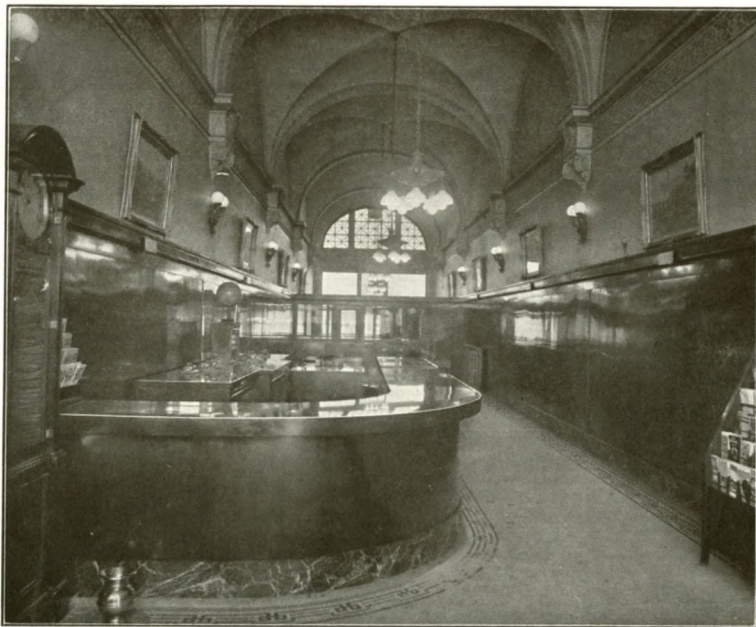
ST. CLAIR TUNNEL

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 overcomes the obstacles presented by a navigable stream, alive with commerce during the summer and often blocked with ice in winter—a stream justly called "America's greatest artery of inland commerce,"

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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



INTERIOR VIEW DETROIT CITY TICKET OFFICE GRAND TRUNK RAILWAY SYSTEM.

which are involved in both, and renders especially significant the title, "the link that binds two great nations." The motive power through the tunnel is electricity, powerful motors performing this service quickly, smoothly and cleanly, so that all annoyance from foul air and gasses is eliminated and this portion of the trip is very interesting and enjoyable. The tunnel is also well lighted by electricity.

SARNIA Passing through the tunnel, we reach Sarnia. Sarnia is a hustling town of about ten thousand inhabitants, and aside from its general business and shipping interests, it is fast taking its place among the summer resorts, of which there are many on the shores of Lake Huron. It boasts of a well-laid-out park, bearing the name of the lake, which nestles right upon its shores, providing an attractive breathing place for the populace as well as the many tourists who are being attracted year after year. The park is conveniently situated about two miles from the town, and is served by a well-



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equipped electric railway system. The boat trip by the St. Clair route, between Sarnia and Detroit, is also an attractive feature, passing through the St. Clair flats "the Venice of America," the lovely Lake St. Clair and the Detroit river.

THROUGH CANADA

From Sarnia 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, Quebec, Portland, Me., and Boston, Mass.

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, is reached. London has a population of upward of 50,000, and is termed the "Forest City," and like its English prototype, is situated on the river Thames. Continuing eastward, Ingersoll (population 6,000), Woodstock (11,000), Paris (5,000) and Brantford (25,000) are left behind, and the train rushes on over the smooth roadbed through one of the most picturesque scenes in Canada. For miles the road skirts the side of the mountain, at the foot of which lies the town 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

Hamilton, nicknamed the "Ambitious City," for its progressiveness and enterprise, is situated on Burlington Bay, part of Lake Ontario, and has a population of 85,000. 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, 38 miles distant. From Hamilton eastward to Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been 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. Near Hamilton, at Burlington Beach, is situated the "Brant House," a popular summer hotel where many spend the hot season. This point is reached by electric cars from Hamilton.

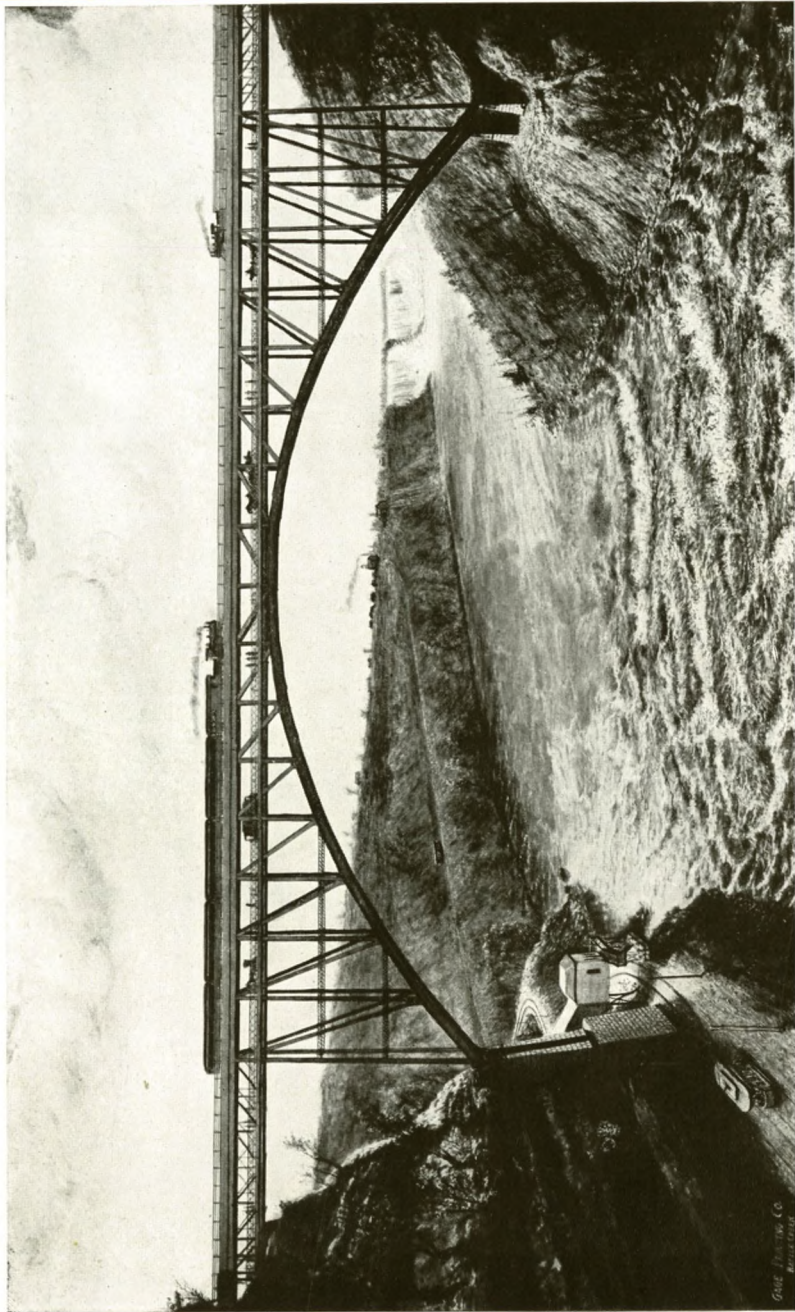
Stoney Creek is the first station east of Hamilton. It has a population of 500, and also has a historic reminder in the Stoney Creek battle-ground.

