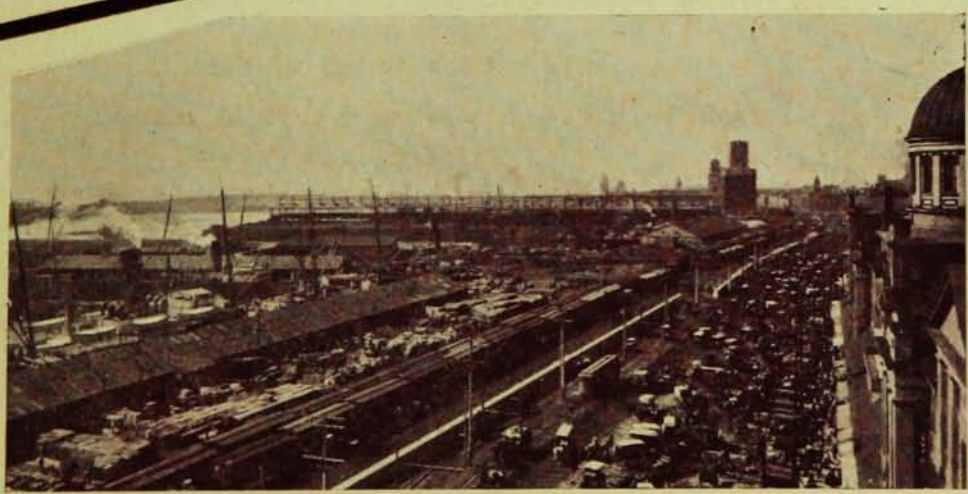




FROM THE MOUNTAIN.

MONTREAL



THE HARBOUR

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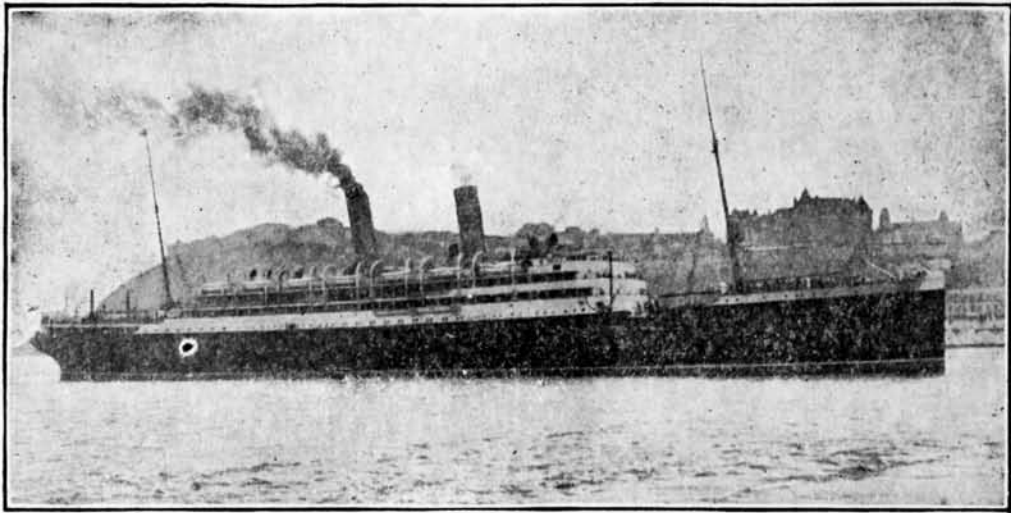
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Canadian Pacific Railway Co.

ATLANTIC SERVICE

Between LIVERPOOL and QUEBEC



R. M. S. Empress of Ireland and R. M. S. Empress
of Britain

2 Days on the sheltered waters of the St.
Lawrence River. Less than 4 days at sea

Speaking of these ships at the time of their completion in the summer of 1906 a Marine Journal stated "From stem to stern and from keel to truck, these ships are the last word in shipbuilding."

For full particulars apply to any Agent of the Company in the United States or Canada, or to

GEO. McL. BROWN,
General Passenger Agent,
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Montreal