GRIMSBY BEACH

Grimsby Beach is situated about 18 miles from Hamilton and 26 miles from Niagara Falls. It is a magnificent wooded park of more than 100 acres stretching along the southern shore of Lake Ontario for a distance of half a mile—a paradise on a hot, sweltering day. With the virgin forest shade from the mammoth pines, maples and oaks fanned by the fresh breeze from so pure a sheet of water as "Ontario," it would truly be difficult to find a more restful or pleasing spot than Grimsby Beach. There are many cottages, snugly ensconced in shady groves or on well-made avenues, that may be rented by the day, week, month or season.

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GRAND TRUNK DOUBLE-TRACK STEEL-ARCH BRIDGE OVER NIAGARA RIVER.

Safe Printing Co.
Buffalo, N.Y.



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These cottages are electric lighted and have splendid water supply and other conveniences such as are to be had in the average city home, and all at moderate cost. Extensive grounds have also been reserved for campers, where every facility will be found to insure comfort at moderate cost. Recreation grounds include lawn tennis, lawn bowling, cricket and similar pastimes, and a perfect beach provides safe bathing. Rowing, canoeing, sailing and fishing may also be freely indulged in. Transient guests will find good accommodation at "The Park House." The Grand Trunk lands passengers right at the entrance.

ST. CATHARINES Eleven miles from Niagara Falls is St. Catharines, an important station on the main line of the Grand Trunk. It is known as the "Garden City of Canada," and at this place is situated the historic "St. Catharines Well," the curative properties of which are known far and wide throughout North America. The water of this famous saline well is clear, sparkling and odorless, and is remarkable for its penetrative qualities. The water contains 275 grains sodium chloride to the pint, as well as 125 grains calcium chloride. Its prototype in Europe is the celebrated Kreutznach Spring in Prussia. Other references are Encyclopedia Britannica, Appleton's American Encyclopedia, the Allbut's System of Medicine, etc. These waters are a great specific for such diseases as rheumatism, gout, scrofula, neuralgia, liver troubles, skin diseases and cases of nervous prostration. Hundreds of people annually make their way here for treatment. The "Welland," a quiet sanatorium hotel, is located here, and comfortable accommodation can be secured at reasonable rates, which include board, baths, attendant and massage. A physician is always in attendance for the guests without extra charge. After leaving St. Catharines, we soon arrive at Niagara Falls, Ont.—between which place and Suspension Bridge the great single-arch; double-track steel bridge, constructed by the Grand Trunk, spans the gorge of the Niagara River.

NIAGARA FALLS

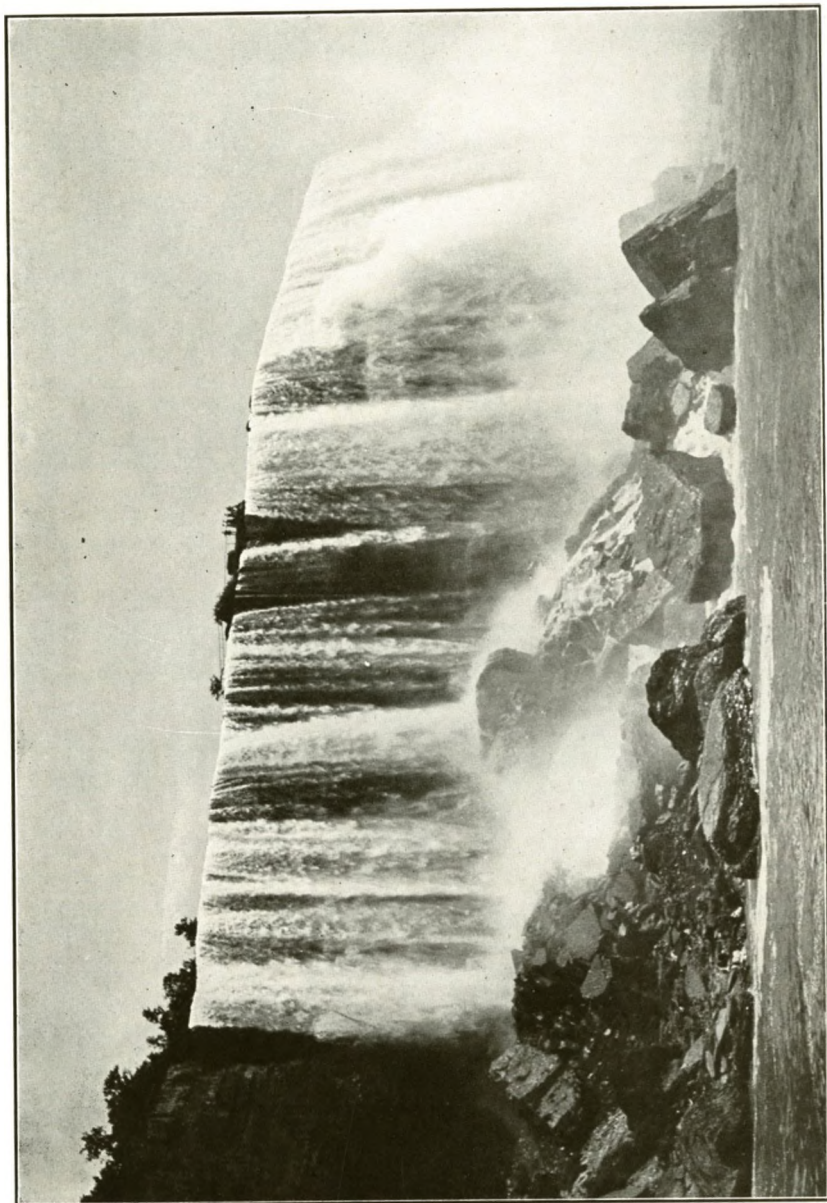
Niagara Falls itself is the ever-famous and renowned natural wonder of the universe. Next in sublimity and grandeur to the waterfall itself is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls, the 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 which, while enormously strong, looks like a spider's web, is the steel-arch bridge, second in wonder and sublimity only to the great cataract itself, lending an added interest to a visit to Niagara, by its

STEEL ARCH BRIDGE

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.

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GENERAL VIEW OF NIAGARA FALLS.



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Scarcely less wonderful than the bridge itself is the fact that its construction was completed without the interruption of traffic, the old bridge serving its regular uses until the new bridge was sufficiently advanced to allow of its removal. 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 30 feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a broad carriage way in the center, and foot-walks outside of all, making a total width of 57 feet. The sustaining strength of the structure is enormous, being six times that of the old bridge.

Leaving Suspension Bridge via the Lehigh Valley Railroad, on the way to New York and Philadelphia, one passes, in more or less rapid panorama, the Falls of Niagara, the beautiful lake region of New York State, and the magnificent heights and valleys of the Alleghanies in Pennsylvania.

Many are the points of supreme interest along this route, beginning with Niagara Falls, that marvelous creation of nature's handiwork, in writing of which Dickens said:

**DICKENS
ON NIAGARA**

"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.

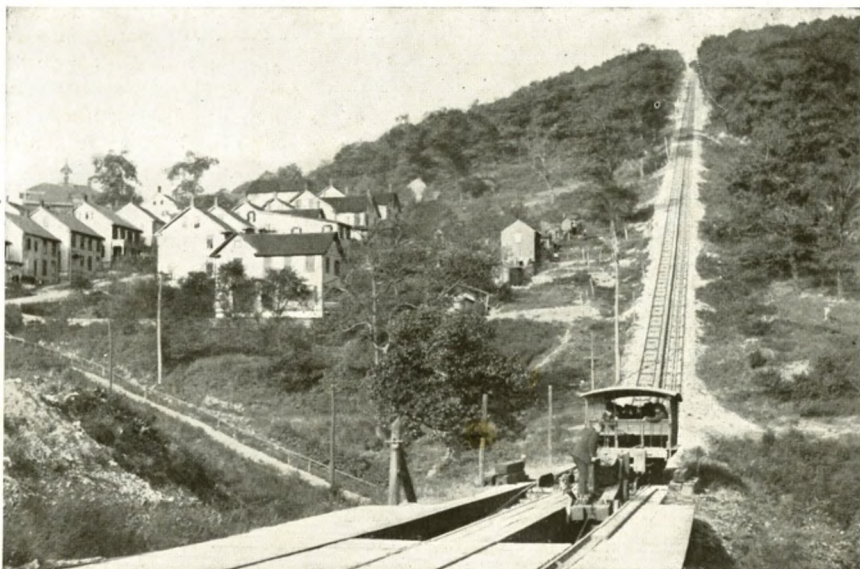
"Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days I passed upon that enchanted ground.

"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 neighboring 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 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."

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SWITCH BACK R. R., MAUCH CHUNK, PA., LEHIGH VALLEY R. R.



LEHIGH RIVER--ALONG THE LINE OF THE LEHIGH VALLEY R. R.



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Passengers holding limited first-class tickets over the Grand Trunk Railway System or Lehigh Valley Railroad, eastbound or westbound, via Suspension Bridge, have the privilege of stopping off at Niagara Falls under conditions which can be obtained from ticket agent or train conductor. On certain limited tickets an extension of time not exceeding ten days is also granted. To obtain this privilege, passengers, must deposit their ticket with ticket agents of the Grand Trunk Railway System at Niagara Falls, Ont., Suspension Bridge, N. Y., or with the ticket agent of the Lehigh Valley Railroad at Niagara Falls, N. Y., immediately on arrival, and will be furnished, within thirty minutes of departure time of train on which they resume their journey, with continuous passage ticket to destination via same route and class as original ticket.

Passengers holding first-class tickets via Grand Trunk Railway System, reading from or through Montreal, destined to Detroit, Port Huron and West, or issued from or through Detroit and Port Huron, reading to Montreal, and points reached through Montreal, will be granted privilege of stop-over at Hamilton or Toronto for a period not exceeding ten days, under the same conditions as govern stop-over at Niagara Falls.

Round-trip tickets by electric railways across the Gorge and making the circular tour of the American and Canadian sides of the River and Falls, are on sale at Grand Trunk principal ticket offices.

ALONG THE LEHIGH VALLEY

The scene from the car window, when the lake region of central western New York is reached, is like a glimpse of Paradise.

The Wyoming Valley, made famous in song and story, is a beautiful, fertile valley in Luzerne County, Pennsylvania, on the Susquehanna River, twenty-one miles long by three miles wide, surrounded by mountains 1,000 feet high. In this valley is located the city of Wilkes-Barre, which is beautifully situated at the base of the mountain. The iron and steel plants, coal operations and textile mills make Wilkes-Barre a busy place.

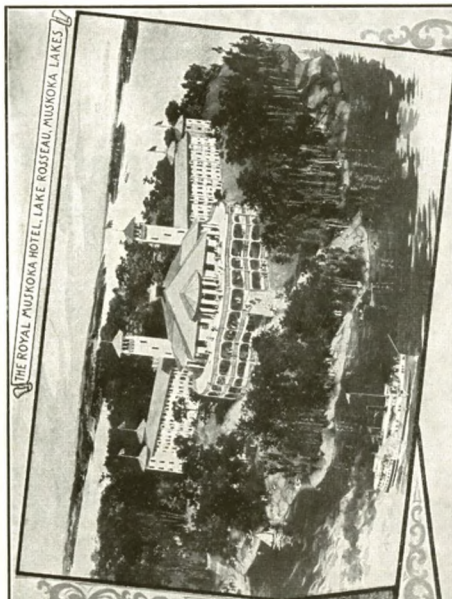
From Wilkes-Barre to Glen Summit Springs, a distance of about 19 miles, the scenery is grand and beautiful. As the train ascends the mountain, Wyoming Valley lies behind; and the city of Wilkes-Barre, nestling in the valley, with its white houses gleaming in the sunlight, greets the eye at every turn, making a picturesque sight never to be forgotten.

Mauch Chunk is strikingly wild and impressive, being one of the most picturesque places on this continent, and well deserving of the name that has been applied to it by so many tourists—The Switzerland of America.

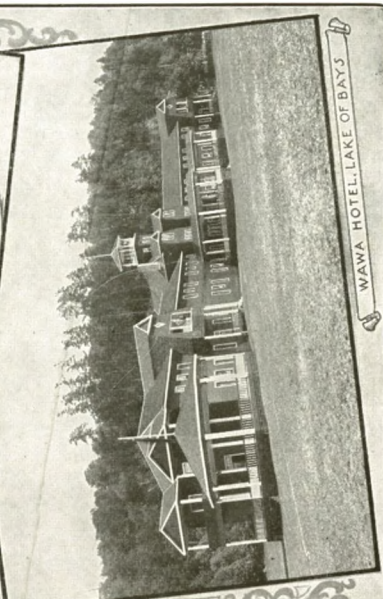
Bethlehem, the diverging point to Philadelphia and New York, was founded in 1741 as a Moravian colony for mission work among the aborigines. This religious order, having its origin in the twelfth century, is the oldest Protestant Church in existence. Bethlehem has for a century and a half been regarded as a great educational center, and it still maintains a claim to superiority. The educational institutions here are the Lehigh University, the Bethlehem Preparatory School, the Moravian Parochial School, and the Moravian Seminary for Young Ladies.

Trains 3 and 4

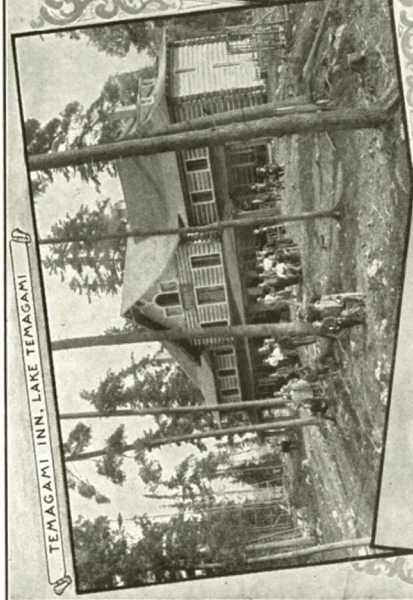
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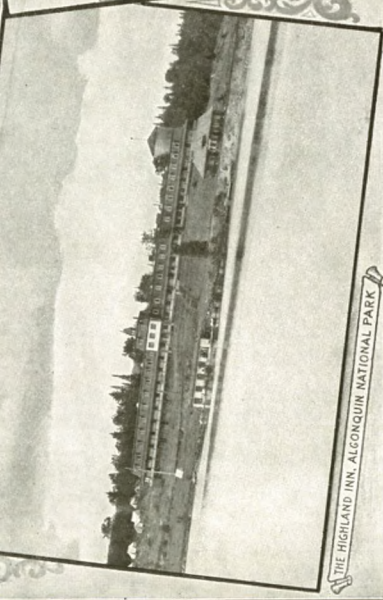
THE ROYAL MUIZOKOA HOTEL, LAKE ROUSSEAU, MUIZOKOA LAKES



WAWA HOTEL, LAKE OF BAYS



TEMAGAMI INN, LAKE TEMAGAMI



THE HIGHLAND INN, ALGONQUIN NATIONAL PARK



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On the south side of the railroad track, just east of the station, are the great ordnance works and machine shops of the Bethlehem Steel Company.