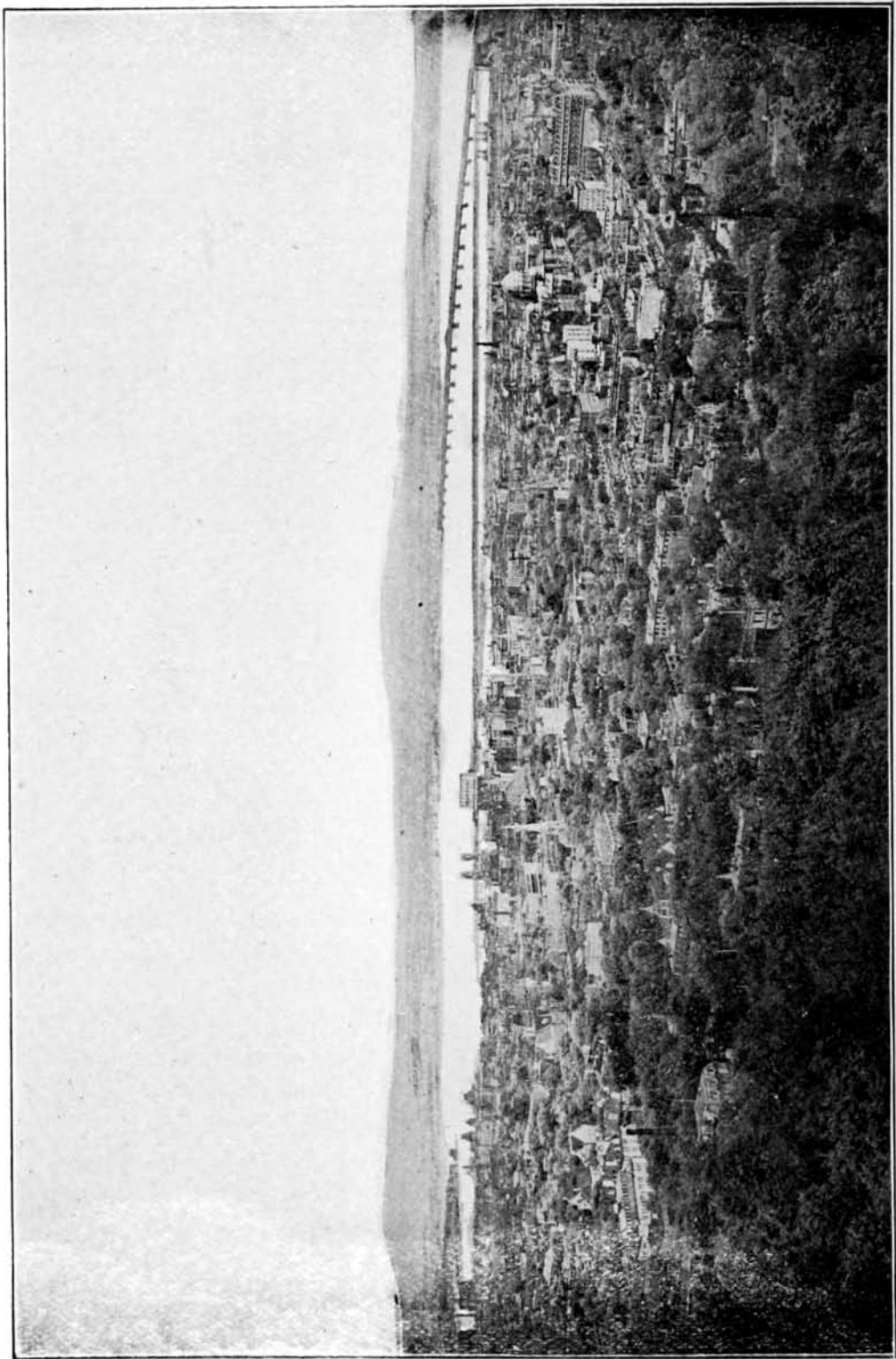


**The Canadian Metropolis
and its Many Attractions**



ISSUED BY THE
CANADIAN PACIFIC RAILWAY COMPANY

E '07



CITY OF MONTREAL FROM MOUNT ROYAL

*The
Attractive
Canadian
Metropolis*

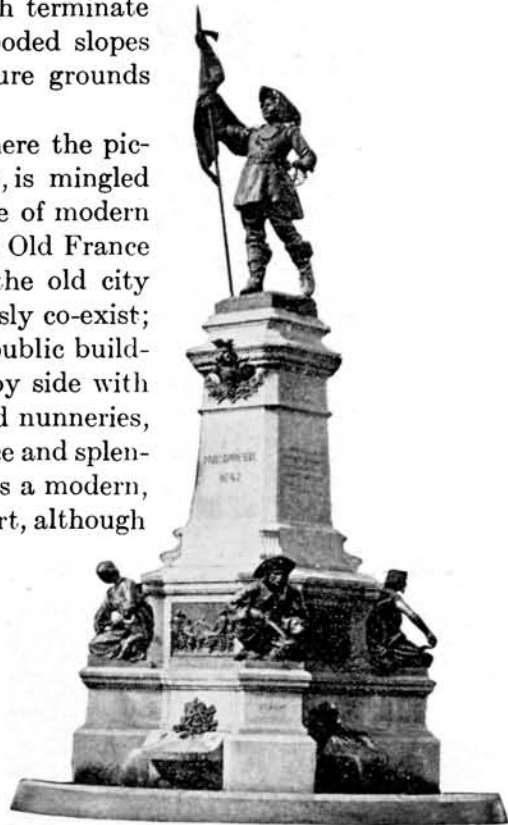
Montreal

*A
Unique
City*



AMONGST all the cities on the North American Continent, there are none fairer or more attractive to the tourist than Montreal, the largest city in Canada and the commercial capital of the Dominion. The City is beautifully situated on an island in the St. Lawrence River, just below its confluence with the Ottawa, and stretches along the north bank of that magnificent waterway for seven miles. It is built on a series of terraces, the former levels of the river, or of an ancient lake, which terminate in Mount Royal, whose summit and wooded slopes form one of the grandest public pleasure grounds on the continent.

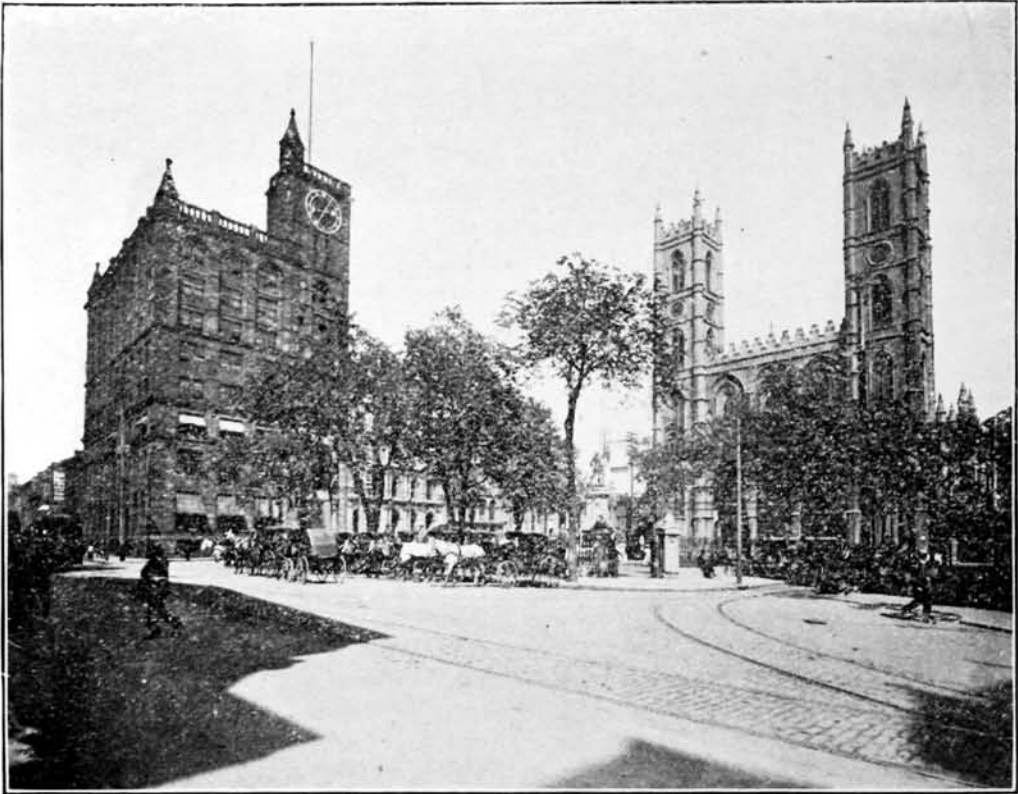
It is a city of marked contrasts—where the picturesque quaintness of a vanished age, is mingled with the luxury, culture, and enterprise of modern times; where the customs and usages of Old France and Young Canada, characteristic of the old city and new eras of civilization, harmoniously co-exist; where massive business blocks, costly public buildings, and private residences, rise side by side with grey old churches, sombre convents and nunneries, and grand cathedrals, whose magnificence and splendour rival those of the Old World. It is a modern, metropolitan city—an important seaport, although 600 miles from the Atlantic by the St. Lawrence, with huge ocean liners at its busy docks—a bustling, thriving commercial and industrial centre. Here converge the principal railways of Canada, chief of which is the Canadian Pacific. Stretching across the continent from the Atlantic to the Pacific it is the longest continuous railway line in the world.



MAISONNEUVE MONUMENT
ON PLACE D'ARMES SQUARE

Its History.

Montreal is among the half-dozen historic cities of North America where lingers that subtle charm which only the glamour of an eventful past can bestow. When Jacques Cartier first visited the island in 1535, he found the palisaded Indian Village of Hochelaga, whose very existence disappeared from all record, and whose site was utterly unknown until a few years ago, when some remains of the aboriginal inhabitants were accidentally discovered in the heart of the upper part of the city. The illustrious Champlain, the first



PLACE D'ARMES SQUARE, MONTREAL
A HISTORICAL SPOT

Governor of Canada, came in 1611, and established a trading post, which he named Place Royale, on the site of the present Custom House; but it was not until May 18th, 1642, that the city was founded by a band of gallant adventurers, composed of the flower of France, who planned a town to be known as Ville-Marie de Montreal. The leader of the expedition and the Governor of

the colony was the soldier Maisonneuve, whose memory is perpetuated in bronze, in one of the historic spots of the city—where he gallantly met, and

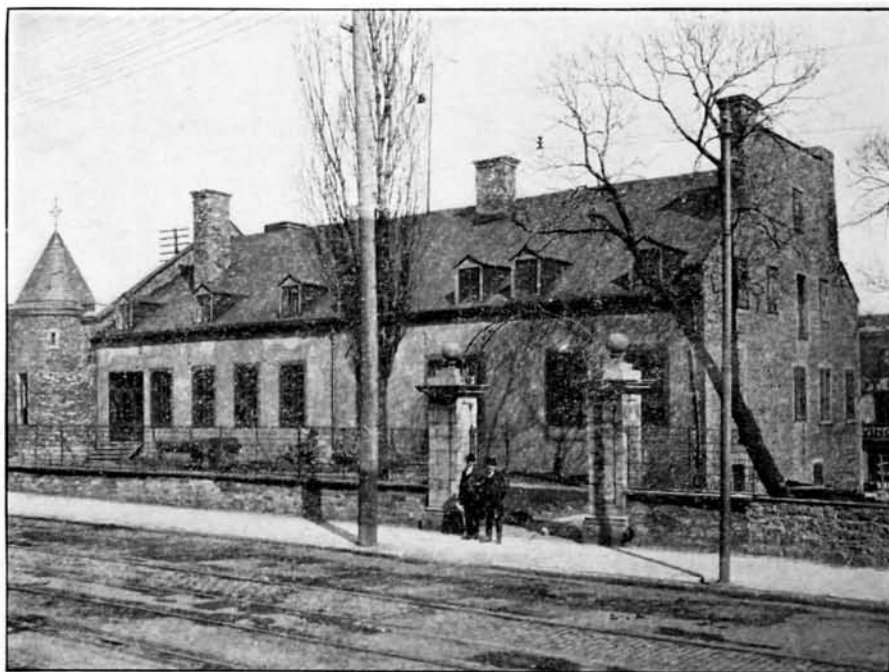


BONSECOURS CHURCH, MONTREAL

ONE OF THE OLDEST CHURCHES IN AMERICA

vanquished, his Indian foe. The old streets of Montreal are redolent with legends of a turbulent past—of wars with the fierce and wily aborigines, of French adventure and enterprise—for here dwelt the intrepid La Salle (the