So many historic recollections cluster around Philadelphia that it is useless to attempt to go into the detail of any in this pamphlet. Here is located Fairmount Park, which embraces within its confines 2,805 acres of ground. Among the many notable spots in Fairmount Park are the following:

Penn House, which is the first brick structure erected in Philadelphia, 1682, and for many years used as the State House for the Province of Pennsylvania; Horticultural Hall, Memorial Hall, George's Hall, Belmont Mansion, Tom, Moore's house (this being the house occupied by Tom Moore, the sweet Irish poet, while sojourning in the United States), Fountain Green, Mount Pleasant, Rockland, Ormister, Strawberry Mansion, Woodford Mansion and the Zoological Gardens.

After leaving South Bethlehem, on the Lehigh Valley Railroad, we pass Freemansburg, a small village which at one time was the center of canal-boat industry. Easton, Pa., is 77 miles from New York, and is seen on the left. On the heights, beyond the closely built portion of the lower end, are seen the Lafayette College buildings, and beyond them, on the crest of the mountain, Pasinosa Inn. The river Lehigh here joins the Delaware. On the train speeds, and the pretty suburban resorts of Oak Tree, Ash Brook, Picton, Crawford, Aldene, Roselle, etc., where New York's business men make their homes and find in the fresh country air and rural surroundings many advantages over life in the great and crowded city, are passed. In a few minutes, the train, after its long run, enters the fine arched station at Jersey City, where ferry of tube trains are taken for New York, the metropolis of America.

PASSENGER TERMINALS NEW YORK

PENNSYLVANIA FERRY STATIONS: *Desbrosses Street*, near the wholesale and jobbing districts; *Cortlandt Street*, near the Post-office, Stock Exchange, Custom House and Wall Street.

HUDSON RIVER TUBES: *Hudson Terminal, Fulton, Church and Cortlandt Streets*, adjacent to 9th and 6th Avenue Elevated Stations, one block from the Subway on Broadway; *Greenwich and Christopher Streets*, connecting with the 9th Avenue Elevated trains; *6th Avenue*, at 9th, 14th, 19th, 23d, 28th, Streets, connecting at these points with Elevated trains; *Broadway and 33d Street*, center of the hotel, theater and shopping district; adjacent to 6th Avenue Elevated Station, and 6th Avenue, Broadway and Crosstown Surface lines.

The Hudson River Tube station in Jersey City is directly underneath train platform where Lehigh Valley trains arrive and depart, and connected therewith by elevators.

EASTBOUND VIA MAIN LINE

Eastbound passengers on "No. 4" for Toronto, Montreal, Quebec, Portland or Boston proceed from Port Huron via Stratford and the main line, arriving at Toronto at breakfast time. This section of the system passes through a district equally as interesting and prosperous as the route traversed between Sarnia and Niagara Falls, and many thriving towns are passed *en route*, includ-

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ing Stratford, a city of about 15,000 inhabitants and an important railroad center of the Middle Division of the Grand Trunk System, Berlin (16,000) and Guelph (16,000).

Arriving at Toronto, the traveler may obtain a comfortable morning meal at the splendid dining room and lunch counter located in the Union Station before proceeding on the journey, or breakfast may be enjoyed in the dining car which is attached to the train here.

Toronto is known as the "Queen City of Canada," and is the second city in size and importance in the Dominion. The population is in excess of 400,000. It boasts of well-paved, beautiful, shady streets and public parks, and many of its public buildings rank among the finest in America. It is also a noted educational and musical center. It is the gateway to the famous tourists and summer resorts of the Highlands of Ontario, all of which are reached direct by the Grand Trunk Railway System, including the following: Georgian Bay, Muskoka Lakes, Orillia and Couchiching, Lake of Bays, Maganetawan River, Lake Nipissing and French River, Timagami, Algonquin National Park and the Kawartha Lakes.

CANADIAN NATIONAL EXHIBITION

Notable among the institutions that have flourished and grown to large proportions in Toronto is the Canadian National Exhibition. This exhibition was established in 1878 in a modest way, but the management was enterprising and vigorous, with the result that it is today one of the greatest annual exhibitions held anywhere in the world, and is probably the largest held in America. It lasts for two weeks, opening on the last Monday in August each year. The extensive grounds cover an area of over 200 acres and are beautifully situated on the shore of Lake Ontario, within the city limits, and may be seen to the right of the track just after passing South Parkdale station. The buildings are all permanent structures and of handsome design, and were constructed at a cost of over \$1,500,000. The grandstand is the largest fireproof structure of its kind in the world.

TORONTO TO KINGSTON

After leaving the Queen City the train skirts Lake Ontario for a distance of some 60 miles, until Port Hope is reached, and then runs through an agricultural section of rich lands and a district which shows prosperity and thrift on every hand. In the trip from Toronto to Kingston many smart towns are passed of greater or less interest to the tourist; in fact, many of them take on a decided holiday air during the summer months and are much in favor as summer resorts. In the list may be included Whitby, Oshawa, Port Hope, Cobourg, Belleville and Napanee, which are passed in the order named.

Cobourg is the starting point for the new system of car ferries that has been placed in operation across Lake Ontario to Charlotte, N. Y., by the

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Grand Trunk Railway System. These ferries are mammoth in proportion, carrying a complete train of 28 loaded cars under deck. On the upper deck luxurious accommodation is provided for passengers.



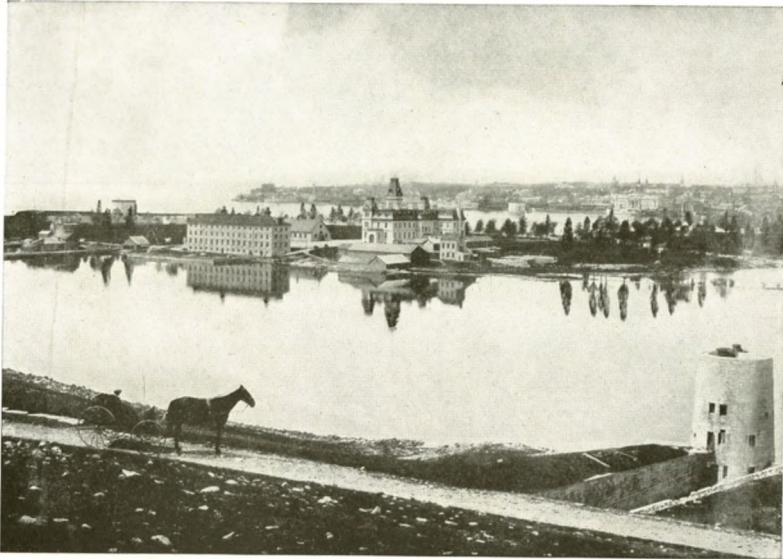
BELLEVILLE

Beautiful residentially and prosperous commercially, has made great strides forward recently. With rich and populous suburbs, she numbers about 15,000 citizens, and with industries growing and transportation facilities by rail and water increasing, as the solid centre of the Bay of Quinte district is assured. Cheap power from the Trent at \$18.00 per horse power for twenty-four hour service per year, is one of the factors. In close proximity is the rapidly developing mines of Hastings and the largest cement mill in Canada. It is also the gateway to that beautiful body of water, the Bay of Quinte, famed as a fishing resort. The lordly maskinonge abound in these waters, as is also the case at many points on the St. Lawrence River.

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KINGSTON One of the pleasantest cities of Canada is Kingston, situated on the river St. Lawrence on the main line of the Grand Trunk. Its old importance, both as a military post and a political center, has now passed away, but the country around is so pleasant that it will always be a favorite place of residence. Picturesque martello towers rise from



KINGSTON, ONT.

the water and are posted along the environs of the town to where Fort Henry, on the hill to the southward, dominates the landscape. The traces of the old French fort, built by Frontenac, are still visible.

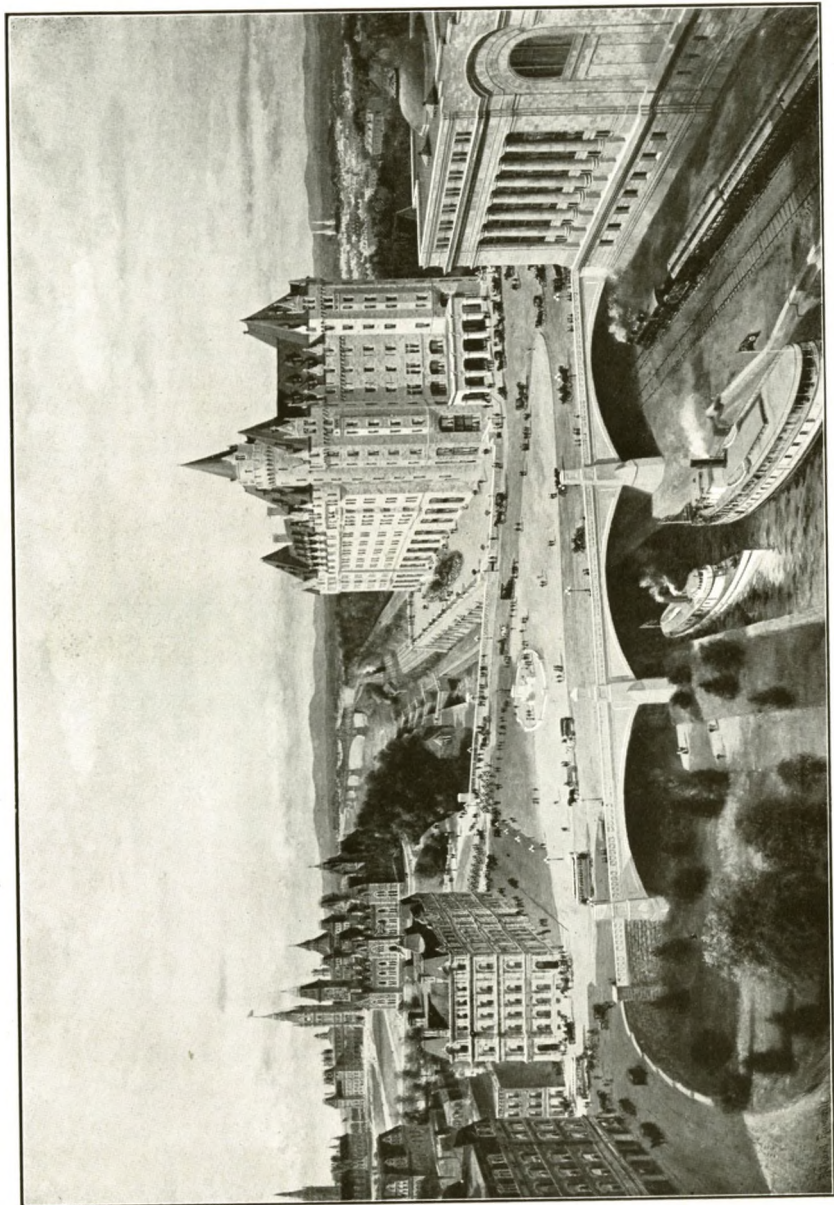
Kingston is also a favorite point of embarkation for the trip through the Thousand Islands and down the St. Lawrence River, steamers leaving daily early each morning during the summer tourist season. It is also the objective point for the beautiful trip up the Rideau River and Lakes to Ottawa, the Capital of the Dominion of Canada, steamers leaving daily except Sunday.

THE 1,000 ISLANDS The Thousand Islands of the St. Lawrence River is one of the most popular tourist districts in America, and is visited yearly by thousands of tourists, as well as being the permanent summer home of many of America's prominent citizens.

Another place of importance on the route of Trains Three and Four between Kingston and Montreal is Thousand Islands Junction (the gateway to the Islands via Gananoque) where steamers are taken to the several popular resorts situated in the Thousand Islands. The Gananoque Inn, a modern and popular

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A VISTA OF OTTAWA, SHOWING THE PARLIAMENT BUILDINGS, GRAND TRUNK CHATEAU, LAURIER HOTEL AND NEW GRAND TRUNK CENTRAL STATION.

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summer hotel, is located here and offers exceptionally good accommodations to tourists, travelers and pleasure-seekers.

Brockville, Prescott and Cornwall are other thriving towns that are passed and which have developed into notable manufacturing centers.

Thirty miles east of Cornwall we reach Coteau Junction, where the Ottawa Division of the Grand Trunk crosses the main line, leading north to Ottawa, the capital city of Canada, and south to connection with the Central Vermont Railway. A side trip is afforded to Ottawa on first-class tickets from west of Toronto to points Montreal and east.

THE "CHATEAU LAURIER" The "Chateau Laurier," Ottawa, Ont., owned and operated by the Grand Trunk Railway System, is, without doubt, the finest hotel on this continent, not only architecturally, but also in regard to its general appointments.



GRAND TRUNK VICTORIA JUBILEE BRIDGE OVER THE ST. LAWRENCE RIVER, MONTREAL.

Situated in Major's Hill Park, it faces to the west the Parliament buildings and grounds, to the north the Ottawa River, and the Grand Old Laurentien Hills in the Province of Quebec. It can truly be said that the location is unsurpassed on this continent.

It is built in the French chateau style, in the most approved method of fire-proof construction. The frame of the building is steel, the walls are of Bedford limestone, surmounted with copper roof, and the whole building presents a majestic as well as a picturesque appearance from every viewpoint. The possession of such a structure must prove to be not only a valuable asset to the city of Ottawa, but a credit to the Dominion of Canada.

The hotel contains in addition to its regular dining room and cafe, a ladies' dining room, banquet room, ballroom, a hundred and fifty bedrooms with two hundred and sixty-two private bathrooms. Each bedroom has a front outlook, for there is no courtyard to this hotel, and upon three sides it fronts the beautiful Major's Hill Government Park.

Every feature of drainage, heating, ventilation, lighting and cooking arrangements has received the most detailed consideration, and is of the most modern form and appointment.



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Besides the ordinary entrance to the "Chateau" from the street, it is connected with the Grand Trunk Railway's new Central Union Passenger Station by a private passageway.

STE. ANNE DE BELLEVUE

Nearing Montreal, the fashionable suburban resorts, where the elite of the metropolis of Canada spend their summer months, are passed. Many of these places are picturesquely situated amidst some of nature's best scenery. At Ste. Anne de Bellevue many of Montreal's Merchant princes have built handsome villas, which they occupy during the heated term of the season, while at Vaudreuil, Beaconsfield, Point Claire, Valois, Dorval and Lachine thousands of the city's population take advantage of the pleasures to be derived at any of these points, some of which are situated on the banks of the Ottawa River, others on Lake St. Louis, and many on the banks of the St. Lawrence River.