Mississippi explorer), Du, L'Hut (the founder of Duluth), Cadillac (the founder of Detroit), Bienville (the founder of New Orleans), and other adventurous spirits, whose names are still revered by posterity. Ville-Marie was, too, the headquarters of the great French fur trading and exploring companies, whose operations throughout the great West, extended to the foot-hills of the Rocky Mountains and the far-off shores of Hudson Bay. It remained under the rule of France until 1760, when Vaudreuil capitulated to General Amherst and the ancient regime came to an end. Three years later, by the treaty of Paris,



THE CHATEAU DE RAMEZAY—A HISTORICAL LANDMARK

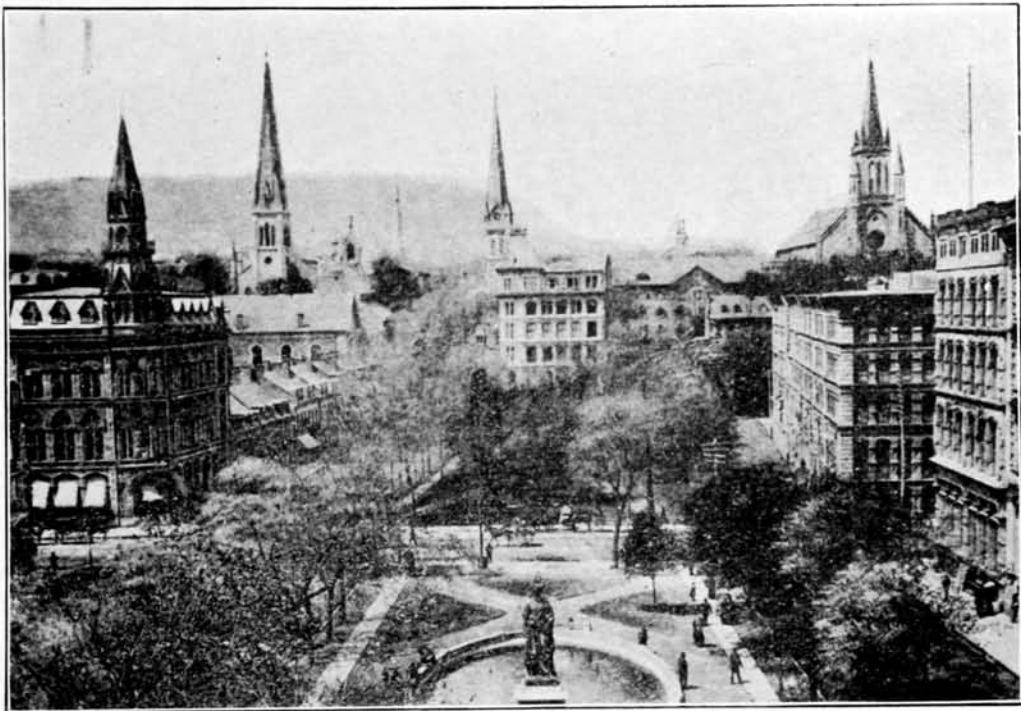
France ceded Canada to Great Britain, and the French Canadians became British subjects. The town was occupied for a time, in 1775, by the Americans, under General Montgomery, who afterwards was slain in a gallant but unsuccessful assault upon Quebec, and here in the old Chateau de Ramezay, the home of the old Governors, lived Benjamin Franklin, Samuel Chase and Rev. Charles Carroll, the American commissioners who came to negotiate the cession of the country to the United States. During the war of 1812-15, Montreal was thrice threatened by the invading United States forces, but fortunately its walls were not entered by the enemy.

Since that time the development and progress of the city have been continuous and rapid, until it now possesses, with its suburbs, a population of about 400,000, two-thirds of whom are French Canadians, and boasts a wealth equalled by no other city of its size in the world.

Parks and Drives.

The Mount Royal Park is about 464 acres in extent. It has an elevation of about 900 feet above sea level, and is 740 feet above the river.

The park on St. Helen Island is reached by a ferry steamer. It was named



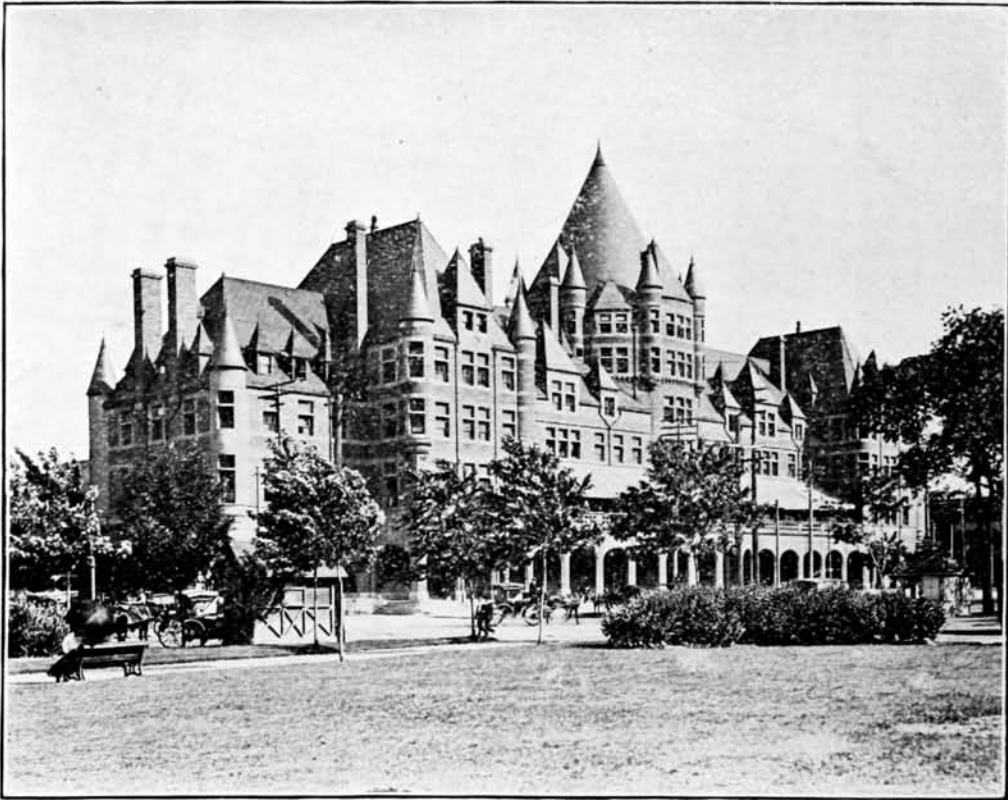
VICTORIA SQUARE, MONTREAL

by Champlain after his wife Helene de Bouilli, and bought by him with her dowry. It was upon this island that Chevalier de Levis, commanding the last French army in Canada, burned his flags on Sept. 8th, 1760, rather than surrender them to General Amherst, who took the City.

Lafontaine Park, containing over eighty-four acres, lies at the east end of Sherbrooke Street.

There are a considerable number of beautiful public squares scattered throughout the City. The principal of these is Dominion Square, which from

its situation and the fine buildings surrounding it, always commands the admiration of visitors; Victoria Square, Champ de Mars, St. Louis Square, Place Viger Square, Place d'Armes Square are all rich in history. Pleasant drives wind around the mountain, from which the city derives its name, and lead to the summit, from which there is a glorious panorama of a finely placed city: the broad valley of the St. Lawrence; the gleaming river flowing to the sea.