At Ste. Anne de Bellevue the Macdonald College and grounds may be seen on either side of the track, the principal buildings, however, being on the south side looking towards the river. Macdonald College, which is incorporated with McGill University, Montreal, was founded, erected, equipped and endowed by Sir William Macdonald for the following among other purposes:

- (1) For the advancement of education; for the carrying on of research work and investigation and the dissemination of knowledge: all with particular regard to the interests and needs of the population in rural districts.
- (2) To provide suitable and effective training for teachers, and especially for those whose work will directly affect the education in schools in rural districts.

The College occupies a beautiful site, overlooking the Ottawa River at Ste. Anne de Bellevue, Que., twenty miles from Montreal.

MONTREAL

Number Four arrives at Montreal in time for dinner, with two hours or more to spare before proceeding to Quebec, Portland or Boston. A dining room is located in the Bonaventure Station at Montreal, where first class service may be relied on.

Population about 600,000, being the metropolis of Canada, and one of the most beautiful and interesting cities on the continent; a sojourn in its confines will repay the lover of nature or history. Montreal has always been interesting—from its early days of strife, of which not a few landmarks still remain to mark a tragic spot or commemorate a valiant deed, to the present-day attractiveness of a modern city, situated, as Montreal is, at the base of beautiful Mount Royal. Montreal's pretty squares, handsome commercial and public buildings, beautiful churches and magnificent Mount Royal Park, all add much to the interest of a visit. Write to any agent of the Grand Trunk for a copy of "Montreal, Quebec and Ottawa."

Within easy access from Montreal by rail or boat are the famous Abenakis Springs, situated on the St. Francis River at its confluence with the waters of

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the St. Lawrence at Lake St. Peter. This is a popular resort for a large number of tourists each year, and there is no more interesting or delightful spot than the romantic region in which these springs are situated. The distance from Montreal is 68 miles. Good hotel accommodations may be found here.



MONTREAL, FROM MOUNT ROYAL.

VICTORIA JUBILEE BRIDGE

Leaving Bonaventure Station, Montreal, we cross the celebrated Victoria Jubilee Bridge over the St. Lawrence River. It is owned by the Grand Trunk Railway System, and replaces the old Victoria tubular bridge erected by this company in 1860. It is one of the longest bridges in the world, being nearly two miles in length, including approaches, and cost, including original structure, \$9,000,000. The view from the train while crossing, with the city in the foreground, backed up by the graceful mountain, is one of much grandeur, and if seen while approaching the city from the south shore, more especially at night, with the city illuminated by thousands of lights, the scene is especially grand. It is an open steel double-tracked structure, with carriage-ways and foot-walks on each side of the main trusses, and altogether is one of great beauty. The electric cars of the Montreal & Southern Counties Railway also cross this bridge.

MONTREAL TO PORTLAND

Continuing on toward Portland, Me., the scenery is totally different from that which is seen west of Montreal. Here a diversity of the picturesque is enjoyed; at one time the train rushes along the shores of a placid stream, and at another the powerful engine is exerting every effort to climb the steep grades that are necessary through the mountain passes, and the view at times is awe-inspiring and grand in the extreme while gazing out of the car windows at the towering mountains that rise sheer from the track to dizzy heights above.

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Among the many interesting places that are seen between Montreal and the sea are Sherbrooke, Island Pond, Vt., Gorham, N. H., Mount Washington, Shelburne, N. H., Gilead, Me., Bethel, Me., Bryant's Pond, Me., Oxford, Me. The great Poland Spring House at South Poland, Me., is seen from the train, and is reached from Danville Junction by stage, a distance of three miles.



GENERAL OFFICES—GRAND TRUNK RAILWAY SYSTEM AND CANADIAN EXPRESS COMPANY'S BUILDING, MONTREAL.

GREEN MOUNTAIN

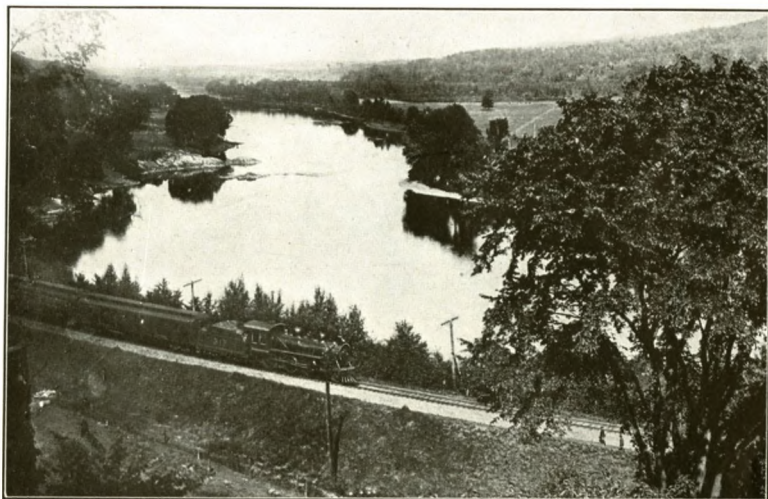
The mountain scenery commences shortly after leaving Montreal, when the beautiful Belœil Mountains are passed. At Richmond the line to "Old Quebec" diverges from the main line. Proceeding, we pass through a beautifully picturesque country to the city of Sherbrooke, and on to Island Pond, Vt., which lies in a pass through the eastern range of the Green Mountains of Vermont, on the summit of the divide between the Connecticut and St. Lawrence River system, 1,250 feet above sea-level, where mountain peaks raise their stately heads to a height of 4,000 feet. The surrounding mountains temper the heat of summer to agreeable coolness and produce unrivaled scenery. The high altitude insures purest air and consequent freedom from pulmonary and catarrhal affections. The stream and lakes surrounding are alive with trout and black bass, many of the waters being stocked annually by the State Government. The drives through the country are unexcelled, and with first class hotel accommodation it is a

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popular stopping place for the automobilist between the White Mountains and Montreal and Quebec.

One hundred and eighty-one miles east of Montreal lies a small station called Stark, a little distance from which passengers in the train have a fine



IN THE ST. FRANCIS VALLEY, NEAR SHERBROOKE, QUE.

view of those remarkable twin mountains called "Stark Peaks," considered to be the most symmetrical elevations of the whole New England mountain region.

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. The scenery in the vicinity of the village is remarkably striking, both in the vistas of the different mountain ranges and the isolated peaks which loom up at different points, and of the rivers and waterfalls. The range embracing Mount Norwich, Carter and The Imp, in particular, 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 Mount Madison House, situated near 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 Mount Madison House, is the highest of these latter, and may be ascended by a footpath leading to the summit in about two hours.

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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.



GORHAM, N. H., GATEWAY TO THE WHITE MOUNTAINS.

WHITE MOUNTAINS

Mount Washington (6,293 feet), 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. Mount Washington may be ascended by means of a mountain railway which operates to the summit, the view from which is awe-inspiring and wonderful. And so on to Portland, Me., with varied mountain scenery for many miles. Good accommodation is available at all points, and for the fisherman, the streams are bounteously supplied. Complete description of this country is published in our "Mountains of New England and the Sea" folder, available from any agent of the Grand Trunk.

PORTLAND, MAINE

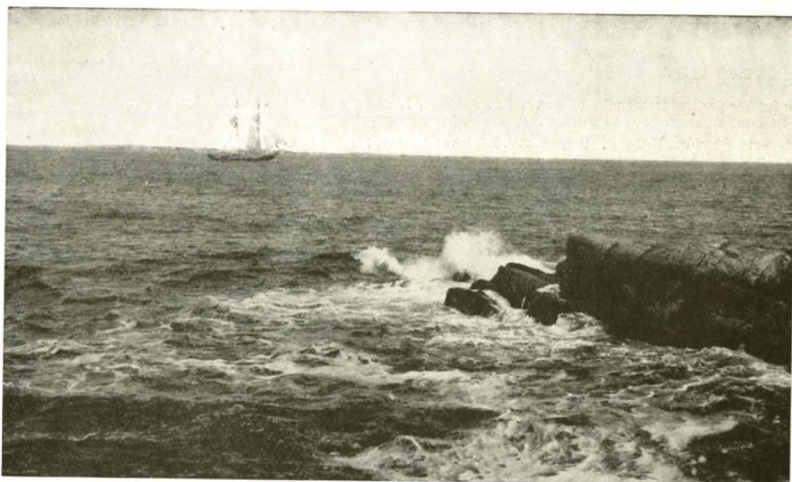
Portland, Me., "the beautiful city by the sea," so poetically named by Longfellow, is the eastern terminus of the Grand Trunk Railway System, where Train Number Four stops and Train No. Three starts for its run to Chicago and the Great Lakes. All the resorts on the Maine coast are reached from here.

Besides the fame which Portland has attained as being the birthplace of noted men, 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 boasts of a population of 70,000 and is a delightful place of residence, a progressive, enterprising trade center and a picturesque and healthful summer resort, being

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within easy reach of the numberless islands and harbors of the beautiful Maine seashore, than which no more attractive region is to be found on the entire Atlantic Coast.



ON THE MAINE COAST.

Train Number Three, leaving Portland in the morning, gives a daylight ride through the White Mountains of Maine and New Hampshire, arriving at Montreal in the evening; a night run brings the passenger to Toronto. After leaving Toronto, another daylight run allows the advantage of viewing the different sections of the country traversed, reaching Chicago early the same evening.

From New York and Philadelphia, Number Three leaves in the evening and reaches Chicago early the following evening.

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Publications

Handsome descriptive matter, profusely illustrated with half-tone engravings, has been issued by the Grand Trunk for each district separately. The names of the publications are as follows:

Tourist Sleeping Cars, "Mong 30,000 Islands of Georgian Bay, Orillia and Lake Couchiching, Haunts of Fish and Game, Playgrounds in Canada and United States, Mountains of New England and the Sea, International Limited Booklet, Algonquin National Park, Timagami, Across Niagara's Gorge, Montreal, Quebec and Ottawa, Lake of Bays Folder, St. Anne de Bellevue, Mt. Clemens, Muskoka Lakes Folder, Porcupine and Cobalt, Vistas, "Lake Resorts—Michigan and Indiana."

Any of the above publications will be sent free upon application to any agent of the Grand Trunk Railway System.

Grand Trunk Agencies

For further particulars regarding Routes, Rates, Maps, Literature and other information apply to the nearest Grand Trunk Railway Agency. See List below.

Alexandria Bay, N. Y.	Cornwall Bros.	Ticket Agents, Market Street.
Battle Creek, Mich.	L. J. Bush.	Passenger Agent, G. T. Ry. Station.
Bay City, Mich.	Fred C. Wherrett.	Passenger Agent, G. T. Ry. Station.
Boston, Mass.	E. H. Boynton.	New England Passenger Agent, 256 Washington Street.
Brockville, Ont.	J. H. Fulford.	Ticket Agent, 8 Court House Avenue.
Buffalo, N. Y.	H. M. Morgan.	City Passenger and Ticket Agent, 285 Main Street, (Ellicott Sq. Bldg.)
Chicago, Ill.	C. G. Ortenburger.	City Passenger and Ticket Agent, 301 So. Clark St. cor. Jackson Biv'd.
Cortland, N. Y.	D. P. Drewery.	Traveling Passenger Agent, 6 Burgess Block.
Detroit, Mich.	Geo. W. Watson.	City Passenger and Ticket Agent, 118 Woodward Avenue.
Flint, Mich.	V. A. Bovee.	Passenger Agent, G. T. Ry. Station.
Fort Williams, Ont.	Ray Street & Co.	Ticket Agents, 201-203 Simpson Street.
Grand Rapids, Mich.	C. A. Justin.	City Passenger and Ticket Agent, 78 Monroe Ave. Morton House Block.
Hamilton, Ont.	C. R. Morgan.	City Passenger and Ticket Agent, 11 James Street North.
Kansas City, Mo.	W. M. Lewis.	Traveling Passenger Agent, 327 Sheildley Building.
Kingston, Ont.	J. P. Hanley.	City Passenger and Ticket Agent, 67 Earl Street.
Lansing, Mich.	F. H. Potter.	Passenger Agent, G. T. Ry. Station.
Lewiston, Me.	F. P. Chandler.	Passenger Agent, G. T. Ry. Station.
London, Ont.	R. E. Ruse.	City Passenger and Ticket Agent, corner Richmond & Dundas Streets.
Los Angeles, Cal.	W. H. Bullen.	Pacific Coast Agent, 302 Wilcox Building.
Milwaukee, Wis.	Crosby Transfer Co.	396 East Water Street.
Moncton, N. B.	J. H. Corcoran.	Traveling Passenger Agent, 868 Main Street
Montreal, Que.	J. J. Quinlan.	District Passenger Agent, Bonaventure Station.
	W. H. Clancy.	City Passenger and Ticket Agent, 122 St. James Street.
Mt. Clemens, Mich.	Casper Czizek.	City Passenger and Ticket Agent, 12 South Gratiot Avenue.
New York, N. Y.	F. P. Dwyer.	General Agent, Passenger Dept., Railway Exchange, 290 Broadway.
Niagara Falls, N. Y.	W. B. Prescott.	City Passenger and Ticket Agent, 1 Fall Street.
Ogdensburg, N. Y.	Geo. S. Meagher.	Ticket Agent, 55 State Street.
Ottawa, Ont.	Percy M. Buttler.	City Pass. and Tkt. Agt., Russell House Bldg., cor. Sparks and Elgin Sts
Peterboro, Ont.	B. A. Rose.	City Passenger and Ticket Agent, 334 George Street.
Pittsburg, Pa.	Chas. E. Jenney.	Traveling Passenger Agent, 507 Park Building.
Port Huron, Mich.	E. F. Percival.	City Passenger and Ticket Agent, 1002 Military Street.
Portland, Me.	C. E. Tenny.	Passenger Agent, G. T. Ry. Station.
Portland, Ore.	Dorsey B. Smith.	City Passenger Agent, 69 Fifth Avenue, Chamber of Commerce.
Prince Rupert, B. C.	A. E. McMaster.	General Agent, Centre Street.
Quebec, Que.	Geo. H. Stott.	C. P. & T. A., cor. St. Anne & DuFort Sts. & Ferry Ldg., Dalhousie St.
Saginaw, Mich.	Hugh E. Quick.	Passenger Agent, G. T. Ry. Station.
San Francisco, Cal.	F. W. Hopper.	General Agent, Passenger Department, 399 Monadnock Building.
Seattle, Wash.	J. H. Burgis.	General Agent, Passenger Department, First Avenue and Yesler Way
Seattle, Wash.	J. H. Goodier.	C. P. & T. A., First Avenue and Yesler Way.
Sherbrooke, Que.	C. H. Foss.	City Passenger and Ticket Agent, 2 Wellington Street.
South Bend, Ind.	C. A. McNutt.	Passenger Agent, G. T. Ry. Station.
St. Paul, Minn.	W. J. Gilkerson.	Traveling Passenger Agent, 400 Robert Street.
Toronto, Ont.	A. E. Duff.	District Passenger Agent, Union Station.
	C. E. Horning.	City Passenger and Ticket Agent, Northwest cor. King and Yonge Sts.
Vancouver, B. C.	W. E. Duperow.	General Agent, Passenger Department, 527 Granville Street.
Vancouver, B. C.	H. G. Smith.	C. P. & T. A., 527 Granville St. and G. T. P. Dock, foot of Main St.
Victoria, B. C.	C. F. Earle.	City Passenger and Ticket Agent, G. T. P. Dock.
Winnipeg, Man.	W. J. Quinlan.	District Passenger Agent, 260 Portage Avenue.