PLACE VIGER HOTEL AND STATION—CANADIAN PACIFIC RAILWAY SYSTEM

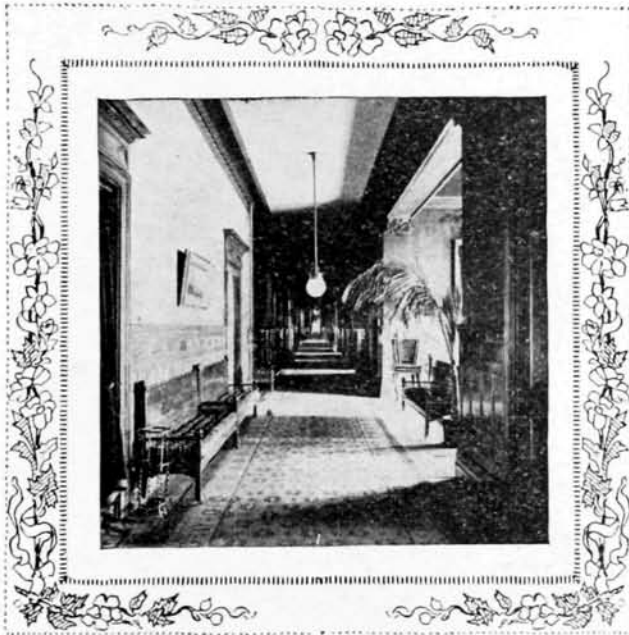
The Place Viger Hotel.

Facing the picturesque Place Viger square, is the new Place Viger Hotel, erected by the Canadian Pacific Railway Company—one of the chain of magnificent hotels, now extending from Quebec to Victoria, B.C., including, amongst others, those charming resorts in the mountains of British Columbia—Banff, Lake Louise, Field, Emerald Lake, and Glacier. This imposing struc-

ture occupies an historic site and was named to honor the memory of Commander Viger, the first Mayor of Montreal. The authoress of "Famous Firesides of French Canada," in her description of this memorable place says:

"Few visitors to this city, as the palace cars of the Canadian Pacific Railway carry them into the mammoth station on Viger Square, realize the historic associations which cling around this spot.

"Two hundred and fifty years ago the sound of hammer and saw here awoke the echoes of the forest, Workmen who had learned their craft in old



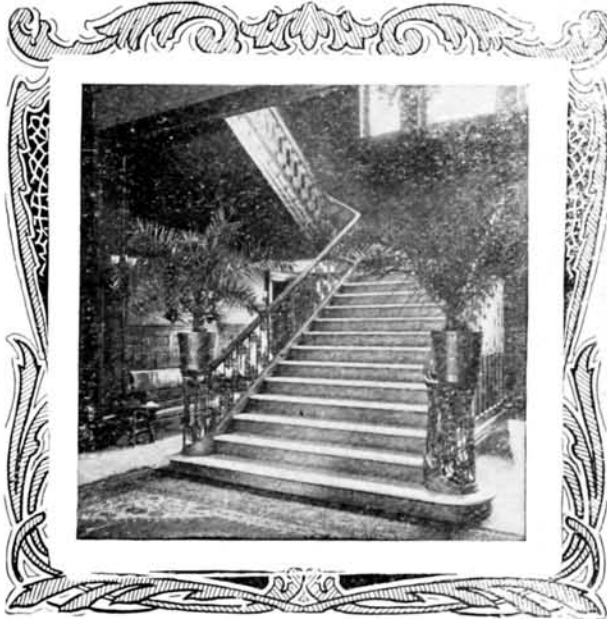
CORRIDOR PLACE VIGER HOTEL

French towns, when Colbert, the great statesman and financier, was developing the architecture and industries, revenues and resources of the kingdom, here reared a windmill, the first industrial building in Montreal. The winds of those autumns long ago turned the fans and ground the seeds of harvests toilsomely gathered from cornfields among whose furrows many a time the arrow and tomahawk spilt the blood of the reaper and sower. The old mill with its pastoral associations of peaceful toil in time passed away, and was succeeded by a struc-

ture dedicated to the art of war, for on the same spot stood 'la Citadel.' This stronghold though primitive in its appointments was important during the French occupation and evacuation of New France, being the last fortification held by French troops on Canadian soil.

"This old earthen citadel, a relic of mediæval defence, was about seventy years ago removed, its material being used in the levelling and enlargement of the Parade Ground, or as it is called, the 'Champ de Mars.' Its demolition might be regretted were it not that in an age of progress, even sentiment must give way before advance. The Place Viger Hotel, although built to promote the comfort of the people of the Dominion, has not destroyed the pathetic interest of the early struggles and heroism which still clothes its

site, and which heightens the present appreciation of a civilization of which the old mill and fort were the pioneers." The Place Viger Hotel is built in the quaint style of the French Renaissance, partaking of the type of the old chateaux found on the banks of the Loire. The general outline and effect of the five story building is one of great solidity, combined with gracefulness. It is constructed of grey limestone and Scotch buff firebrick,

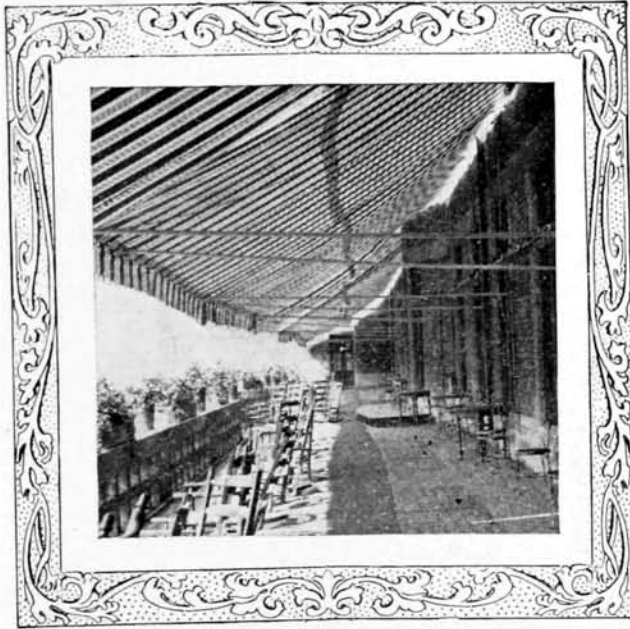


MAIN STAIRCASE PLACE VIGER HOTEL

crowned by a massive tower rising from a graceful sweep into a great circle, and with its many turrets and gables, forms a striking picture. The total length of the building is 300 feet with a depth of 66 feet. The main facade has a magnificent arcade of twenty-one arches, which abuts the two projecting gables, with broad granolithic steps leading up to it from the street, and facing Place Viger; the balcony affords a delightful resort for guests. The main staircase of Carrara marble is beautifully finished, and the general effect of the artistic decorations symbolizes the national character of the structure. The dining room

is spacious, bright, cheerful and handsome, with luxurious appointments; the cuisine, of that high standard maintained by the Canadian Pacific in its painstaking service. The magnificent drawing room and parlours from which the balcony, a grand summer promenade, stretching almost the entire length of the building, is reached, are elaborately and richly furnished, and the sleeping apartments, from whose windows unobstructed views of the surroundings can be obtained, are large, well-ventilated and solidly appointed—the rooms being single, or *en suite*, as may be desired. There is accommodation for 350 guests. In the heating, lighting, and sanitary arrangements (which were specially designed for this hotel) the acme of perfection has been secured, and the entire building, which is modern in every respect, is as absolutely fire-proof as human ingenuity can devise.

The place Viger hotel is advantageously situated for those reaching the city by train or boat, being a short distance from the principal steamer docks, and combined in its erection is the Place Viger passenger station of the Canadian Pacific Railway (from



BALCONY PLACE VIGER HOTEL

which all trains leave for and arrive from Quebec and resorts in the Laurentians, and certain trains for and from Ottawa), and although located amidst quiet and restful surroundings, is only a few minutes' walk from the business portion of the city, and convenient to the city's street car system.

The Place Viger Hotel is operated on the American plan. Special arrangements can be made for large parties or those making prolonged visits.