European Traffic Department.

F. C. Salter	European Traffic Manager, 17-19 Cocksspur Street, London, S. W., England.
Antwerp, Belgium	P. A. Clews. Acting General Agent, 19-21 Canal des Broues.
Birmingham, Eng.	Morison, Pollexfen & Blair, No. 6 Victoria Square.
Glasgow, Scotland	J. M. Walker. General Agent, 75 Union Street.
Liverpool, Eng.	Wm. Cuthbertson. General Assistant, 20 Water Street.
London, S. W., Eng.	F. G. English. General Agent, Freight Department, 17-19 Cocksspur Street.
London, S. W., Eng.	J. Herson. Passenger Agent, 17-19 Cocksspur Street.
London, E. C., Eng.	P. A. Clews. City Agent, 44-45-46 Leadenhall Street.
Paris, France	Pitt & Scott. Ticket Agents, 47 Rue Cambon.
Sheffield, Eng.	J. W. Dawson. Agent, No. 7 Haymarket

W. E. Davis,
Pass'r Traffic Mgr.,
MONTREAL.

G. T. Bell,
Asst. Pass'r Traffic Mgr.,
MONTREAL.

H. G. Elliott,
Gen. Pass'r Agent,
MONTREAL.

Grand Trunk Railway System's :: European Organization ::

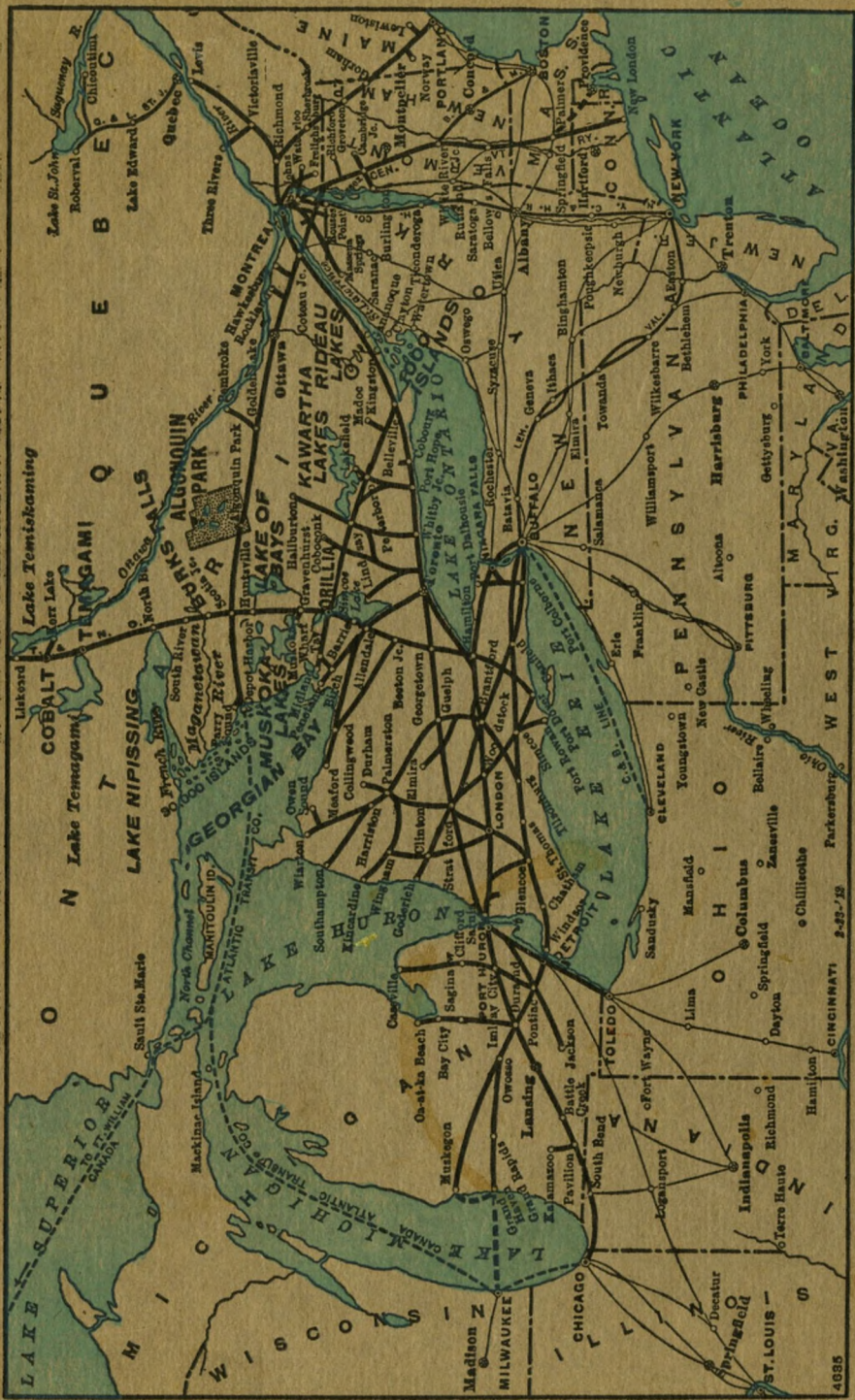
THE Grand Trunk System has a most complete organization in Europe, with every facility at their disposal to help passengers to reach their points of destination in Canada and United States, and at their different offices, a list of which can be found in this publication; ocean and rail tickets are issued and arrangements can be made for forwarding baggage and covering same with insurance. They are also in a position to supply travelers with convenient forms for carrying money, viz.: Canadian Express Money Orders, which may be cashed anywhere in dollars and cents. It will be to the advantage of travelers to consult with any of the European Agencies, where the latest publication dealing with Canada can be secured free.

Trans-Atlantic passengers visiting London, Eng., are cordially invited to visit the handsomely equipped new offices of the Grand Trunk System at 17-19 Cockspur Street, London, S. W., Eng. The site of this new building is one of the best in the great Metropolitan City, and in the midst of the busiest centre of London; in fact, it is at the very hub of the world's metropolis. It is within five minutes' walk of a half dozen of the leading hotels, and adjacent to Trafalgar Square, Bakerloo and Piccadilly Tubes. Motor buses pass the door every few seconds to all parts of London—North, South, East and West.

Reception rooms have been sumptuously furnished for the use and comfort of visitors, where writing material may be found and the leading daily newspapers of Canada are on file.

The Grand Trunk are in a position to book passage to Canada and the United States via any of the ocean routes. This is a great convenience to tourists and business men visiting England or the continent.

Courteous representatives of the Company are in attendance to give all information to enquirers, and to see that visitors are made at home. If desired, correspondence may be addressed in care of this office.



MAP OF GRAND TRUNK RAILWAY SYSTEM, SHOWING PRINCIPAL TOURIST DISTRICTS.