Other places of Interest.

Among the many places of attraction to the tourist are the Cathedral of St. James, an almost exact reproduction on a reduced scale of St. Peter's at Rome; the old parish church of Notre Dame, one of the largest edifices in America, which seats 15,000 people, with its bell, "le gros Bourdon," the largest in America, weighing 24,780 lbs., and its magnificent chapel in rear of the main altar, which is adorned with valuable paintings; the Jesuit's Church and Notre Dame de Lourdes, famous for their magnificent frescoes; the curious old church of Our Lady of Bonsecours dating from 1657, with its "Little Heaven," in the upper portion; the Chateau de Ramezay, once the home of the Governors of Canada (which contains a splendid collection of historical relics) the "Elgin Gallery," with rare historical portraits; the "Court Room," hung with battle scenes of the British Empire, the "Council Chamber," where Montcalm and other great rulers sat in state, the "Salon," in which Montgomery met the citizens of Montreal at the time of the American invasion of

1775; the old vaults in one of which Franklin's press was set up, on which was printed the Gazette which still continues as a daily paper. At Bonsecours Market, facing the harbor, a glimpse is given of the primitive life of the *habitants*; especially interesting in the forenoon of market days—Tuesdays



NOTRE DAME CHURCH, MONTREAL
THIS CITY IS FAMOUS FOR ITS CHURCHES

and Fridays. The visitor will also be interested in a visit to McGill University, founded in 1828, one of the foremost educational institutions of the world—and attended by over 1000 students yearly. The handsome buildings, beautifully located, comprise arts, medical, engineering, chemistry,

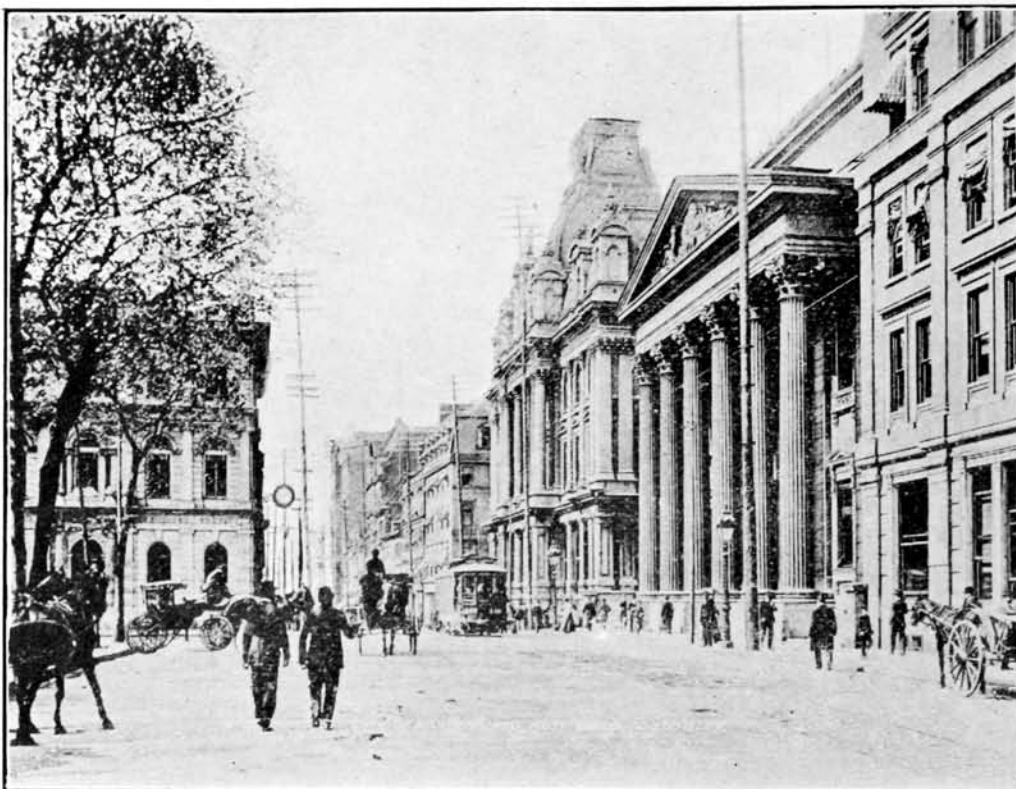
mining and physics buildings; the Redpath museum and university library, and the observatory—Laval University, the chief French seat of learning, occupying amongst that nationality the same position as McGill amongst the English; the Seminary of Philosophy on the slope of Mount Royal; the little Sisters of the Poor; the Monastery of the Franciscan Fathers, and Little and Grand Seminaries on Sherbrooke street, with the two historical towers, where Marguerite Bourgeois, founder of the Order of the Congregation of Notre Dame, taught the young Indians over 250 years ago; Monklands, the mother



CANADIAN PACIFIC RAILWAY GENERAL OFFICES
AND WINDSOR STREET PASSENGER STATION

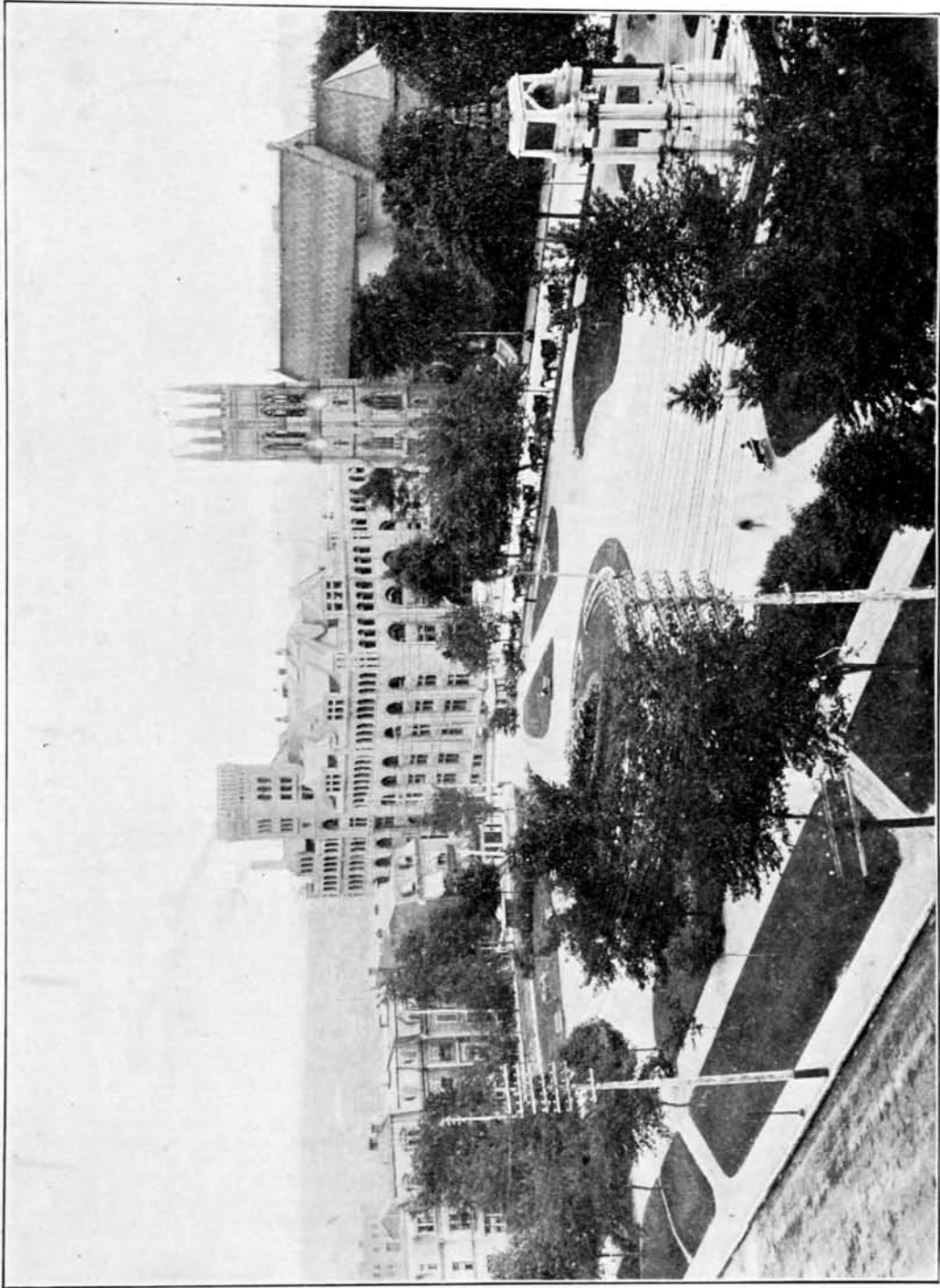
house of the congregation of Notre Dame, and at one time the official residence of the Governors of Canada; the Monastery of the Precious Blood, Notre Dame de Grace; the Royal Victoria, Montreal General, Hotel Dieu, Notre Dame and Grey Nuns' Hospitals; Deaf and Dumb Institute, directed by the Sisters of Providence, and Institute for the Blind; the Art Association Building, with its rare collection of paintings; the Natural History Association's museum containing amongst others a small but interesting collection of Egyptian antiquities; Christ Church Cathedral, a perfect specimen of Gothic

architecture; the numerous edifices of other denominations; the immense Angus Works of the Canadian Pacific Railway, at the east end of the city, Armory and drill halls, and a score or more of convents and other educational institutions—while a drive along Sherbrooke, Dorchester and other fashionable streets, or through Westmount, Montreal's fashionable West End, will reveal the artistic homes of wealthy citizens.



BANK OF MONTREAL AND POST OFFICE
ST. JAMES STREET, MONTREAL

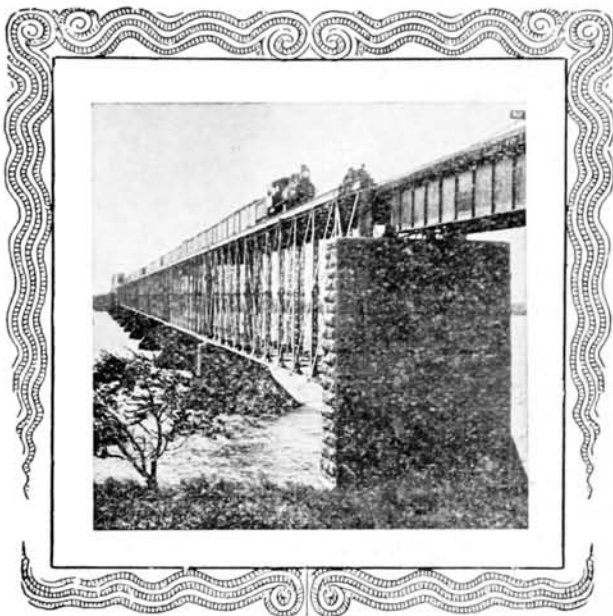
The building of the Bank of Montreal deserves a special visit. Its great banking hall is a marvel of modern architecture. The rich decoration of marble columns, and gilded capitals, has been designed with exquisite taste, and an effect of dignity and spaciousness has been produced, worthy of one of the strongest financial institutions in the world.



DOMINION SQUARE SHOWING WINDSOR STATION AND GENERAL OFFICES
OF THE CANADIAN PACIFIC RAILWAY

Montreal's Magnificent Environments.

There is no other large city in America, where a quarter or a half-hour's journey will traverse so many scenes of varied natural beauty or places of historic interest, or a few hours' railway trip will take one to more picturesque solitudes of mountain, lake and stream.



C.P.R. BRIDGE ACROSS ST. LAWRENCE RIVER

The famous Lachine Rapids are at the city's doors, and to run them is a pleasant experience which few visitors to the city miss; Caughnawaga, an Indian village where dwell the remnant of a once powerful tribe, is worth a visit; and near by are Lake St. Louis, on which have taken place some of America's greatest aquatic contests, and the Lake of Two Mountains, where the opportunities for yachting and boating are unsurpassed. At the foot of this lake is Ste. Anne de Bellevue, where Tom Moore was inspired by the wealth of its beauty to

write the immortal "Canadian Boat Song." The Laurentian mountains to the north are penetrated by the Canadian Pacific in a virgin region of countless lakes and streams which are claimed to be the best trout fishing waters in Canada. Both banks of the Ottawa River are paralleled by the Canadian Pacific to the City of Ottawa, the capital of the Dominion—the line on the western or Ontario bank leading past Caledonia Springs Hotel of the Canadian Pacific Hotel System, a health resort the fame of whose waters attracts visitors from all parts of America. and that on the eastern or Quebec side past towns near which large and small game is abundant and fishing waters plentiful. Another branch runs through the Eastern Townships with their rich farms and pleasant lakes and rugged tree-clad hills—ideal resting places during the heated term; and from Montreal one has means of communication with all parts of America.

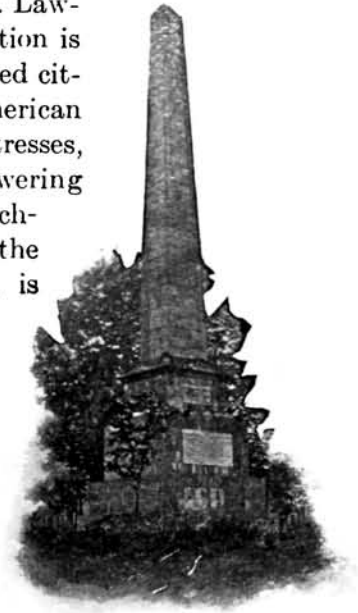
Quaint Quebec

*A BIT OF MEDIAEVAL EUROPE
IN AMERICAN SETTING*

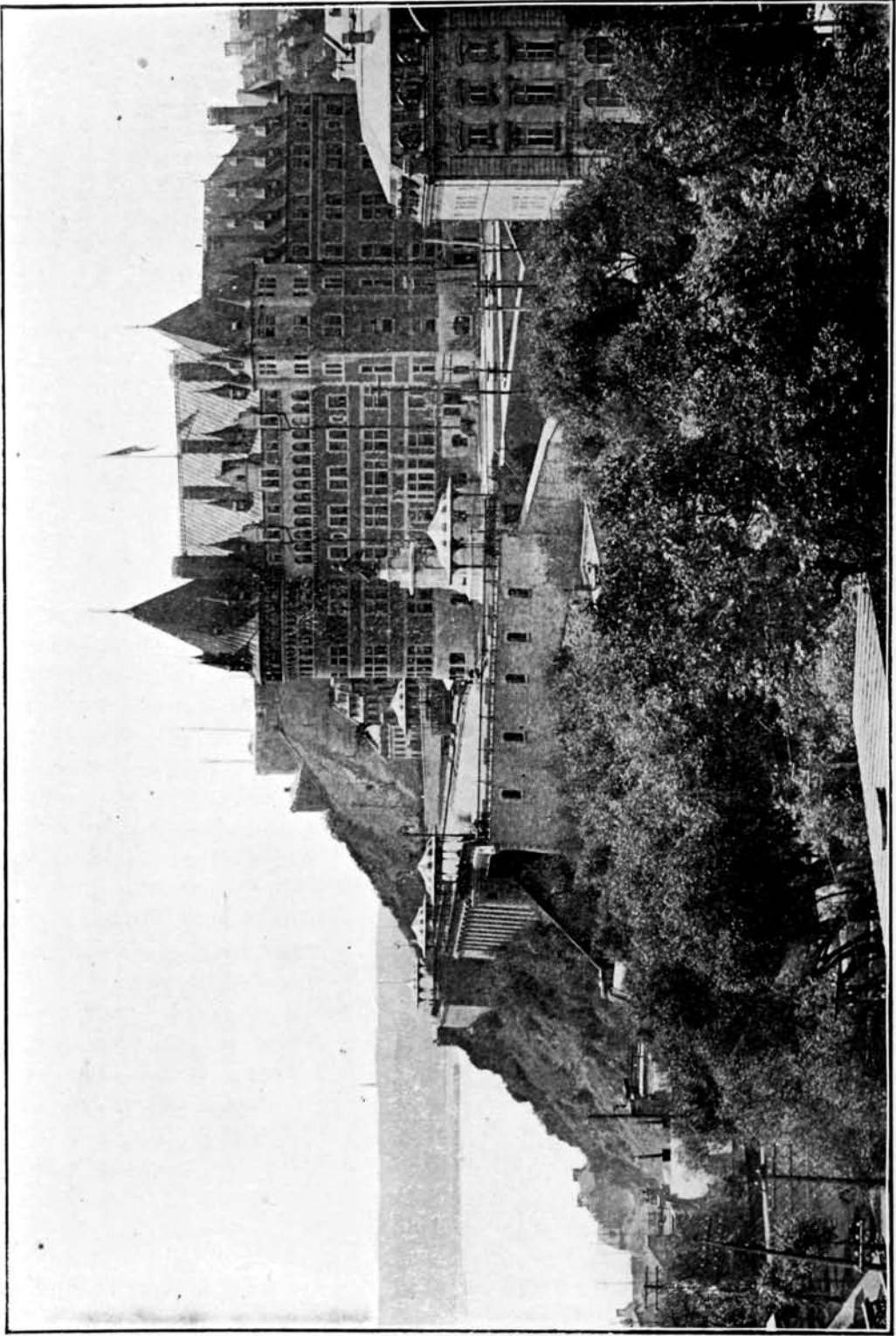


FEW, if any, places in America rival the ancient city of Quebec in its attractiveness. The quaint old-walled place is the most interesting spot historically on this western continent, and combined with this feature is a picturesque location, perhaps unequalled in the world. Quebec is like a transplanted city—a French town of olden times set down in American surroundings, in which the chief characteristics of mediæval Europe and modern America are deftly and delightfully interwoven—and around it are clustered a host of legendary memories. Perched on a high promontory at the confluence of the St. Lawrence and St. Charles Rivers, its situation is unique and magnificent. On the highest point is the famed citadel, which has given to this city the name of the “American Gibraltar,” and everywhere around are battlements, fortresses, castles, monasteries, convents, and feudal gates and towering walls. As one puts foot on the historic soil of this matchless Mecca of tourists, the ancient and foreign aspect of the city, so wholly at variance with the rest of the continent, is impressive. “The quaint, picturesque figures of the inhabitants,” says one writer, “their alien speech, their primitive vehicles of locomotion, their antique French houses, huddled together and poised up high on the edge of the cliff, the unrivalled citadel and menacing fortifications, the narrow, crooked streets, and winding, steep ascent to the Upper Town, recall some old-world capital—a survival of mediæval times.”

All about this ancient stronghold—first of the French, then of the English—every spot has been the



WOLFE AND MONTCALM
MONUMENT, QUEBEC



CHATEAU FRONTENAC, QUEBEC

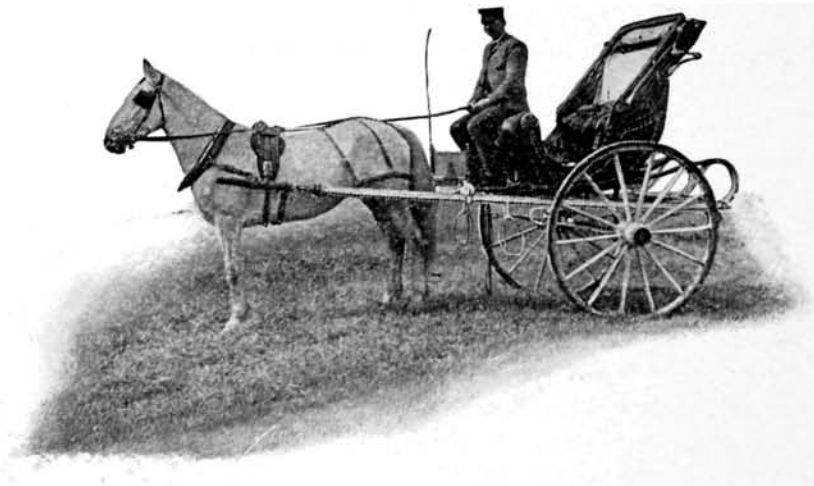
scene of stirring events. Here it was that the early discoverers of the northern part of America first landed, and here European civilization was first planted. Here lived those illustrious and chivalrous adventurers, whose exploits shed lustre on Old France, and from here, at one time, the whole country, from the great lakes to the Gulf of Mexico, was governed. Here the French made their last fight for dominion in this western world—on the plains of Abraham, where Wolfe and Montcalm heroically fell. But, for nearly a century and a half, peace has prevailed between the two great nations, and while still redolent of the martial and religious flavour, with which it was characterized from its very birth, Quebec has gradually evolved itself from a military stronghold into a bustling, commercial centre, and an ideal resort for pleasure and health seekers. During the winter months, residents and visitors alike revel in the delights of those most interesting sports—curling, skiing, skating, hockey, snowshoeing and tobogganing—and the opportunities for sleigh-driving, in comfortable vehicles, are unexcelled.

But interesting and beautiful as Quebec may be, with its quaint buildings and historical treasures, the drives and excursions about the city are no less attractive. Amongst them are those to the falls of Montmorenci, 100 feet higher than those of Niagara, and the Chaudiere Falls, second only to the Great Cataract; Ste. Anne de Beaupre, for two centuries and a half the Mecca of thousands of devout pilgrims seeking restoration of health at the sacred shrine, where a magnificent edifice, raised to the dignity of a Basilica by Pope Pius IX., has been erected, and which is reached by a short electric railway trip; Beauport, bombarded by Wolfe in 1759; Lorette, an Indian village where the remnant of the once powerful tribe of Hurons is located: Levis, across the St. Lawrence, where there are large military forts and engineers' camps; and many picturesque villages which dot the landscape and where the curious primitive customs of the early French settlers still prevail.

To meet the requirements of tourist travel, there is at the base of the citadel a magnificent fire-proof hotel, the Chateau Frontenac, a stately seven-storey structure, built after the style of the French chateaux of the sixteenth century, but embracing twentieth century ideas of spaciousness, convenience and elegance. Over one million dollars have given the world this marvel of architecture. Crowning the cliff, on which the famed Dufferin Terrace stretches its great length—the longest promenade known, for it now extends past the citadel to the Cove Fields—hundreds of feet above the St. Lawrence and the Lower Town, the perspective of the city, stream and landscape, seen from the windows of this unique hotel is magnificent—a scene of both historic and majestic grandeur—a view of mountain, valley, river and island, from an eleva-

tion such as no other city boasts. The Chateau itself, harmonizing as it does with its picturesque surroundings, impresses the beholder, as having always been part and parcel of the granite cliff on which it stands. In its interior, the predominating design, being mediæval, is carried out in an elaborate detail, and its fluted columns and dainty panels, are specimens of exquisite delineation and artistic workmanship. The apartments throughout are luxurious. Special arrangements can be made for large parties, or for those making prolonged visits.

Quebec is best reached via Montreal. Tourists from New York, reach Montreal by the New York Central and Rutland Roads, and those from the New England States by the Boston and Maine & C.P.R. It is four and a half hours' run from Montreal to Quebec, by the Canadian Pacific Railway, through the old French settlements, along the north bank of the St. Lawrence, or during navigation, steamer can be taken down the St. Lawrence, and the return trip made by rail.



A QUEBEC CALECHE



THE CAPITAL CITY OF CANADA.



the capital of Canada, is so easily reached from Montreal that few visiting that commercial centre fail to see the seat of Government of Canada, often described as the Washington of the North, to view its beauties and magnificent scenery. The city's site for grandeur is second only to that of Quebec being located on the Ottawa river the third greatest stream

in volume in all Canada, where the Rideau and Gatineau join.

Ottawa, it is claimed, is the most picturesque capital in the world. The waters of the Ottawa, which here flow between the provinces of Ontario and Quebec, pour over the Chaudiere Falls—resembling in shape the rim of a huge cauldron or kettle; and the Rideau Falls, half a mile distant, where the Rideau's flood leaps into the Ottawa, are so called from their likeness to a curtain—"rideau." This waterfall also gives name to the vice-regal residence of the Governor General of Canada, from which it is only a stone's throw distant. Across the Ottawa, opposite Rideau Hall, is the mouth of the Gatineau, along which, before its confluence with the larger stream, are numerous picturesque rapids. Ottawa's great water-power has long since made it the chief lumber and milling centre of the Dominion, and in its immense saw-mills and other industries are attractions to the tourist, while to ride down the timber slides by which the square timber of the upper Ottawa passes uninjured down to the navigable waters below, is an exciting experience which many visitors enjoy. By an artificial channel, 300 yards above the falls, rafts can pass over the incline, straight reaches at intervals reducing the speed. Some of these terminate with a drop of four feet, over which the raft jumps. The immense speed, the rush of waters, the succession of chutes stretching out like sloping stairs, timbers rocking like a bundle of reeds, and getting a

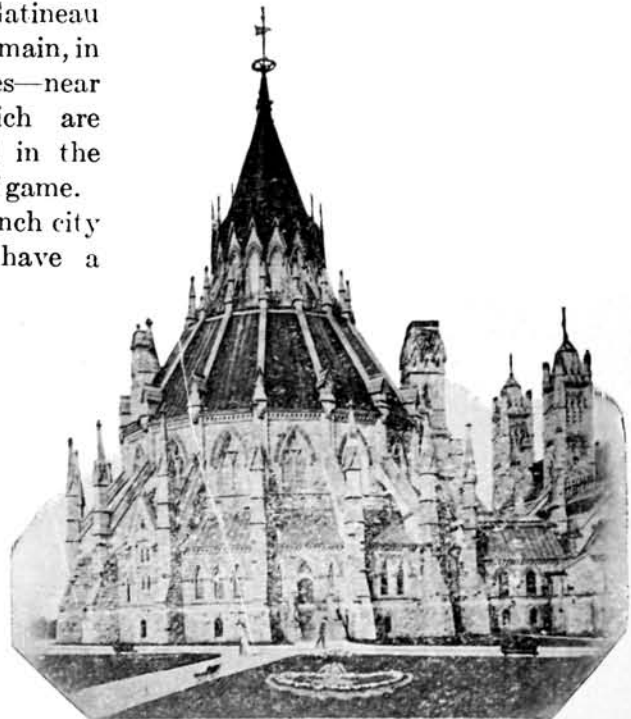
momentary rush with each incline, offer a novelty to visitors, which can be enjoyed in perfect safety.

It is the national buildings, however, which are the chief glory of Ottawa, and the principal object of interest to strangers. They stand out boldly on Parliament Hill, a steep promontory, rising 100 feet or more from the Ottawa River, in all the beauty of seemingly varied architecture. The octagonal library in the rear of the Houses of Parliament—much like the chapter house of a cathedral—is one of the most complete in the world, and contains about 200,000 volumes, some of which are exceedingly rare. These buildings, with the Eastern and Western Departmental Blocks, which flank the square fronting the main structure, were erected at a cost of about \$5,000,000. Their construction was commenced in 1859, and a year later, the corner stone was laid by his Majesty King Edward VII., who was then Prince of Wales.

Other objects of interest are the Rideau Canal, built in 1827 for military purposes; Rockliffe and Major Hill Parks; the city buildings; the great Roman Catholic Cathedral; the Geological Museum; the Fisheries exhibit; the Lovers' Walk; the National Art Gallery, in the Supreme Court Building, and the Central Experimental Farm in the suburbs. There are a number of delightful summer resorts near Ottawa, amongst which are Aylmer and Queen's Park, Chelsea, Kingsmere, the Cascades, etc., and reached by rail is the Gatineau Valley, a magnificent summer domain, in which are pleasant, restful places—near pretty lakes and streams, which are attractive to the angler—and in the woods, the hunter finds plenty of game.

Opposite Ottawa is the French city of Hull, and combined they have a population of about 85,000.

Ottawa is reached from Montreal by the Canadian Pacific Railway, whose lines parallel both banks of the Ottawa River, and by steamer in summer, the railway run being made in three hours by the Short Line Express.



LIBRARY—PARLIAMENT BUILDINGS

THE CITY OF MONTREAL

TARIFF FOR HACKNEY CARRIAGES

ONE HORSE VEHICLES.

By the Drive.

Time allowed, Fifteen Minutes.	
For one or two persons.....	\$0.25
For three or four persons.....	50
Time allowed, Thirty Minutes.	
For one or two persons.....	\$0.50
For three or four persons75
Time allowed, Three quarters of an hour.	
For one or two persons.....	\$0.75
For three or four persons	1.00

By Time.

For the first hour.	
For one or two persons.....	\$1.00
For three or four persons	1.25
For every subsequent hour.	
For one or two persons	\$0.75
For three or four persons.....	1.00

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Any portion or extension of this drive, and all drives extending beyond the city limits, will be charged for at the rate of one dollar per hour.

BAGGAGE

For each trunk carried in any such vehicle, 25c., No charge shall be made for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

a. Fractions of hours for any drive exceeding one hour shall be charged at pro rata rates as above established for drives by the hour.

b. For drives between midnight and four o'clock in the morning fifty per cent. shall be added to the tariff rates above established.

c. The tariff by time shall apply to all drives extending beyond the city limits provided the engagement be made within the said limits.

d. Children under five years of age and sitting on their parent's or guardian's lap will be admitted free of charge, and shall not be held as being included in the word "persons" in the said tariff.

e. The word "drive" wherever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for said drives.

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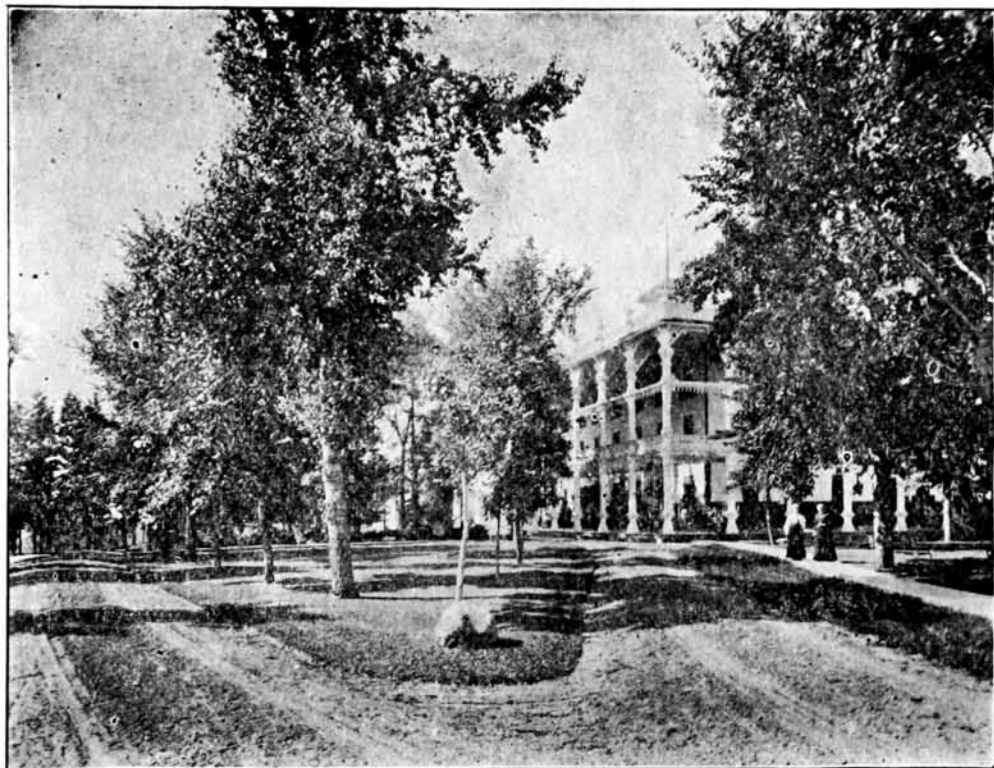
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